

HUYE RALLY (memorial GAKWAYA)

04th 05th OCTOBER 2014

SUPPLEMENTARY REGULATIONS



1. INTRODUCTION

1.1 *'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2014 FIA Regional Rally Championships Sporting Regulations, the National Sporting*

Regulations which comply with the FIA regulations and these Supplementary Regulations. 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 the Rally info HQ, open on the 03th /10/ 2014.

The 2014 FIA Regional Rally Championships Sporting Regulations can be found at www.fia.com '

Name of the Rally: 2014 HUYE RALLY(MEMORIAL GAKWAYA CLAUDE)

1.2 Road Surface

Types of road surface for each leg: Tar and Gravel

All special and super special stages will be run on gravel only.

1.3 Overall SS Distance and Total of the Itinerary

Total distance	:	270.04	Km
Total Competitive	:	160.00	Km
Total number of SS	:	12	

2. ORGANISATION

2.1 Titles to which the rally counts

2.1.1 National titles

The 2014 Rwanda National Rally Drivers Championship
The 2014 Rwanda National Rally Co-Drivers Championship
The 2014 Rwanda Cup for Drivers and Co-drivers using 2WD

2.2 Visa Number – RAC and ASN

ASN Visa No: - RW/03R/2014

2.3 Organisers Name and Address

Rwanda Automobile Club
K.B.C. (Kigali Business Center)
Boulevard de l'Umuganda.

Third floor A21

Po Box 2450
Email: info@motorsportrwanda.com
Website: www.huyerally.com

2.4 Organisation Committee

EVENT MANAGER: Christian GAKWAYA

2.5 Stewards of the Meeting

R.A.C Chairman of Stewards Eric NZAMWITA (RWA)
C.A.B Appointed Steward Anselme BIGIRIMANA (BDI)

2.6 Senior Officials

Clerk of Course **Eric GAKWAYA** +250785695006
Deputy Clerk of Course **Eric RWEGO** +250 788 66 91 91

Assistant Clerk of Course **Fernard TURABINGWA** + 250731000075
Assistant Clerk of Course Adon **NEGAMIYE** +257
Secretary of the rally **Cecille**
Chief Scrutineer **Franc KAVAMAHANGA** +250
Assistant Scrutineer **Fabrice NYIRIDANDI** +250
Chief Marshal **Charle KENGE** +250

Chief Scorer **Innocent KANEZA** +250788312934
Chief Safety and security Officer **Fabrice KAMI SEMANA** +250
Competitors Relations Officer **Fernand RUTABIGWA** + 250731000075
Service Park Manager **Brice IRAMBONA**
Chief Medical Officer **Tony RWEGO**

2.8 HQ Location and Contact Details (Fax and Telephone Number)

Location : HUYE SALLE POLYVALENTE CENTRE VILLE

2.9 Location of Overnight Parc Ferme for each Leg

Location : TBA

2.10 Location of Start and Finish

First Car Due
Leg 1 : Start : HUYE SALLE POLY CENTRE VILLE (RALLY HQ)
13:00hrs, Sat 04th /10/ 2014
Finish : RALLY HQ
21:00hrs Sat 04th /10/ 2014
Leg 2 : Start : RALLY HQ
09:00hrs, Sun 05th /10/ 2014
Finish : RALLY HQ
12:20hrs Sun 05th /10/ 2014

2.11 Location of Service Parks for each Leg

Leg 1 : Rally HQ
Leg 2 : Rally HQ

PROGRAMME OF THE RALLY

Opening Date for Entries	Date: Sunday 14th /09/ 2014 Time: 08:30hrs
Issuing the road book, map & rally guide and other documents to all crews	Date: from Tuesday 23th /09/ 2014 Time: 10:00hrs to 17:00hrs Place: RAC HQ , KIGALI
Reconnaissance – all Crews	From: Friday 24th /09/ 2014 To: Saturday 4th /10/ 2014 at 10hr00
Closing Date for Entries	Date: Friday 03th /10/ 2014 Time: 24:00 hrs
Closing Date for Co-Driver details	Details concerning the Co-Driver can be sent in up to 03th /09/ 2014, 18:00hrs If this application is sent by fax, the original must be presented at documentation.
Opening and Closing of Rally HQ	Opens: Friday 03th /10/ 2014 Time: 18:00hrs Place: Rally HQ
Opening of media centre and media accreditation	Date: Friday 03th /10/ 2014 Time: 18:00hrs Place: Rally HQ
Fitting of Tracking and safety equipment	Date: Saturday 04th /10/ 2014 Time: 08:00hrs to 10:00hrs Place: Rally HQ
Administrative Checks	Date: Saturday 04th /10/2014 Time: 08:00hrs to 10:00hrs Place: Rally HQ hotel
Official Notice Boards	Date: saturday 04th to 04th /10/ 2014 Time: 08:00hrs – 22:00hrs Place: Rally HQ,

Scrutineering	Date: Saturday 04th/10/ 2014 Time: 08:00hrs to 10:00hrs Place: rally HQ
Publication of Start list – Leg 1	Date: Saturday 04th /10/ 2014 Time: 11:00hrs Place: Official Notice Board ,Rally HQ
Start of Rally	Date: Saturday 04th /10/ 2014 Time: 13:00hrs Place: Rally HQ
Publication of start list – Leg 2	Date: Saturday 04th /10/ 2014 Time: 22:00hrs Place: Official Notice Board, Rally HQ
Start of Rally – Leg 2	Date: Sunday 05th/10/ 2014 Time: 9:00hrs Place: Rally HQ
Publication of Provisional Final Classification	Date: Sunday 05th /10/ 2014 Time: 13:00hrs Place: Official Notice Board, Rally HQ
Publication of Final Classification	Date: Sunday 05th /10/ 2014 Time: 13:30hrs Place: Official Notice Board, Rally HQ
Prize-Giving	Date: Sunday 05th /10/ 2014 Time: 14:00hrs Place: Rally HQ

4. ENTRY PROCEDURE

Entry forms are available from the Secretary of the Rally. They can be obtained via email info@motorsportrwanda.com, website: www.motorsportrwanda.com and once they have been correctly filled in, must be emailed through to the address provided in item 2.3 above, of these regulations. If applications are sent by email, they should reach the organisers on or before Saturday **03th /10/ 2014** or the original must reach the Organisers at final documentation. Details concerning the co-driver can be sent in up to one day before the start of the Rally.

In the event that the details of the entered vehicle do not correspond with the class in which it has been entered, the Scrutineers may propose to the Stewards an amendment to move to the corresponding class/group which decision shall not be subject to debate.

4.1 Local crews on collection of materials at RAC HQ Please supply original entry form and two passport size photos and all relevant Vehicle and crew information

4.2 Foreign crews on collection of materials from Rally Headquarters Please supply original entry form and two passport size photos and all relevant Vehicle and crew information

4.3 Number of entrants accepted and classes

4.4 Maximum number of entries : **NOT APPLICABLE**

4.5 Classes of Cars:

CLASSES	GROUPS
RC2	S2000-Rally: 1.6T engine with a 30 mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R4 (VR4)
	Group N over 2000cc (current N4)
RGT	RGT cars
RC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (over 1600cc and up to 2000cc - VR2C)
	R3 (atmo / over 1600cc and up to 2000cc - VR3C)
	R3 (turbo / up to 1620cc / nominal - VR3T)
	R3 (diesel / up to 2000cc / nominal - VR3D)
RC4	Group A up to 1600cc
	R2 (over 1390cc and up to 1600cc - VR2B)
	Kit-car up to 1600cc
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc
	R1 (up to 1600cc -VR1A/VR1B)

4.6 **Entry fees / Entry Packages for all groups of competitors**

4.6.1 Entry fee for all competitors is: **100 USD**

4.6.2 without Advertising: 250 USD

4.6.3 Late entries additional **N/A**

4.6.4 The entry fees specified in **4.6.1** and **4.6.2** will include

- Road books for each Leg
- Unofficial Pace notes for each Leg
- Two Service plates
- All competition numbers and Rally plates
- All organisers advertising
- 1 set service notes

4.6.6 Entries will only be accepted if accompanied by total entry fee or by a receipt issued by the organising ASN

4.7 **Payment Details**

4.7.1 Payments will be accepted only, by bank deposit at RAC account.

4.8 **Refunds**

4.8.1 Entry fees will be refunded in full:
To candidates, whose entry has not been accepted

4.8.2 In the case of the rally not taking place.

The organisers may refund 50% of the entry fee to those Competitors who, for reasons of “force majeure” (duly certified by their ASN), were unable to start in the rally

4.9 **Eligible Vehicles**

4.9.1 Cars eligible to enter in FIA Regional Championship events

- Group A Cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned
- Group RGT cars complying with 2014 Appendix J Art. 256
- Group R cars (Appendix J, Article 260, 260D and 261)

- Group N cars (Appendix J, Article 254) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Article 254A).
- Super 2000-Rally cars (complying with Art. 255A) fitted with a restrictor complying with the Art. 255A-5.1.1-b except following points:
 - a) The maximum internal diameter of the restrictor is 30 mm,
 - b) The external diameter of the restrictor at its narrowest point must be less than 36 mm, and must be maintained over a distance of 5 mm to each side.The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.

African Rally Championship:

- Including cars whose homologation has expired a maximum of 4 years previously.
- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.
- Cars whose Group N homologation as extended to 31st December 2016 by special application.

NATIONAL/REGIONAL CARS

The following applies when an organiser admits ASN homologated cars:

- 4.4.1** They may use part or the entire itinerary as in the Championship.
- 4.4.2** They may choose to either use the officials appointed to the event or appoint a separate panel of stewards, scrutineers and /or officials.
- 4.4.3** The cars shall run as a group/class after the last cars entered in a Championship event
- 4.4.4** The cars shall have their own classification and will not appear on any results of the Championship.
- 4.4.5** The cars shall never be shown in joined entry list, classification (official or unofficial) and/or joined results of special stages during or after a Championship event.

4.9.2- Regional cars

The stewards may, for reasons of safety, seed including FIA seeded drivers.

4.10 Permitted Modifications

- 4.10.1 Fitting of under body protection is authorised in accordance with Appendix J Articles 254-6.7.1 and 255-5.7.2.10
- 4.10.2 The Air intake for Group 'A' may be modified by making a hole, of maximum 10cm diameter, in the engine bonnet only, in order to provide air for the engine through a 'snorkel'. Appendix J, Article 255-5.1.8
- 4.10.3 The Air intake of Group 'N' cars or super 1600 and S2000 may be modified as in 4.8.2. The addition of a tube from the bonnet to the air box is permitted. The air box for a Group N car may be modified but must be identifiable as the original air box and its position may not be changed, the original air cleaner element must be retained.
- 4.10.4 Radio Installation are subject to obtaining licensing from relevant regulatory authorities.
- 4.10.5 A maximum of two spare wheels are permitted for all competing crews and their position in the car is free subject to being secured to the satisfaction of the scrutineer. A minimum of 1 spare wheel, securely fastened, must be carried in the competing car at all times during the rally.
- 4.10.6 Mud flaps in accordance with Appendix J, Article 252.7 are permitted.
- 4.10.7 Fuel tank(s) capacity should conform to Article 254-6.9 of the Appendix J for Group 'N' cars and Article 225-5.9 for Group A cars.
- 4.10.8 If Silvered or tinted windows are not used or if the side windows and the glass sunroof are not made from laminated glass, the use of transparent and colourless anti-shatter films on the side of the windows and the glass sunroof is mandatory.
- 4.10.9 The thickness of these films must not be less than 100 microns.
- 4.10.10 The use of silvered or tinted films is authorised on the side and rear windows and glass sunroof, and on the following conditions:
 - Openings in these films must allow a person outside to see the driver and the contents of the car.**
- 4.10.11 Rear seats need not be carried.

- 4.10.12 Cow-catcher in accordance with Appendix J 284-6.6.1 may be fitted.
- 4.10.13 Additional lighting devices maybe fitted to the exterior of the car provided that no light is mounted higher than the bottom of the windscreen.

5 INSURANCE

5.1 Details of the insurance cover:

The Entry Fees include the insurance premium that guarantees the competitors cover for civil liability towards **third party** to the extent of **ten million** only.

- 5.2** Competitors and/or driver attention is drawn particularly to the fact that Rwandan Law requires all vehicles driven on a public roads to be insured against Third Party Risks.

Competitors and/or Drivers will be entirely responsible for insuring that their cars are adequately covered.

Entry fees include a premium to insure competitors and/or drivers for third party risks as follows-

- **Third party death and bodily injuries**
- **Third party property damage**

This insurance will come into effect from the start of the rally and will cease at the end of the rally, or at the moment of retirement **or** exclusion.

- 5.3** Competitors and/or drivers take part entirely at their own risk. The Organizers decline liability in any accident caused by or to competitors and/or drivers and their vehicles during the whole of the event. The organizers also decline any liability for breach of Laws and Regulations of the Republic of Rwanda. Competitors and/or Drivers will be entirely responsible for any accident or breach of laws in which they may be involved and will declare in writing, to the Organizers, particulars of any accident from which liability may arise and will indemnify the Organizers in regard to any liability to any person whatsoever.
- 5.4** A competitor will have no claim, against the Organizer or owners of private property, arising out of any act or default of or by them, their servants or officials, before, during or after the Rally.
- 5.5** It is the Competitors and/or drivers responsibility, to arrange Personal Accident, insurance cover for their service crew and vehicles and any other additional Public Liability insurance cover. Terms for such cover are available from the Official Insurers to the Organiser.
- 5.6** Any accident, which may give rise to an insurance claim, must be reported to the Secretary of the event, in writing, within two days of the finish of the rally.
- 5.7** Under no circumstances will any Competitor and/or driver admit any liability or sign any form of paper, which may admit liability in any accident, which may arise.

6 ADVERTISING AND IDENTIFICATION NUMBERS

- 6.1** The Organisers will require publicity to be carried as shown sketch on **Appendix 4**. The competition numbers, rally plates and advertising shall be affixed on the car before scrutineering, otherwise the start shall not be allowed.
Space for the organisers optional advertising must be reserved on the car, unless the higher fee is paid (**Article18.8 of the RRR– FIA Regional Rally Regulations 2014**)
- 6.2** **Plates:**
The Organisers will supply **one front rally** plate and **one rear rally** plate
- 6.3** **Competition numbers:**
The Organisers will supply **two front door panels** and **two numbers for the rear windows**

- 6.4 Drivers / Co-driver names**
Refer **Article 19** of **FIA Regional Rally Regulations**, Also see **appendix 4**

7 TYRES

- 7.1** The use of slick tyres is prohibited.
- 7.2** The inside of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air. In other words, the use of any form of moose which allows the tyres to maintain their performance at an internal pressure equal to or less than the atmospheric pressure is prohibited.

8 FUEL

The use of aviation fuel (AV GAS) is permitted. The maximum lead content permitted in Rwanda is **0.85grams/litre**.

- 8.1 Order Procedure** – Competitors who require AV GAS may contact the organisers, for assistance where to purchase the avgas
- 8.2 Fuel Distribution** – Competitors are entirely responsible for providing and distribution of their own fuel during the rally, however, this will be done only at designated **Fuel Parks**.

9. RECONNAISSANCE

- 9.1 open from Friday 26/09/2014 till Saturday 04/10/2014 at 10:00hr**
- 9.1.3** Reconnaissance will only be allowed for two passages of each special stage for each crew and will be as per **Article 25 of the RRR– FIA Regional Rally Regulations 2014**.
- 9.2 Specific and or National restrictions** (Also refer to **ART 20 RRR – FIA Regional Rally Regulations 2014**)
- 9.2.1** Maximum speed **80km/hr**.
Traversing of the route prior to the event must at all times be carried out within the applicable speed limits allocated to the various areas.
- 9.2.2** All reconnaissance will be done using series production vehicles. More than one crew may share a vehicle.

9.3 Fitment of Speed Control Checking Device

Not applicable

10 ADMINISTRATIVE CHECKS

10.1 Documents to be presented

- 10.1.1 Completed entry form
- 10.1.2 2 passport size photographs
- 10.1.3 Proof of payment of entry fee
- 10.1.4 Drivers and Co-Drivers Licence's
- 10.1.5 Vehicle Insurance
- 10.1.6 White book or vehicle registration book
- 10.1.7 Competition Licence
- 10.1.8 Clearance letter from ASN (or **ASN stamp on Entry form**)

11. SCRUTINEERING, SEALING AND MARKING

- 11.1 rally HQ**
- 11.2 Turbo sealing and marking not applicable**
- 11.3 Scrutineering Schedule**

Clocks will be synchronized to GPS time. **The Chief Marshal shall synchronize all official clocks.** The “0” car shall also check them.

Any late arrival at the Start of the rally, the start of a leg, the start from Regroup Halt Out or the start from holding point, ascribable to the crew, shall be penalised **10 seconds for every minute or fraction of a minute late.** Any crew reporting more than **15minutes late** shall not be allowed to start.

PERSONNEL ALLOWED IN PARC FERME

As soon as they have parked their car in the Parc Ferme, the drivers must stop their engine and the crew must leave the Parc Ferme. Nobody except the officials of the rally carrying out specific functions, are allowed in the Parc Ferme.

Crews may enter the start Parc fermé 10 minutes before their start time.

While the cars are subject to Parc Fermé rules, any repair or refuelling is strictly forbidden; any breach of these Regulations shall be reported to the Stewards who may impose a penalty as indicated in **Articles 152 and 153** of the **International Sporting Code.**

12.7 Time-card change during Rally

A separate set of Time Cards shall be issued for each day and or each section. Crews are to hand in their Time Cards at the Parc Ferme’s or holding area’s where the time card “book” ends.

12.8 Starting Systems of Special Stages

12.8.1 The interval between cars shall remain at 3 minutes during the whole event and 5minute for night stages except if further notified by the officials in writing.

12.8.2 The Stewards may amend exclusion times, assign times or nullify any road or competitive section if conditions make this necessary.

12.8.3 Starts of special stages will be given as follows:

This is used in conjunction with **Appendix 6, Article 33, Article 34 and Article 35** of the General Prescriptions. When rally time clocks are in use, the marshal will enter the provisional starting time for the following road section into the clock which will then display, by means of coloured light, the time remaining to the competitor’s start of competitive section time, in accordance with the following: -

30, 20, 10 seconds before start time	:	Orange light for 1 second.
5 seconds to start time	:	Orange light for 3 seconds
2 seconds to start time	:	Red light for 1 second.
1 second to start time	:	Orange light for 1 second.
Start time	:	Green light.

Should the Rally time clock fail at 30 seconds before the departure time, or the Rally time clock is not in use, the marshal will use appropriate hand and finger gesticulation to indicate the time remaining to departure time.

When the car with its crew on board has stopped in front of the starting control, the Marshal will enter the time schedule for the start of the car in question on the stage sheet (hour and minute). He will hand this document back to the crew and will count-down as follows: 30” – 15 “- 10” and the last 5” seconds one by one.

Any car not able to start from this point in the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place.

12.8.4 The Stage Commander in the case of “force majeure” may only delay the start of a special stage in relation to the scheduled starting time.

IN THE EVENT OF LATENESS ON THE PART OF A CREW, THE STAGE COMMANDER WILL ENTER A NEW TIME, THE LATENESS THEN BEING CONSIDERED AS LATENESS RECORDED ON A ROAD SECTION.

12.8.5 A false start, particularly one made before the Marshal has given the signal, shall be penalised by:

1st offence	:	10 seconds
2nd offence	:	30 seconds
3rd offence	:	1 minutes
Further offences	:	At the Stewards' discretion

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.

12.8.6 Special stages will end in a flying finish. Stopping between the yellow warning sign, and the stop sign being is forbidden and will be reported to the stewards. Timing will be recorded on the finish line, using an electronic stopwatch and shall be backed up by a second time clock or stopwatch.

At a distance of 100 to 300 m. after the finish, the crew must report to a control (point Stop indicated by a **Red "STOP" sign**) to have its finishing time entered on the timing sheet (hour, minute and second). If the timekeepers cannot give the exact finishing time to the Marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralisation zone or regrouping control. (**Refer to appendix 6 for control signs**)

12.8.7 The time recorded by the crews in each special stage expressed in hours, minutes and seconds shall be added to their other penalties (road, technical) expressed in time.

12.8.8 The starting intervals for special stages must respect the same disposition as those laid down for the start of the leg in question.

12.8.9 Termination of a special stage

When a special stage is interrupted or stopped for any reason, the Stewards may allocate each crew affected a time that they consider is fairest.

12.8.10 The Clerk of the Course may authorise: -

- Alternative routes which may bypass the whole or part of a road or competitive section.
- Emergency halts and/or service assistance if conditions make this necessary.

Crews must carry in their cars, the road book for each leg, which includes a **Green 'OK'** and a **Red '+'** sign and the alternative road book. All Crews should have the above mentioned sign – **Mandatory** the +/O safety board used by most events is allowed and preferred.

12.8.11 If, for whatever reason, a **time control** has not been set-up, the double zero car who will carry an extra set of Marshals will inform the Clerk of the Course and set up that time control to record time, until the marshals for that control arrive to continue. Crews should hold at that control for their time and the matter will be reported to the Stewards for a decision to cancel or keep that stage.

If a Visual passage control is missing, crews should continue along the route to the next time control.

Throughout the rally, crews must strictly observe the traffic laws of Rwanda. In Rwanda there is a speed limit of 50kph within built-up areas only. There is an overall speed limit elsewhere of between 60 - 80kph, which must be observed for the duration of the rally **EXCERPT** in special stages.

12.8.12 Start Order

At the start of day two, the Stewards shall have the right to re-position at their discretion and solely on the grounds of safety.

13 IDENTIFICATION OF OFFICIALS

13.1 All officials will be identified by visibly worn official identities.

14 PRIZES

1 st Driver & Co-Driver RNR Championship	-	2 Trophies
2 nd Driver & Co-Driver RNR Championship	-	2 Trophies
3 rd Driver & Co-Driver RNR Championship	-	2 Trophies
1 st Driver & Co-Driver 2WD Overall	-	2 Trophies

The organizers may at their discretion:

- Offer Awards additional to those specified in these Regulations
- Withdraw Awards, which, in their opinion, are not merited

15 FINAL CHECKS AND PROTESTS

15.1 Protest Fees

All protests must be lodged in writing and handed to the Competitor Relations Officer (**CRO**) together with the protest fee, which shall not be returned if the protest is judged unfounded.

15.1.1 Sum : 200usd

15.1.2 If the protest requires the dismantling and the re-assembly of different parts of the car, the claimant must pay an additional deposit: 5000usd.

15.1.3 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc)

Sum : **2,500usd**

15.1.4 For a protest involving the whole car:

Sum : **10, 000usd**

15.3 Appeal fee

15.3.1 Sum of the national appeal fee (ASN): **750usd + costs**

15.3.2 The International Appeal Fee (FIA) brought by an ASN will be set at **9,000usd**

Appendix 3 CRO

Names & Photographs of Relations Officers and Schedule

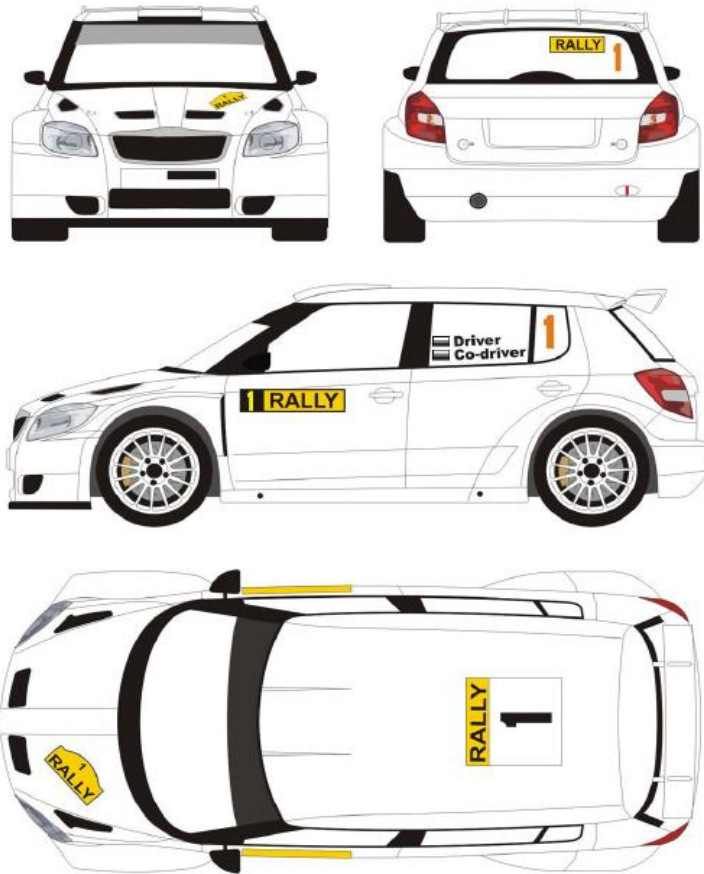
Competitors' Relations Officer (CRO)



Fernand RUTABINGWA +250 788 22 15 13

Appendix 4, DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING

14. DOOR PLATES / COMPETITION NUMBERS / DRIVER'S NAMES



- 1) **Door plate-** to be placed along the top edge of the door, with competition number at the front edge of the door.
- 2) **Sponsors Rally plate -** to be placed below the door plate at the front edge of the door
- 3) **Front plate-** to be placed centrally on the bonnet as far forward as is possible.
- 4) **Large Orange number** to be placed on each rear window together with the drivers and co-drivers names and competition license nationality.
- 5) **Rally Logo –** to be placed at the top centrally of the rear screen.
- 6) **Small orange number –** to be placed at the top to the right of the Rear screen.

(ART 18.8 of the RRR - FIA Regional Rally Regulations 2014) – Organisers optional advertising

Organisers are permitted to advertise on the front half and top half of the front door and on 50% of the top of the windscreen.

Front Windscreen Maximum 100mm High. Providing it does not interfere with the visibility of the driver.

Rear windscreen Maximum 80mm High.

Windows

Driver and navigator names

The driver's surname together with the co-driver's surname and the national flag of his/her passport nationality must appear on the rear side window on both sides of the car, with the drivers name above the navigator's name on both sides below the competition number. The driver and co-driver's surname must be:

- In Helvetica upper case for the first letter of the name and the rest in lower case
- In white on a clear background
- 10 cm high and with a stroke width of 1.5cm.

In case of glass breakage, the cash penalty for not carrying the driver or co-driver's name is not applied.

Appendix 5 Extracts from FIA appendix L relating to overalls, helmets and any other safety equipment.

Flame-resistant clothing

All driver and co-drivers must wear overalls as well as gloves (Optional for co-drivers), Long underwear, a balaclava, socks and shoes homologated to FIA 8856-2000 Standard Technical List No. 27)

Users must ensure that garments are not too tight as this reduces the level of protection.

Embroidery sewn directly onto the overall shall be stitched onto the outermost layer only, for better heat insulation .Backing material of badges and thread used for affixing them to the overalls must be flameproof.

Helmets

Helmets homologated to one of the standards listed in the FIA Technical list No. 25

Helmet Test Specification (Technical List No. 33) must be worn by P1 and P2 Drivers.

Appendix 6 – NOTES ON RALLY CONTROLS & TIME CLOCKS

RALLY CONTROL SIGNS

Control type	CONTROL ZONE (Diameter of sign: about 70 cm)		
	Direction of rally Direction of rally		
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGNS End of Control Area
PASSAGE CONTROL	← 25 m min	← 25 m	
TIME CONTROL	← 25 m min	← 25 m	
TC AT SERVICE PARK ENTRANCE	← 5 m	← 5 m	
TC AT SERVICE PARK EXIT	← 5 m	← 5 m Usually leads to RZ and/or TZ	
TIME CONTROL AND SS START	← 25 m min	← 50-200 m	
END OF SS	← 100 m	← 100-300 m FLYING FINISH LINE	
	ADVANCE INDICATION	STOP CONTROL	
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: 55 cm minimum)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE SYMBOL ON BLUE BACKGROUND *	
TYRE MARKING/ CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
RADIO POINT	← 100 m WARNING SIGN	 RADIO POINT	
MEDICAL VEHICLE POINT	← 100 m WARNING SIGN	 MEDICAL VEHICLE POINT	

Distance shall be respected as near as practically possible.

* Previous colours/design of these signs may be used until replacements are required.

Appendix 7 INFORMATION

Safety posters will be placed at key access points and supplemented by the following:-

- Safety manual for officials and competitors
- Safety note in Rally Programme

At Service Parks, four safety officers shall be deployed to control crowds and warn them of dangers of fire etc. Adequate fire fighting facilities will be present.

Catering and public convenience facilities will be available at Service Parks.

Appendix 8 ACCIDENT REPORTING

- 7.1** A driver taking part in the rally that is involved in an accident in which a member of the public sustains physical injury, the driver concerned shall be required to report this to the next control or designated safety officer.
- 7.2** Drivers finding another crew involved in an accident shall stop and offer assistance if the safety board being displayed is a red cross, but still have to report the incident at the next control.

Appendix 9 Penalties and Fines

Description of Infringement	KWACHA
Head Lamp High Low Malfunction	15 USD
Horn Not Working	15USD
Exhaust – Broken	15USD
Indicator Malfunction	10USD/= each
Late For Scrutineering	1USD= per Min
Missing Competition number Plates	15USD/= each
Speeding and Traffic offence (1 st Offence)	Warning
Tail Light or Number Plate Light Malfunction	10USD/= each
Parking Light malfunction	10USD/= each
Reverse Lights malfunction	10USD/= each
Wipers not Working	10USD/= each
Reporting late at Start Area – Parc Fermé	25USD
Requests for Late Scrutineering	50USD
Drivers Names & Flags Missing	25USD
Penalties for other infringements not mentioned above will be determined by the Stewards	

Appendix10: NOTES FOR COMPETITORS-MEDICAL BOARDS

Each competing car must carry a red reflective triangle which, in the event of the car stopping in a competitive section / stage, must be placed by a member of the crew in a conspicuous position at least 50m behind the car, in order to warn following drivers. Any crew failing to comply shall be subject to a cash penalty at the discretion of the Stewards.

All cars must carry Medical Aid Boards, which must be used according to the following instructions:

1. Should any competitor stop due to an accident whilst on the route being used for the Rally, the board together with the warning triangle must be displayed.
2. Should Medical assistance be required, the **Red Cross sign** together with a warning triangle must be displayed in a manner that the board is clearly visible to all approaching crews. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the board is displayed in this manner, the first competitor to arrive on the scene shall stop and render assistance. Should a Competitor happen to arrive at a scene of an accident without a board being displayed, it must be assumed that the injuries are of such a nature that the Competitors are seriously injured and unable to display the board. Assistance must be immediately rendered. If further assistance from other Competitors is required, the crew of the car rendering initial assistance shall display their board showing the **Red Cross sign**. If no additional assistance is required, the **GREENOK** board shall be displayed with the OK visible to oncoming Competitors until the vehicle has been removed.
3. For an accident where no injuries are involved, the **GREENOK** board must be displayed for the benefit of other Competitors.
4. **Penalties:** Competitors who fail to stop upon arriving at the scene of an accident, where no Medical board is displayed or where a **Red Cross sign** is displayed, are guilty of contravening Motor Sport regulations and shall be reported to Stewards for disciplinary action. Competitors not injured following an accident and who fail to display the **GREENOK** board shall be subject to disciplinary action instigated by the Clerk of the Course through the Stewards for the event who in turn may precipitate further action being taken against the offenders.
5. Missing of these Medical boards will be treated as a serious offence and shall be dealt with as such.