



ARC Equator Rally Kenya SUPPLEMENTARY REGULATIONS



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Art. 1 Introduction

Name of the event: 2022 FIA ARC Equator Rally Kenya

Date of the event: 02-03 April, 2022

Art. 1.1 Preamble

This rally will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Regional Rally Sporting Regulations including appendices, the KMSF Rally Regulations (only when related to national cars) the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins. Additional information will be published in the Rally Guide. All FIA regulations can be found at <https://www.fia.com/regulations>.

The various documents will be written in English. In case of any discrepancy the English text will be binding.

Art. 1.2 Road surface

Gravel

Art. 1.3 Length of Special Stages and Road surface

| | | | | | |
|----------------|----------|----|-------------|----------|----|
| Leg 1: Liaison | [284.54] | km | Competitive | [134.52] | km |
| Leg 2: Liaison | [107.15] | km | Competitive | [62.64] | km |

Art. 1.3 Overall SS distance and total distance of the itinerary

| | |
|----------------------------------|-------------|
| Number of Legs | 2 (Two) |
| Number of Sections | 3 (Three) |
| Number of Special Stages | 8 (Eight) |
| Total distance of the itinerary | [588.85] km |
| Overall length of Special Stages | [197.16] km |

Art 2. Organisation

Art. 2.1.1 FIA Championships and titles for which the rally counts

- FIA African Rally Championship for Drivers and Co-Drivers
- FIA ARC2 Championship for Drivers and Co-Drivers
- FIA ARC3 Championship for Drivers and Co-Drivers
- FIA ARC Junior Championship for Drivers
- FIA ARC4 for Drivers and Co-Drivers

Art. 2.1.2 KMSF Championships and titles for which rally counts

- Kenya National Rally Championship for Drivers and Co-Drivers
- Kenya National Rally Group N Championship for Drivers and Co-Drivers
- Kenya National Rally Rally Division One (1) Championship for Drivers and Co-Drivers
- Kenya National Rally Rally Division Two (2) Championship for Drivers and Co-Drivers Rally
- Kenya National Rally Division Three (3) Championship for Drivers and Co-Drivers
- Kenya National Rally Supplementary Class (S) Championship for Drivers and Co-Drivers
- Kenya National Rally Two Wheel Drive Class (2WD) Championship for Drivers and Co-Drivers

- Kenya National Rally Specially Prepared Vehicles Class (SPV) Championship for Drivers and Co-Drivers
- Kenya National Rally T4 Cross Country cars (SSV/UTV) Championship for Drivers and Co-Drivers

Art. 2.2 Approvals

ASN Visa

Visa No.: KMSF 0366 Approved on: 5th January, 2022

FIA VISA

Visa No.: 02ARC/040322 Issued on: 4th March, 2022

Art. 2.3 Organiser's name, address and contact details

Organiser: Kenya Motorsports Federation (KMSF)
 Organiser's representative: Mwaura Njugunga
 Street/P.O. Box: Private Bag, Kasarani
 Post code/city: Nairobi
 Phone: +254 723 810 000 / +254 734 810 000
 E-mail: info@motorsportkenya.com

Art. 2.4 Organising Committee

Organising Committee: Phineas Kimathi
 Jim Kahumbura
 Surinder Thatthi (FIA liaison)
 Gurvir Bhabra
 Anwar Sidi

Art. 2.5 FIA Stewards of the Meeting

| | Name |
|-------------------------------------|----------------------|
| Stewards of the Meeting (Chairman): | Rikus Fourie (ZAF) |
| 2 nd FIA Steward | Gurvinder Bala (TZA) |
| ASN Steward | John Kamau (EAK) |

Art. 2.6 FIA Delegates & Observer

| | Name |
|------------------------|----------------------|
| FIA Observer | Gurvinder Bala (TZA) |
| FIA Safety Delegate | William Louw (ZAF) |
| FIA Technical Delegate | TBA (by FIA) |

Art. 2.7 Senior Officials

| | Name |
|---------------------------------------|-------------------------|
| Event Director: | Jim Kahumbura |
| Clerk of the Course: | Gurvira Bhabra |
| Deputy Clerk of the Course(s): | George Mwangi |
| | Nazir Yakub |
| | Onkar Kalsi |
| Route Liaison / Media Safety | Anwar Sidi |
| Secretary of the Event: | Hellen Kagendo |
| Chief Safety Officer: | Norris Ongala |
| Scrutineers (Chief Scrutineer): | Musa Locho |
| Chief Medical Officer (CMO): | Dr Raj Jutley |
| Timekeeping (Chief Timekeeper): | Darash Patel |
| Competitors' Relations Officer (CRO): | Joan Nesbitt (National) |
| | Jimmy Wahome (ARC) |
| Chief Controller | Harjit Sagoo |
| Press Officer: | Elias Makori |
| Environmental Officer: | Peris Njoroge |
| Chief Security Officer | Comm. Julius Kabiru |
| Security & Traffic Liaison | Deven Jadeja |
| Service Park Manager | Joel Muchiri |
| Rally Control Manager | Viral Jadeja |
| Chief Communications Officer | Deepak Dhodia |

Art. 2.8 Location of Rally HQ and contact details

Name: KWSTI Service Park
 Street: Kenyatta Avenue
 Phone: +254 723 810 000
 E-mail: info@motorsportkenya.com

Rally HQ in operation: From *Wednesday 30 March, 0900hrs* to *Sunday 03 April 1800hrs*

Service Park in operation: From *Wednesday 30 March, 0900hrs* to *Sunday 03 April 1800hrs*

Digital Notice Board (DNB): *SPORTITY, Code: ARCKENYA2022*
 (download App here: <https://www.sportity.com/app>)

Art. 3 Programme in chronological order and locations

| | Location: | Date: | Time: |
|---|-----------------------|-------------|----------------|
| Publishing of the supplementary regulations | | Immediately | |
| Entries open | | Immediately | |
| Issuing of Rally Guide | Website + DNB | 10/03/2022 | 12:00 |
| Closure date of entries | | 19/03/2022 | 12:00 |
| Publication date of entry list | Internet (DNB) | 21/03/2022 | 12:00 |
| Closing date for order of extra service in SP | Via Email | 21/03/2022 | 12:00 |
| Rally Office open daily 30/04/2022 to 03/04/2002 (08:00 to 18:00) | | | |
| Issuing of the road book, maps | Rally Office | 30/03/2022 | 09:00 |
| Collection of material and documents | Rally Office | 30/03/2022 | 09:00 |
| Administrative checks | Rally Office | 30/03/2022 | 09:00 |
| Collection of tracking systems for reconnaissance | Rally Office | 30/03/2022 | 09:00 |
| Opening of media centre | Media Centre | 30/03/2022 | 09:00 |
| Collection of rally safety tracking system | Rally Office | 30/03/2022 | 09:00 |
| Scrutineering & sealing & marking of components | Scrutineering Paddock | 30/03/2022 | 09:00 to 17:00 |
| Closing date for Shakedown registration | Rally Office | 30/03/2022 | 12:00 |
| Scrutineering & sealing & marking of components | Scrutineering Paddock | 31/03/2022 | 08:00 to 11:00 |
| Start of reconnaissance | Refer to Appendix 2 | 31/03/2022 | 08:00 |
| End of reconnaissance | | 01/04/2022 | 12:00 |
| Helicopter pilots' briefing | Pavillion | 31/03/2022 | 10:00 |
| Re-scrutineering | Scrutineering Paddock | 31/03/2022 | From 11:00 |
| Publication of starting order and arrival at TCQS | DNB | 31/03/2022 | 11:30 |
| Free Practice | Ndulele Conservancy | 01/04/2022 | From 12:00 |
| Qualifying | Ndulele Conservancy | 01/04/2022 | 14:30 |
| Shakedown | Ndulele Conservancy | 01/04/2022 | 15:30 |
| Date, time and location of procedure for the selection of start positions | Media Centre | 01/04/2022 | From 15:30 |
| Pre-rally press conference | Media Centre | 01/04/2022 | From 16:00 |
| Publication of list of cars eligible to start | DNB | 01/04/2022 | 16:30 |
| Publication of start list for Ceremonial Start | DNB | 01/04/2022 | 16:30 |
| Publication of start list for Leg 1 | DNB | 01/04/2022 | 16:30 |
| Ceremonial Start | KWSTI | 01/04/2022 | 17:00 |

| | | | |
|--|-----------------------|------------|---------------------------------------|
| Team managers and/or Drivers' briefing | Pavillion | 01/04/2022 | 19:00 |
| Start of the Rally – Leg 1 | KWSTI | 02/04/2022 | 07:00 |
| Finish of Leg 1 (estimated time of 1 st car) | KWSTI | 02/04/2022 | 17:08 |
| Publication of start list for Leg 2 | DNB | 02/04/2022 | 19:00 |
| Start of the Rally – Leg 2 | KWSTI | 02/04/2022 | 07:30 |
| Re-scrutineering, cars to re-start after retirement | Parc Ferme | 03/04/2022 | 06:30 |
| Podiums Ceremony / Prize-giving | KWSTI | 03/04/2022 | 14:00 |
| Post-rally Press Conference | KWSTI | 03/04/2022 | 16:00 |
| Final scrutineering (following the marshals' instructions) | Scrutineering Paddock | 03/04/2022 | Immediate after arrival at the finish |
| Publication of Provisional Classification | DNB | 03/04/2022 | 13:30 |
| Official DNB: Refer to SR Art. 2.8 (Sportily) | | | |

Art. 4 Entries

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA RRSR Art. 23.

Art. 4.2 Entry procedure

Entries must be submitted in accordance with the FIA RRSR Art. 22 – Art. 24.

See also FIA ISC Art. 3.8 – Art. 3.14

If the application is sent by fax, by email **or** made electronically, the original duly signed entry form must reach the organisers within 5 days following the close of entries.

Mailing address for entry form:

Organiser: Kenya Motorsports Federation (KMSF)
 Organiser's representative: Mwaura Njuguna
 Street/P.O. Box: Private Bag, Kasarani
 Post code/city: Nairobi
 Phone: +254 723 810 000 / +254 734 810 000

Art. 4.3 Number of competitors accepted and vehicle classes

Art. 4.3.1 The number of competitors shall be limited to: 50

Art. 4.3.2 Eligible cars in ARC

| CLASSES | | GROUPES / GROUPS |
|---------|--|---|
| RC2 | Groupe Rally2 Group Rally2 | – Voitures du Groupe Rally2 conformes à l'Annexe J 2022, Art. 261 – Group Rally2 cars conforming to the 2022 Appendix J, Art. 261 |
| | Groupe Rally2 Kit (VR4K) Group Rally2 Kit (VR4K) | – Voitures équipées du Kit R4 conformes à l'Art. 260E de l'Annexe J 2022 – Cars fitted with R4 Kit conforming to the 2022 Appendix J, Art. 260E |
| | Groupe NR4 de plus de 2000 cm ³ Group NR4 over 2000cc | – Voitures du Groupe N conformes à l'Art. 254 de l'Annexe J 2019 – Group N cars conforming to the 2019 Appendix J, Art. 254 |
| | S2000-Rallye : atmosphérique 2.0 S2000-Rallye : 2.0 Atmospheric | – Voitures Super 2000 (Annexe J, Art. 254A de l'Annexe J 2013) – Super 2000 cars (conforming to the 2013 Appendix J, Art. 254A) |
| | Groupe R4 (VR4) (non valable en Europe) Group R4 (VR4) (not eligible in Europe) | – Voitures du Groupe R4 conformes à l'Art. 260 de l'Annexe J 2018 – Group R4 cars conforming to the 2018 Appendix J, Art. 260 |
| RGT | Voitures RGT RGT cars | – Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2019 – Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2022 – Group RGT cars conforming to the 2019 Appendix J, Art. 256 – Group RGT cars conforming to the 2022 Appendix J, Art. 256 |
| RC3 | Rally3 (atmo entre 1390 et 2000 cm ³ et turbo entre 927 et 1620 cm ³) Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc) | – Voitures du Groupe Rally3 homologuées à partir du 01/01/2021 et conformes à l'Art. 260 de l'Annexe J 2022 – Group Rally3 cars homologated from 01/01/2021 and conforming to the 2022 Appendix J, Art. 260 |
| RC4 | Rally4 (atmo entre 1390 cm ³ et 2000 cm ³ et turbo entre 927 cm ³ et 1333 cm ³) Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc) | – Voitures du Groupe Rally4 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2022 – Voitures du Groupe R2 homologuées avant le 31/12/2018 et conformes à l'Art. 260 de l'Annexe J 2018 – Group Rally4 cars homologated from 01/01/2019 and conforming to the 2022 Appendix J, Art. 260 – Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260 |
| | R3 (atmo entre 1600 cm ³ et 2000 cm ³ et turbo entre 1067 cm ³ et 1333 cm ³) R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc) | – Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260 de l'Annexe J 2019 – Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260 |
| | R3 (turbo jusqu'à 1620 cm ³ / nominal) R3 (turbo / up to 1620cc / nominal) | – Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260D de l'Annexe J 2019 – Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D |
| | Groupe A jusqu'à 2000 cm ³ Group A up to 2000cc | – Voitures du Groupe A conformes à l'Art. 255 de l'Annexe J 2019 – Group A cars conforming to the 2019 Appendix J, Art. 255 |
| RC5 | Rally5 (atmo jusqu'à 1600 cm ³ et turbo jusqu'à 1333 cm ³) Rally5 (atmo up to 1600cc and turbo up to 1333cc) | – Voitures du Groupe Rally5 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2022 – Group Rally5 cars homologated from 01/01/2019 and conforming to the 2022 Appendix J, Art. 260 |
| | Rally5 (atmo jusqu'à 1600 cm ³ et turbo jusqu'à 1067 cm ³) Rally5 (atmo up to 1600cc and turbo up to 1067cc) | – Voitures du Groupe R1 homologuées avant le 31/12/2018 et conformes à l'Art. 260 de l'Annexe J 2018 – Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260 |

See also FIA RRSR Art. 12.2 additional provisions.

T4 Cross Country Cars (SSV/UTV) conforming to the 2022 Appendix J, Art. 286A are eligible to compete in the ARC rallies.

Only above listed cars are eligible to score points in the FIA African Rally Championship.

Art. 4.3.3 Eligible national/regional cars

Rally cars homologated by Motorsport South Africa are allowed to run and score points in the FIA African Rally Championship.

Refer to 2022 KMSF Rally Sport Regulations, Art 15.2;

Cars homologated or approved by the ASN of the organising country will be permitted to take part in this event, without eligibility to score ARC Championship points as defined in ARC Sporting Regs Art. 12.3.1.

These cars must, however, comply with the safety requirements as stipulated in Appendix J, Art. 253 and with all other applicable provisions and procedures stipulated in the present Regulations (e.g. tyres, barcodes, fuel, restart regulations etc.).

Entry form for these vehicles available in Appendix 8

A copy of the following documents must be submitted with the Entry

- Competitor, Driver and Co-Driver competition licenses
- Driver and Co-Driver driving licenses
- Driver and Co-Driver passport
- First page of the car homologation papers with the number, group and cylinder capacity

Art. 4.4 Entry fees/entry fee packages

With organiser's optional advertising (see also FIA RRSR Art. 29)

USD 500 up to entry closing date

Without organiser's optional advertising: (see also FIA RRSR Art. 29)

USD 1000 up to entry closing date

Art. 4.5 Payment

The entry fee shall be paid by cheque attached to the entry form or by bank transfer to the account indicated below (in the latter case, adequate proof of payment must be attached to the entry form):

Organiser's bank details:

| | |
|------------------------|----------------------------------|
| Bank | Kenya Commercial Bank |
| Account | Kenya Motorsports Federation Ltd |
| Branch | Moi Avenue, Nairobi |
| Kshs / USD account nos | 1107562783 / 1133160840 |
| Swift Code | KCBLKENX |

For Payments on MPesa – Buy goods and services, Till No. 141945. Send the confirmation to info@mototспортkenya.com, including Driver & Co-Drivers names

Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full

- if the event does not take place
- to teams whose entry application is rejected

The organiser may partially refund entry fees, if a competitor cannot take part in the event due to a duly proved case of force majeure.

Art. 5 Insurance Cover

Art. 5.1 Entrants, 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 Entrants, Competitors and/or Drivers responsibility to ensure that they are properly covered.

The official insurer for the event is ICEA LION INSURANCE;

<https://www.icealion.com/product/motor-insurance>

Tel: +254 719 071999 Email: contactcentre@icealion.com

Art. 5.2 Competitors and/or drivers take part entirely at their own risk.

The Organiser declines liability in any accident caused by or to Competitors and/or Drivers and their vehicles during the whole of the event

Art. 5.3 The Organiser also declines any liability for breach of Laws and Regulations of the Republic of Kenya. 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 Organiser particulars of any incident from which liability may arise and will indemnify the Organiser in regard to any liability to any person whatsoever.

Special terms for Personal Accident, Third Party, Fire and Accident Damage insurance are available from the official insurers to the Organiser. Refer to Art 5.1 for contact details

Art. 5.4 Responsibility and Risk In exchange for being able to attend or participate in the event, **Entrants agree:** to release KMSF, promoters, sponsor organisations, landowners and lessees, organisers of the event, officials, representatives and agents from all liability for any death, personal injury, psychological trauma, loss or damage howsoever arising from their participation in or attendance at the event, except to the extent prohibited by law; to attend or participate in the event at own risk. A Competitor and/or Driver will have no claim against the Organiser 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

Art. 5.5 Any accident which may give rise to a claim under any of the insurance covers must be reported in detail to the Secretary of the Event in writing within 7days of the finish of the last Day of the Rally.

Art. 5.6 Under no circumstances will any entrant, driver, service crew, or official admit any liability or sign any form of paper which may admit or imply liability in any accident or incident which may arise.

Art. 5.7 The insurance cover will be in effect for competitors running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started shall not be considered to have permanently retired. Refer to 21.2.3 of the 2022 FIA Regional Rally Sporting Regulations

Art. 5.8 The service vehicles, even those bearing special plates issued by KMSF, are not 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.

Art. 5.9 Public Liability Amount: Kshs 150,000,000/-

Art. 5.10 Officials & registered volunteers of the rally are all covered under the same legal liability policy

Art. 6 Advertising and Identification

See Appendix 4 of these SR "Decals and positioning of supplementary advertising".

Art. 6.1 Obligatory organiser's advertising

Rally plate

Competition number size: 67 x 17 cm

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

Art. 6.2 Optional organiser's advertising

Additional organiser's advertising:
Will be bulletined

Spaces on the vehicle that must be kept free:

No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel

Art. 7 Tyres

Regulations regarding tyres which may be used during the rally

See Art. 13 of the FIA RRSR (tyres and wheels).

The use of slick, studded or spiked tyres is prohibited under pain of exclusion. Drivers must use moulded tyres, in accordance with the to Art 13.1.2 of the 2022 FIA Regional Rally Sporting Regulations In addition, the quantity of tyres that may be used is open for this event

Art. 8. Fuel

All type of fuel must follow Appendix J Art. 252.9. (RRSR Art. 62).

Art. 8 Fuel

Art. 8.1 The use of FIA approved Race Fuel, commercial pump fuel and AVGAS are permitted. Approved for the use of AVGAS from:

- Shell Avgas 100 / Avgas 100LL
- Caltex Aviation Gasoline 100LL

(Technical specs attached in Appendix 9)

Art. 8.2 Competitors are entirely responsible for providing and distributing their own fuel throughout the event at the designated Refuelling Zones..

Art. 8.3 All refuelling will be carried out in designated refuelling zones (RFZ)

Art. 8.4 All cars must have a minimum fuel autonomy to conform to art 10.1.2 of the 2022 FIA Regional Rally Sporting Regulations

Art. 8.5 To access refuelling zones, team personnel must wear long trousers, long-sleeved tops, closed shoes, a balaclava and gloves.

Art. 8.6 Drivers and co-drivers must vacate their car when it is being refuelled.

Art. 9 Reconnaissance of Special Stages

Reconnaissance will be according to FIA RRSR Art. 35. The schedule for the reconnaissance is published in Appendix 2 of these supplementary regulations.

Art. 9.1 Registration procedure

Recce cars must be registered with a separate form.

Each car must be identified with a reconnaissance car number supplied by the organiser. Rally cars used in the event may not be used for reconnaissance.

Before the start of reconnaissance, at registration & fitting of tracking devices, each crew must be registered by the Organizers and sign a document detailing the vehicle that will be used during the reconnaissance.

A distinctive sign, given at registration, must be affixed to the vehicle at mid-level on the LHS of the windshield during all the reconnaissance (windscreen sticker). Only the crew is permitted in the vehicle during reconnaissance.

Art. 9.2 Specific regulations

During reconnaissance, all national traffic regulation must be followed, including but not limited to the speed limits. Please note that the Special Stages will not be closed to public traffic during reconnaissance. The organizer may reduce the allowed speed individually by marking the areas in the road book and along the route. Speeding during reconnaissance and / or shakedown will penalised according to FIA RRSR Article 34.2.

Art. 9.3 Collection of speed control checking devices

Refer to Art. 9.1 above

Art. 9.4 Reconnaissance ONLY

Must register with the organisers, see SR Art. 2.3

Reconnaissance ONLY fee: USD 500, for payment details refer to SR Art. 4.5

Crews & vehicles must comply to SR Art. 9 and Art. 34 and 35 of the 2022 FIA RRSRs

Art. 10 Administrative checks

Art. 10.1 Documents to be presented:

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

- Competitors' licence
- Driver's and co-driver's competition licences
- Driver's and co-driver's ID cards/passports
- Driver's and co-driver's valid driving licences
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Car registration papers
- Insurance cover certificate (*Refer to Art. 5.1 above*)

Art. 10.2 Timetable

See programme (SR Art. 3)

Wednesday 30/03/2022

Art. 11 Scrutineering, Sealing and Marking

Art. 11.1 Scrutineering, venue and time

Cars may be presented at the Scrutineering Paddock by a representative of the team. See programme (SR Art. 3)

Art. 11.1.1 Scrutineering, mandatory documents

- Cars' complete certified homologation
- SOS / OK board (DIN A3 format)

For each car of the **FIA Priority Drivers**, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally. These spare components and those fitted to the car will be marked/sealed at initial scrutineering. These cars must have their sump guards removed for sealing of gearboxes and differentials and be kept within the car for the purpose of weighting.

The installation of the tracking system will be checked at scrutineering.

Art. 11.1.2 Timetable for scrutineering

See programme (SR Art. 3)

[A scrutineering timetable will be published in a bulletin after close of entries]

Art. 11.2 Mud flaps

See ISC Appendix J, Article 252.7.7

Art. 11.3 Windows

See ISC Appendix J, Article 253.11

Art. 11.4 Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

Art. 11.5 Noise level

For all cars the noise level on the open road must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines and 2500 rpm for diesel engines

Art. 11.6 Special national requirements

A Left Hand Drive Vehicles must display a LHD sticker on rear left of the vehicle

Art. 11.7 Installation of the safety tracking system

All competitors must make provision in their cars (brackets correctly secured) for the installation of a Safety Tracking System as per Art 18.2 of the 2022 FIA Regional Sporting Regulations
APPENDIX VII: Installation Manual & Overview

operation video tutorial - <https://www.youtube.com/watch?v=6hSXuu6DcyE>

Competitors are reminded that the 'overtake function' on the console is for optional and discretionary use and as such this function has no Regulatory value or basis.

Acknowledgement and or otherwise of an overtake request is the sole choice of a competitor and there is no official recourse in the event that an overtake request is unacknowledged and or ignored.

Art. 11.8 Mandatory Documents to be presented at Scrutineering:

The crew must show the cars' complete certified homologation forms (FIA RRSR Art.31.1.4) In case of R5 cars, the crew must show the cars' FIA Passport

Art. 11.9 Sump Guards

Cars must have their guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighing.

Art. 12 Other procedures and regulations

Art. 12.1 Ceremonial start procedures and order

*All crew members must be present at the start, as TCS Parc Ferme at 16:30hrs
The start order will be as per the published start list.*

Art. 12.2 Electronic start procedure

Start Procedure as per Art 48 of the 2022 FIA Regional Rally Sporting Regulations

Art. 12.3 Finish procedures

Finish Procedure as per Art 49 of the 2022 FIA Regional Rally Sporting Regulations

Art. 12.4 Permitted early check-in

The time entered on the time card will be the scheduled time of the rally, not the actual time (Art. 44.2.11 2022 FIA Regional Sporting Regulations)

Crews may report before their due time at the following time controls: TCPF, 6C & 8C

Art 12.5 Post Qualifying start position allocation

Once crews complete their Qualifying session and vehicles have been parked in Parc Ferme; Crews to report to the Media Centre to choose Section 1 start position. As per Art. 37.8, V2 FIA African Rally Championship, 2022 FIA RRSRs

Art. 12.6 Special procedures and activities

Art. 12.6.1 Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final classification have been posted.

Art. 12.6.2 Classification

The official final classification will not be distributed after the event. The final classification will be published on the Digital Notice Board and on the website

Art. 12.7 Official time used during the rally

EAT (GMT+3)

Art. 13 Identification of officials

| | |
|------------------------------|---|
| Competitors Relation Officer | <i>Red Jacket or Red Tabard</i> |
| Scrutineers | <i>Black</i> |
| Post Chiefs: | <i>Blue with with stripe and text</i> |
| Special Stage Commanders: | <i>Red with text</i> |
| Marshals: | <i>Orange</i> |
| Stage safety officer | <i>Orange with white striper and text</i> |
| Medical | <i>White</i> |
| Media | <i>Green</i> |
| Radio | <i>Yellow with blue radio mark</i> |

Art. 14 Prizes

Art. 14.1 Prize giving

Prize giving will take place on Sunday the 3rd of April at 14:00

All the members of the crews must be present at the prize giving.

Crews who are not present at the prize giving may forfeit their prizes; however, the final result will not be modified

Art 14.2 Prizes

As per SR Art. 2.1

Art. 15 Final checks / Protests / Appeals

Art. 15.1 Final Checks

Time and location: see programme (SR. Art. 3)

Any teams required to undergo final checks must immediately follow the instruction of the marshals in charge, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA homologation form and other necessary certifications must be available for final checks. For national cars the corresponding original ASN documents must be available.

Art.15.2 Protest deposit

The protest deposit is: **EUR 1,000**

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit will be specified by the Stewards upon a proposal of the Chief Scrutineer.

National protest deposit is: KShs 20,000

Art. 15.3 Appeal deposit

The appeal deposit amount is published on the FIA website: <https://www.fia.com/international-court-appeal>

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

National Appeals deposit; refer to 2022 Judicial section of the KMSF NCRs

Appendix 1 – Itinerary



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FREE PRACTICE / QUALIFYING STAGE / SHAKEDOWN

Free practice / Qualifying (ARC Entries only)

Friday 1st April 2022

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target Time. | 1 st Car Due. |
|---------------------------------------|--|----------|---------------|-------------|--------------|--------------------------|
| TCFP | Start of Free Practice | | | | | 12:00 |
| FREE PRACTICE CLOSSES AT 14:00 | | | | | | |
| TCQS | | | | | | 14:30 |
| QS | Qualifying Stage | 5.40 | | | | 14:33 |
| TCPF | Parc Ferme IN (early check-in permitted) | | 30.83 | 36.23 | 00:35 | 15:08 |
| Start order selection at Media Centre | | | | | | 15:30 |

Qualifying

Shakedown (ONLY Pre-registered, Non ARC Entries)

Friday 1st April 2022

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target Time. | 1 st Car Due. |
|--------|---------------------------------------|----------|---------------|-------------|--------------|--------------------------|
| | Shakedown Start | | | | | 15:30 |
| SD | Shakedown Stage | 5.40 | | | | |
| | Service IN (early check-in permitted) | | 30.83 | 36.23 | | |
| Totals | | 3.48 | 30.83 | 36.23 | | |

S-down

START THE RALLY

2022 ARC EQUATOR RALLY KENYA

CEREMONIAL START

Friday 1st April 2022

Ceremonial Start

Friday 1st April 2022

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target Time. | 1 st Car Due. |
|----------------------------|----------------------------|----------|---------------|-------------|--------------|--------------------------|
| TCS Parc Fermé OUT (START) | | | | | | 17:00 |
| | KCB ARCH (passage control) | | (8.60) | | | |
| TCPF | Parc fermé IN | | 10.10 | 10.10 | 00:25 | 17:02 |
| Overnight Parc Ferme | | | | | | |



2022 ARC EQUATOR RALLY KENYA

LEG 1 - SECTIONS 1 & 2

Saturday 2nd April 2022

| TC | Location | SS Dist. | Liaison Dist. | Total Dist. | Target Time | 1 st Car Due |
|----------------------------|---|---------------|---------------|---------------|--------------|-------------------------|
| 0 | Parc Fermé OUT - Service IN | | | | | 07:00 |
| | Service A - KWS Naivasha | | | | 00:15 | |
| 0A | Service OUT - Refuel | | | | | 07:15 |
| RZ 1 | Refuel, all competitors - KWS Naivasha | | (0.25) | | | |
| | Distance to next Refuel | (44.40) | (76.58) | (120.98) | | |
| 1 | | | 61.54 | 61.54 | 1:10 | 08:25 |
| SS1 | Soysambu 1 | 29.32 | | | | 08:28 |
| 2 | | | 4.24 | 33.56 | 0:35 | 09:03 |
| SS2 | Elmenteita 1 | 15.08 | | | | 09:06 |
| RZ 2 | Refuel, all competitors - Crossroads | | (11.05) | | | |
| | Distance to next Refuel | (23.05) | (50.36) | (73.41) | | |
| 3 | | | 15.91 | 30.99 | 0:45 | 09:51 |
| SS3 | Sleeping Warrior 1 | 23.05 | | | | 09:54 |
| 3A | Regroup - Technical Zone IN | | 45.50 | 68.55 | 1:20 | 11:14 |
| 3B | Regrouping OUT - Service IN | | | | 0:30 | 11:44 |
| | Service B - KWS Naivasha | (67.45) | (127.19) | (194.64) | 00:30 | |
| 3C | Service OUT - Refuel | | | | | 12:14 |
| RZ 3 | Refuel, all competitors - KWS Naivasha | | (0.25) | | | |
| | Distance to next Refuel | (44.40) | (76.58) | (120.98) | | |
| 4 | | | 61.54 | 61.54 | 1:10 | 13:24 |
| SS4 | Soysambu 2 | 29.32 | | | | 13:27 |
| 5 | | | 4.24 | 33.56 | 0:35 | 14:02 |
| SS5 | Elmenteita 2 | 15.08 | | | | 14:05 |
| RZ 4 | Refuel, all competitors - Crossroads | | (11.05) | | | |
| | Distance to next Refuel | (23.05) | (50.36) | (73.41) | | |
| 6 | | | 15.91 | 30.99 | 0:45 | 14:50 |
| SS6 | Sleeping Warrior 2 | 23.05 | | | | 14:53 |
| 6A | Parc Ferme' - Technical Zone IN | | 45.50 | 68.55 | 1:20 | 16:13 |
| 6B | Parc Ferme' OUT - Flexi Service IN | | | | 0:10 | 16:23 |
| | Flexi Service C - KWS Naivasha | (67.45) | (127.19) | (194.64) | 00:45 | |
| 6C* | Flexi Service OUT - Parc Fermé IN | | | | | 17:08 |
| | All cars must be returned to Parc Fermé no later than: | | | | | 21:00 |
| Leg 1 Totals | | 134.90 | 254.38 | 389.28 | | |
| * Early check-in permitted | | Sunrise | | 06:35 | Sunset | 18:38 |
| v0.4 | 02/26/22 | | | | | |

Section 1

Section 2



2022 ARC EQUATOR RALLY KENYA

LEG2 - SECTIONS 3

Sunday 3rd April 2022

| TC | Location | SS Dist. | Liaison Dist. | Total Dist. | Target Time | 1st Car Due |
|------|--|----------------|-----------------|-----------------|--------------|--------------|
| 6D | Parc Fermé OUT - Service IN | | | | | 07:30 |
| | Service D - KWS Naivasha | | | | 00:15 | |
| 6E | Service OUT - Refuel | | | | | 07:45 |
| RZ 5 | Refuel, all competitors | | (0.25) | | | |
| | Distance to next Refuel | (19.17) | (72.20) | (91.37) | | |
| 7 | | | 31.39 | 31.39 | 0:40 | 08:25 |
| SS7 | Loldia 1 | 19.17 | | | | 08:28 |
| RZ 6 | Refuel, all competitors | | (41.06) | | | |
| | Distance to next Refuel | (31.25) | (34.70) | (65.95) | | |
| 8 | | | 57.36 | 76.53 | 1:20 | 09:48 |
| SS8 | Kedong 1 | 31.25 | | | | 09:51 |
| 8A | Technical Zone IN | | 18.40 | 49.65 | 0:50 | 10:41 |
| 8B | Technical Zone OUT - Service IN | | | | 0:10 | 10:51 |
| | Service E - KWS Naivasha | (50.42) | (107.15) | (157.57) | 00:30 | |
| 8C* | Flexi Service OUT - FinalParc Fermé IN | | | | | 11:21 |
| | Podium | | | | | 14:00 |
| | Leg 2 Totals | 50.42 | 107.15 | 157.57 | | |
| | * Early arrival is permitted | | | | | |
| | | | Sunrise | 06:35 | Sunset | 18:38 |

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Section 3



TOTALS OF THE RALLY

| | SS | Liaison | Total | % of Special Stages |
|------------------------------------|---------------|---------------|---------------|---------------------|
| Leg 1 April 2nd 2022 | | | | |
| Sections 1 & 2 - 06 Special Stages | 134.90 | 254.38 | 389.28 | 34.65% |
| Leg 2 April 3rd 2022 | | | | |
| Sections 3 - 02 Special Stages | 50.42 | 107.15 | 157.57 | 32.00% |
| Total - 8 Special Stages | 185.32 | 361.53 | 546.85 | 33.89% |

Appendix 2 – Reconnaissance schedule

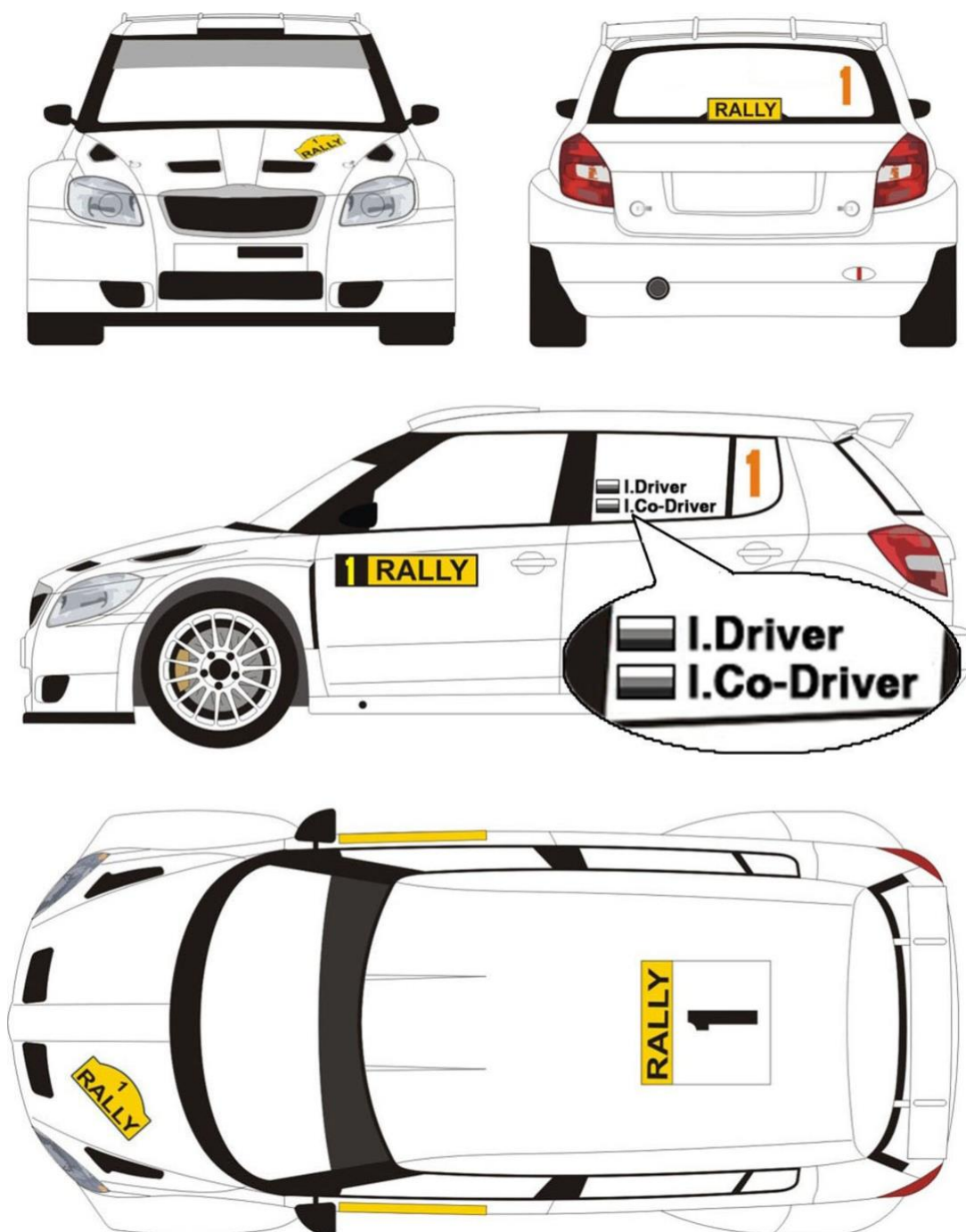
| 2022 Equator Rally RECONNAISSANCE SCHEDULE - Version 1.0 | | | | | | | |
|---|-------------|-------------------|----------------------|---------------|--------------------------|-----------------------|-----------------|
| Opens | | Stage | Est. Time for Recce. | Time after SS | Distance to next SS (Km) | Time for Road Section | Time at next SS |
| ARC Drivers | All Drivers | | | | | | |
| Thursday 31 March, 2022 | | | | | | | |
| 08:00 | 10:00 | SS 7 Loldia | 35m | 08:35 | 0.56 | 5m | 08:40 |
| 08:40 | 10:40 | | 35m | 09:15 | 2.87 | 10m | 09:25 |
| 09:25 | 11:25 | FP/QF/SHK Loldia | 10m | 09:35 | 0.54 | 5m | 09:40 |
| 09:40 | 11:40 | | 10m | 09:50 | 40.90 | 1h | 10:50 |
| 10:50 | 12:50 | SS 1/4 Soysambu | 45m | 11:35 | 4.30 | 10m | 11:45 |
| 11:45 | 13:45 | SS 2/5 Elmenteita | 25m | 12:10 | 9.60 | 15m | 12:25 |
| 12:25 | 14:25 | SS 1/4 Soysambu | 45m | 13:10 | 4.30 | 10m | 13:20 |
| 13:20 | 15:20 | SS 2/5 Elmenteita | 25m | 13:45 | 9.60 | 15m | 14:00 |
| 14:00 | 16:00 | SS 3/6 S.Warrior | 40m | 14:40 | 7.50 | 15m | 14:55 |
| 14:55 | 16:55 | | 40m | 15:35 | - | - | - |
| | | | | | | | |
| Friday 01 April, 2022 | | | | | | | |
| 08:00 | 10:00 | SS 8 Kedong | 40m | 08:40 | 2.0 | 10m | 08:50 |
| 08:50 | 10:50 | | 40m | 09:30 | - | - | - |

Appendix 3 – Competitors Relations Officer

| | | |
|-----------------------------------|---|---|
| |  |  |
| Name | Joan Nesbitt (National) | Jimmy Wahome (ARC) |
| Tel No | +254 722 410 944 | +254 722 514 817 |
| Wednesday 30 th March: | Rally Office KWSTI | Rally Office KWSTI |
| Thursday 31 st March: | Rally Office KWSTI | Rally Office KWSTI |
| Friday 1 st April: | AM Ndulele, PM Media Centre | AM Ndulele, PM Media Centre |
| Saturday 2 nd April: | Service Park, KWSTI | Service Park, KWSTI |
| Sunday 3 rd April: | Service Park, KWSTI | Service Park, KWSTI |

Appendix 4 – Decals and supplementary advertising

As per Art.27 and Art 28. Of the 2022 FIA Regional Rally Sport Regulations



Appendix 5 – Extracts from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III – Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets which meet one of the standards listed in FIA Technical List No. 25. Priority 1 drivers must meet the FIA standard 8860-2018 - Advanced Helmet Test Specification (Technical List No. 69).

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3) FIA approved systems are mandatory.

The wearing in an international competition of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27) or 8856-2018 (Technical List N° 74).

Please pay special attention to the prescriptions of Art. 2 concerning embroidery and printing on flame-resistant certificates etc.)!

Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing. - If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868- 2018.

If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of jewellery in the form of body piercing or metal neck chains is prohibited

during the competition and may therefore be checked before the start.

RELATED LINKS:

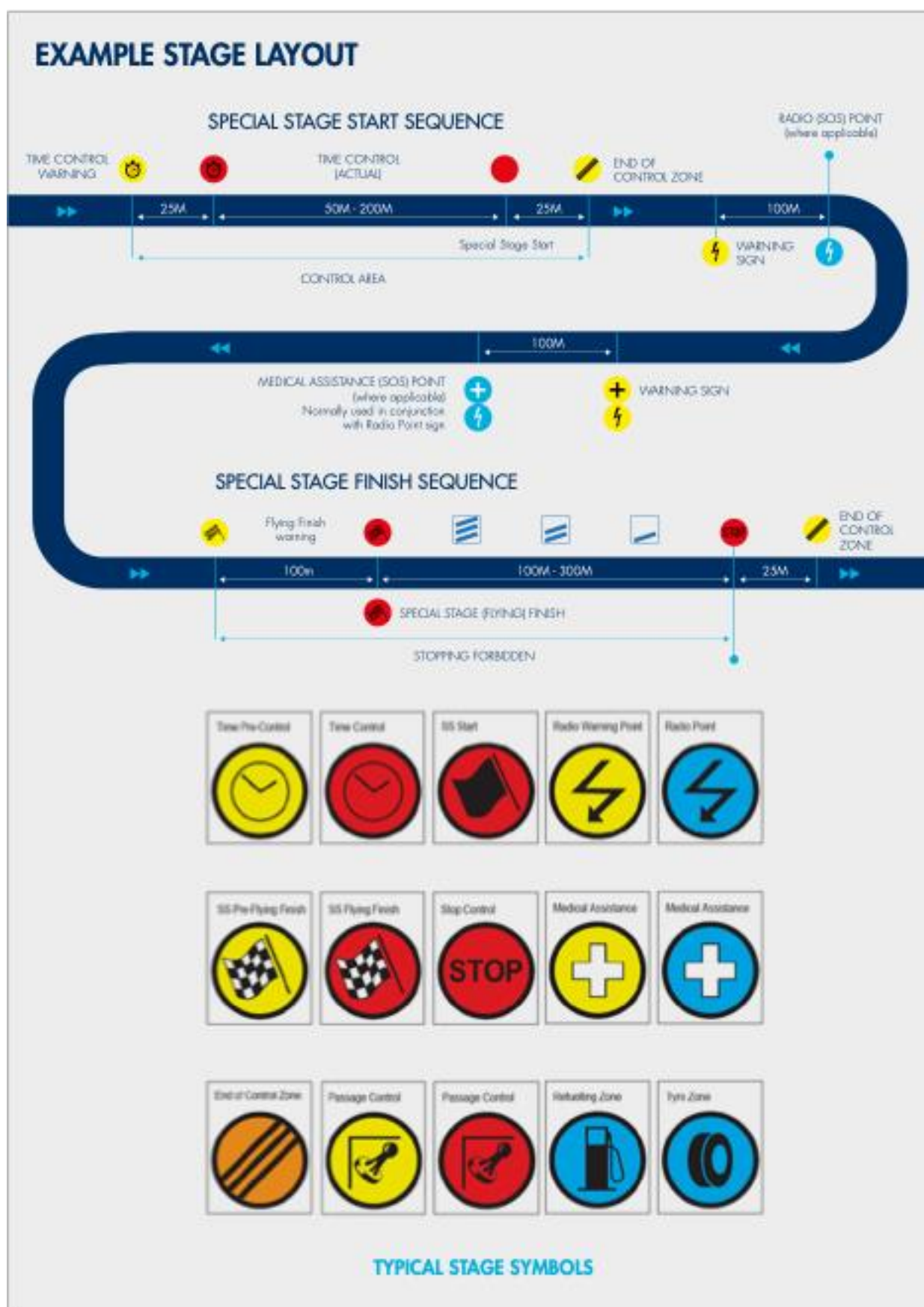
FIA International Sporting Code and appendices:

<https://www.fia.com/regulation/category/123>

FIA Technical Lists:

<https://www.fia.com/regulation/category/761>

Appendix 6- Rally Control Signs



1. GENERAL

- 1.1. It is mandatory that each rally vehicle to have properly installed and working “RALLY SAFETY SYSTEM” on board of the racing vehicle.
- 1.2. The system is rented at the administrative check and it is installed and sealed by the organizer at the scrutineering.
- 1.3. A deposit published in the supplementary regulations must be paid in cash only at the administrative check. Deposits are refunded in cash at sight when the equipment is returned to the organizer in working condition.
- 1.4. The tracking devices will be dismantled by the organizer in the last Parc Ferme or Time control. If a crew retires the rally, they can dismantle the Rally Safety System without causing any damage to the hardware and return it to the HQ, where after checking of the condition of the devices and hardware, the deposit will be refunded.
- 1.5. Crews will receive special Base/Mounting brackets for the Com-Box unit, that must be installed according to this appendix on the rally vehicle before entering the scrutineering.

1.6. It is the competitor's responsibility to ensure that the Rally Safety System always remain permanently connected and switched on with the antenna connected throughout the duration of the rally. Any crew that fails to do so, or if it is noted that the system is not in operation through the fault of the crew, will be reported to the Clerk of the Course and will incur a penalty of at least 15 minutes, which may be increased at the discretion of the Stewards.

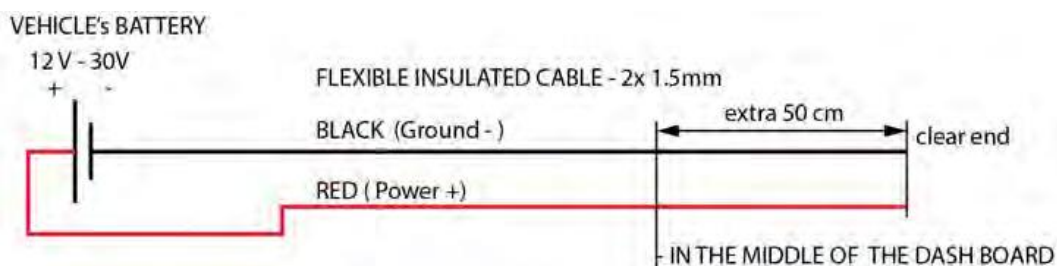
2. SYSTEM COMPONENTS

- 2.1. GPS Tracker – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.
- 2.2. Com-Box – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.
- 2.3. Buzzer/Alarm – 55 x 55 x 70 mm. Installed by the organizer at scrutineering on the required position. See bellow possible installation locations and positions.
- 2.4. Base/Mount bracket for Com-box – 75 x 75 x 25 mm. Given at the administrative check, Installed by Crew on the required position before entering scrutineering. See bellow possible installation locations and positions.
- 2.5. RF extension and antenna installed on the buzzer/alarm or Com-box
- 2.6. It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.



3. POWER SUPPLY

- 3.1. **IMPORTANT !!!** The battery master cut-off (kill) switch **MUST NOT DISCONNECT** the power supply for the Rally Safety System.
- 3.2. It is the responsibility of the competitors alone to provide, **DIRECT POWER SUPPLY** from the vehicle's battery according to the drawings provided.
- 3.3. The power cables must be "flexible" (multi wire), insulated cables – 2 x min 0.5 to 1.25 mm² (preferably with RED and BLACK insulation color).
- 3.4. The connection may have an **IN-LINE FUSE** - "BLADE TYPE" of 5A.



- 3.5. The wires must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.
- 3.6. The cable must have minimum 50cm extra usable length from the middle of the dash board (See installation position).
- 3.7. The connection to the Rally Safety System will be done with a simple connector terminals supplied by the organizer.

3.8. Electrical details:

- The allowed range of voltage is 6V to 30V DC.
- The nominal voltage is 12V.
- Energy consumption in idle state (at 12.6V power supply): 250mA r.m.s.
- Maximal power consumption – 2W

4. CONNECTORS

- 4.1. The power supply cables (Power+ and Ground-) must be equipped with **FULLY INSULATED FEMALE Crimp Spade Terminal Connector - 6.3 x 0.8mm**.
- 4.2. See the graphic bellow for example:

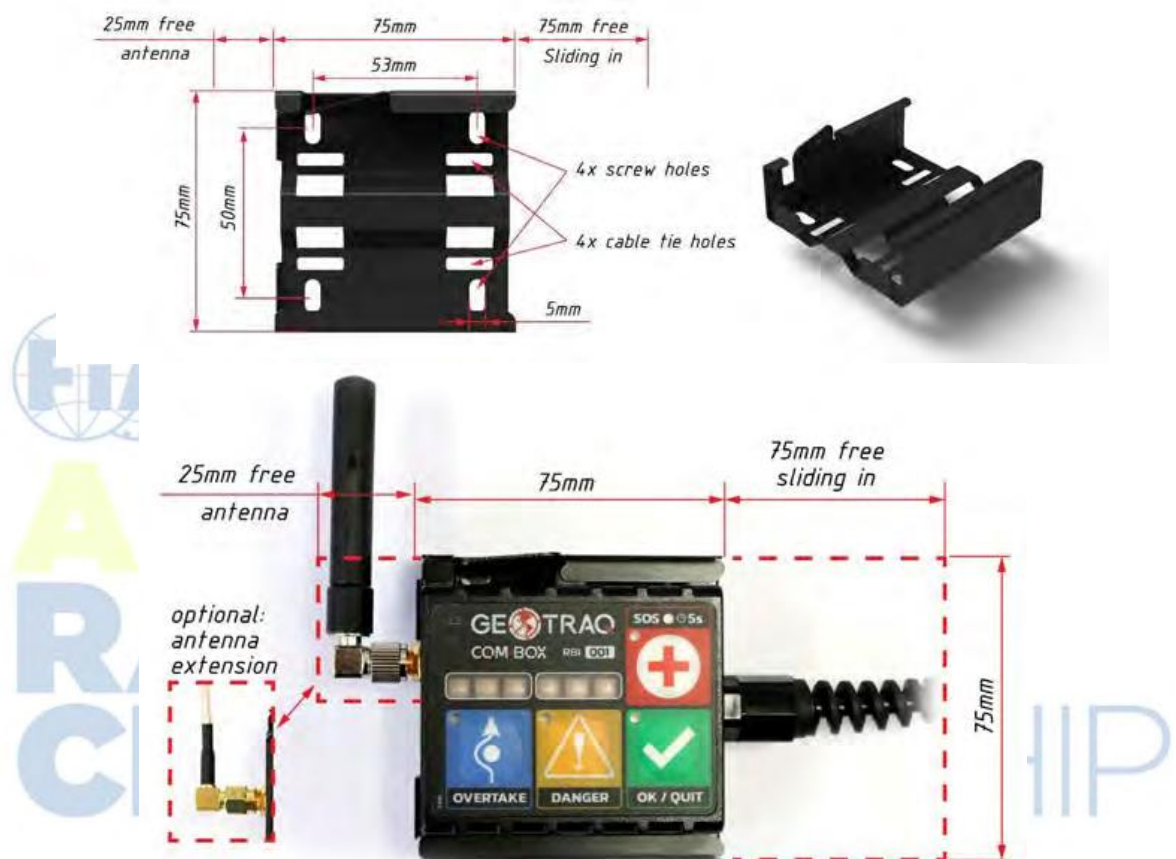


5. MOUNTING OF THE SYSTEM COMPONENTS:

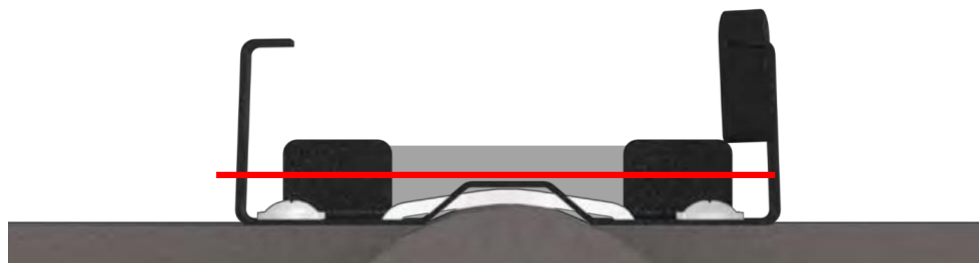
- 5.1. It is the competitor's responsibility to ensure that there is enough free space for each of the system components to be installed.
- 5.2. The system components will be installed by the organizer at the scrutineering.
- 5.3. The mounting of the components is specifics of each vehicle type using the following (supplied by the organizer): Cable/zip ties , 3M Velcro tape, Electrical connectors

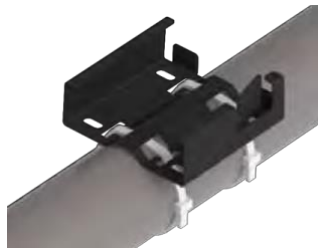
6. COM-BOX INSTALLATION

- 6.1. Base/Mount bracket will be distributed at the administrative check to each crew and must be installed on the rally vehicle before scrutineering.
- 6.2. Base/Mount bracket can be directly bolted or zip-tied or stuck to the rally vehicle at the designated location by the crew. It is the responsibility of the crew alone to install the bracket before scrutineering.
- 6.3. A minimum of 75mm on the sliding side of the bracket and 25mm on the antenna side must be free for the Com-Box unit.
- 6.4. The installation location must be in reach of the Rider or Co-driver for operation in the rally.



6.5. No bolt/screw heads or cable/zip ties can protrude over the red line as marked bellow.





Cable / zip tie fixture

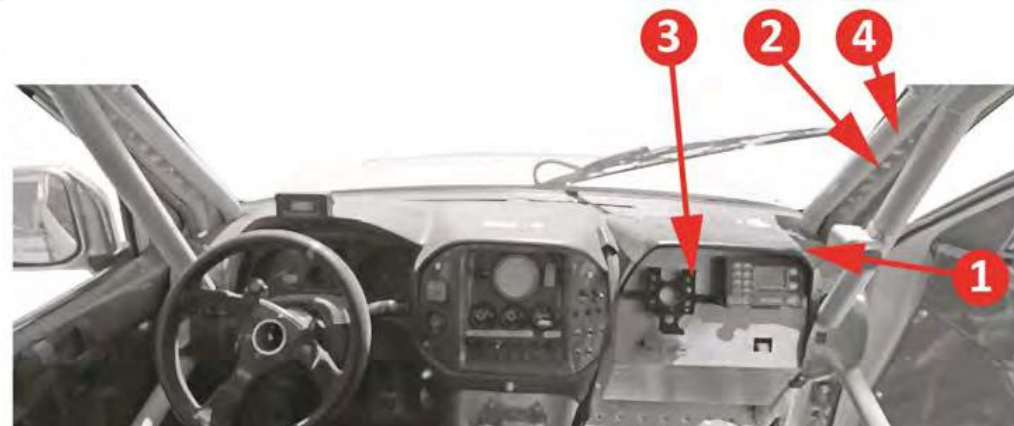


Screw / bolt fixture



Com-Box unit installed in bracket

7. INSTALLATION POSITION: CARS



| # | Location | Fixing |
|----------------------------|---|-------------------------|
| 1 – Power supply cable end | Middle of the cockpit or co-driver „A-pillar“ | Zip ties |
| 2 – GPS Tracker | „A-pillar“ or dashboard or horizontal roll-bar tube | Zip ties or velcro tape |
| 3 – Com Box | dashboard | Base/mount bracket |
| 4 – Buzzer / Alarm | „A-pillar“ or dashboard or horizontal roll-bar tube | Zip ties |



8. SYSTEM FUNCTIONS

8.1. Tracking and safety functions:

- GSM/GPRS Tracking
- Manual and automatic stop vehicle alert to Rally control
- SOS/OK safety alerts to Rally Control
- Two-way communication to Rally Control.
- Live tracking data platform for public access
- Rally replay

8.2. Control functions

- Validation of waypoints
- Validation of virtual passage controls
- Speed control by start and end of speed control zones

8.3. Vehicle-to-Vehicle Communication functions

- Overtake request by vehicle-to-vehicle communication
- Vehicle in danger
- Vehicle in SOS



GEOTRAQ
COM-BOX

OVERVIEW

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



Vehicle B is being overtaken:
Lights BLINK BLUE



CONFIRM OVERTAKING WITH BLUE BUTTON !
(will allow overtaking at the first safe place)

DECLINE OVERTAKING WITH OK/QUIT BUTTON



Vehicle A wants to overtake:
press for 2 seconds the BLUE BUTTON
to send a signal to the vehicle ahead
(less than 200m).



Signal is received when lights are SOLID YELLOW.
Signal is not received if light BLINK YELLOW.
Cancel/repeat the function with OK/QUIT button.

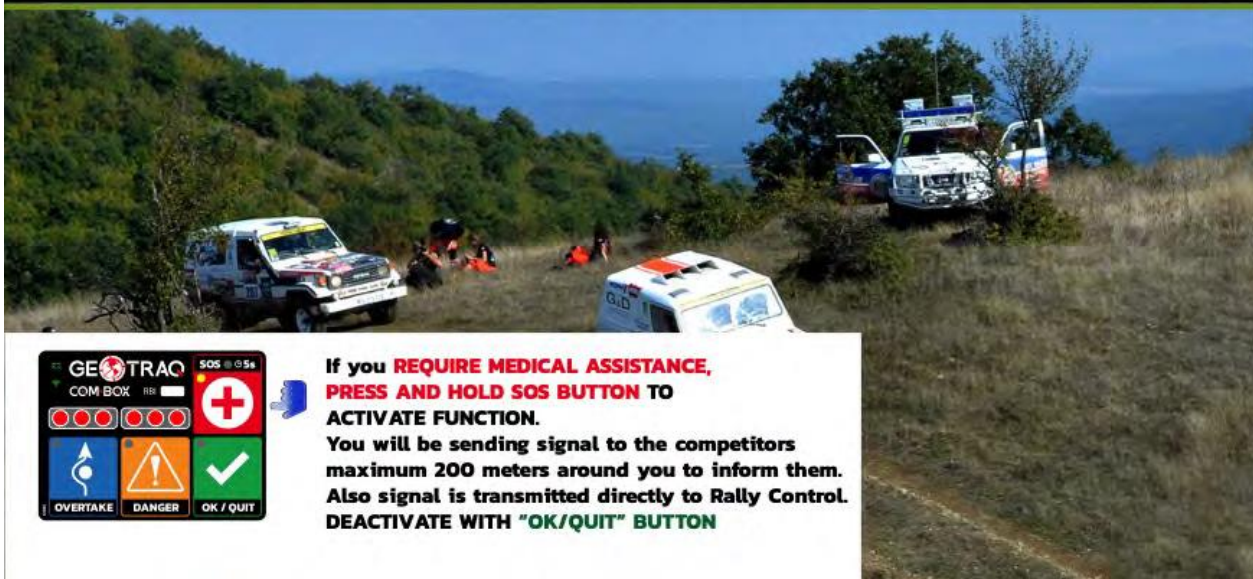


If you breakdown in a danger place (after bling turn) or if drive against the route, activate **"DANGER BEACON FUNCTION"**.

You will be sending signal to the competitors maximum 200 meters around you to inform them. DEACTIVATE WITH **"OK/QUIT"** BUTTON



If you receive a signal from **"DANGER BEACON"**. Lights will **BLINK YELLOW. ALARM IS ON.** CONFIRM WITH **OK/QUIT** BUTTON AND REDUCE SPEED TO TAKE EXTRA CAUTION.



If you **REQUIRE MEDICAL ASSISTANCE**,
PRESS AND HOLD SOS BUTTON TO
ACTIVATE FUNCTION.
You will be sending signal to the competitors
maximum 200 meters around you to inform them.
Also signal is transmitted directly to Rally Control.
DEACTIVATE WITH "OK/QUIT" BUTTON



If you receive a SOS signal from Lights will
BLINK RED. ALARM IS ON.
CONFIRM WITH OK/QUIT BUTTON AND BE READY
TO ASSIST AN ACCIDENT SCENE.






RALLY CONTROL can send you an **"REQUEST"** to ask for your status.

REPLY WITH THE 3 AVAILABLE OPTIONS:

- **SOS** - activates **SOS FUNCTION**
- **DANGER** - activates **DANGER FUNCTION**
- **OK / QUIT**

Doing this **RALLY CONTROL** will know your current status and will act accordingly.

Appendix 8- Individual National/Regional Entry Form

| INDIVIDUAL NATIONAL ENTRY FORM | | | |
|---------------------------------------|-------------------|---------------------|------------------|
| | COMPETITOR | FIRST DRIVER | CO-DRIVER |
| Competitor name | | | |
| Surname | | | |
| First (given) name | | | |
| Date of birth | | | |
| Place of birth | | | |
| Nationality (as license) | | | |
| Postal address | | | |
| Passport number | | | |
| Address of correspondence (1, 2 or 3) | 1. | 2. | 3. |
| Telephone No (business) | | | |
| Telephone No (private) | | | |
| Mobile Tel. No | | | |
| Fax No | | | |
| E-mail address | | | |
| Competition license No | | | |
| Issuing ASN | | | |
| Driving License No | | | |
| Country of Issue | | | |



Fuels Technical Data Sheet

Avgas 100 / Avgas 100LL

Product Description

Avgas 100 and Avgas 100LL (the "LL" indicating low-lead) are the principal grades of aviation gasoline in use today. Their specifications are identical in all respects except for lead content and the grade-identifying colour. The two major specifications defining these grades are ASTM D910 and DEF STAN 91-90. Whilst both grades are designed for use primarily in larger, turbocharged aircraft piston engines, the low-lead Avgas 100LL can also be used in smaller, normally-aspirated engines which were originally certified on Avgas 80 and where Avgas 100LL has been certified as an alternative fuel.

Product Application

Avgas 100 and/or Avgas 100LL can be used in aircraft spark-ignition piston engines, for which the engine manufacturer has approved this grade of fuel. Although having the same performance in terms of anti-knock ratings, the two grades are distinguishable by tetra-ethyl lead (TEL) content and colour (see typical properties table below). Whilst engines certified on Avgas 100 will happily operate on Avgas 100LL, engines originally certified on lower performance grades such as Avgas 80 may perform well on Avgas 100LL but should not be exposed to the higher lead content Avgas 100 grade.

Features/Benefits

Avgas 100 and Avgas 100LL are manufactured to provide the balanced set of properties required for satisfactory performance in piston-engined aircraft, viz: good anti-knock performance, tightly controlled volatility, resistance to oxidation, adequate low temperature flow characteristics. Avgas 100 and Avgas 100LL are manufactured, stored, distributed and delivered under the most stringent quality assurance procedures to ensure that only clean, dry, on-specification fuel is supplied to aircraft.

Care & Handling

Before handling refer to the Material Safety Data Sheet. This product is only to be used in accordance with equipment manufacturers' recommendations.

Health & Safety Information

Based on available information, this product is not expected to produce adverse effects on health when used for the intended application and the recommendations provided in the Material Safety Data Sheet are followed.



Fuels Technical Data Sheet

Typical Properties

| Property | Max Value | Min Value |
|---|--------------------------|---------------|
| Knock Rating, Lean Mixture (Motor Method) Octane Number | | 99.5 |
| Knock Rating, Rich Mixture (Supercharge Method) Performance Number | | 130 |
| Freezing Point °C | -58 | |
| Distillation end point °C | 170 | |
| Reid Vapour Pressure @ 38°C kPa | 49 | 38 |
| Sulphur content %m | 0.05 | |
| Tetraethyl lead content gPb/l | | |
| Avgas 100 | 0.85 | |
| Avgas 100LL | 0.56 | |
| Colour | Avgas 100 Avgas 100LL | Green Blue |

The Avgas 100/100LL specification contains many more parameters, several of which are specific to aviation gasolines. Regarding fuel additives, only those specifically approved by the aircraft and engine manufacturers are permitted. For full details refer to the specification.

Specifications

| |
|--|
| The main, internationally recognised, specifications for this grade are: |
| ASTM D 910 (Grades Avgas 100 and Avgas 100LL) |
| DEF STAN 91-90 |
| Other, similar, national specifications may also exist. |

Date of Issue: October 2007 (v1.0)

Product Number: 002C0937 (Avgas 100)

002D0717 (Avgas 100LL)

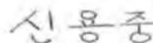
002C0199 (Avgas 100LL (<0.1% benzene))

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Product Quality Certification

| Product | Aviation Gasoline 100LL | Vessel | | Report Date | 2020-06-09 15:30 |
|------------------------------|-------------------------|-----------------|--------------|-------------|------------------|
| Shore Tank | FB392 | Batch No. | RT2006600604 | Sample Date | 2020-06-02 10:30 |
| Property | Test Method | Guarantee Spec. | Test Results | Remarks | |
| APPEARANCE | Visual | PASS(C&B) | PASS(C&B) | | |
| COLOR | ASTM D2392 | Blue | Blue | | |
| DENSITY, @15°C kg/L | ASTM D4052 | To be reported | 0.7225 | | |
| MON | ASTM D2700 | 99.6 Min | 100.1 | | |
| Aviation Lean Rating | ASTM D2700 | 100.0 Min | 101.3 | | |
| Performance Number | ASTM D909 | 130.0 Min | 138.0 | | |
| Tetraethyl lead mL TEL/L | ASTM D3341 | 0.27 ~ 0.53 | 0.48 | | |
| Tetraethyl lead g Pb/L | ASTM D3341 | 0.28 ~ 0.56 | 0.50 | | |
| COLOR LOVIBOND | IP 569 | 1.7 ~ 3.5 | 2.7 | | |
| Dye Content Blue, mg/L | - | 2.7 Max | 0.8 | | |
| Dist. IBP °C | ASTM D86 | To be reported | 38.0 | | |
| Dist. EVA 10% °C | ASTM D86 | 75 Max | 64.0 | | |
| Dist. EVA 40% °C | ASTM D86 | 75 Min | 97.6 | | |
| Dist. EVA 50% °C | ASTM D86 | 105 Max | 103.3 | | |
| Dist. EVA 90% °C | ASTM D86 | 135 Max | 111.6 | | |
| Dist. EVA 10+50% °C | ASTM D86 | 135 Min | 167.3 | | |
| Dist. EP °C | ASTM D86 | 170 Max | 157.0 | | |
| Dist. RECOVERY vol% | ASTM D86 | 97 Min | 97.5 | | |
| Dist. LOSS vol% | ASTM D86 | 1.5 Max | 1.4 | | |
| Dist. RESIDUE vol% | ASTM D86 | 1.5 Max | 1.1 | | |
| RVP kPa | ASTM D5191 | 38.0 ~ 49.0 | 46.2 | | |
| FREEZING POINT °C | ASTM D2386 | -58 Max | L -70 | | |
| SULFUR mass% | ASTM D5453 | 0.05 Max | 0.0002 | | |
| Heat of Combustion MJ/Kg | ASTM D3338 | 43.5 Min | 43.541 | | |
| Cu-strip(100°C, 2h) | ASTM D130 | 1 Max | 1A | | |
| Potential Gum(5hr) mg/100mL | ASTM D873 | 6 Max | 1 | | |
| Potential Gum(16hr) mg/100mL | ASTM D873 | 6 Max | 1 | | |
| Precipitate(5hr) mg/100mL | ASTM D873 | 3 Max | <1 | | |
| Precipitate(16hr) mg/100mL | ASTM D873 | 2 Max | <1 | | |
| WATER RX. Volume Change mL | ASTM D1094 | 2 Max | 0.0 | | |
| ELEC. CONDUCTIVITY pS/m | ASTM D2624 | 450 Max | 20 | | |
| GUM, EXISTENT mg/100mL | ASTM D381 | 3.0 Max | 0.60 | | |

Signed by



Authorized GS Caltex Representative

