



NATIONAL COMPETITION REGULATIONS

**KENYA NATIONAL RALLY CHAMPIONSHIP
KENYA NATIONAL RALLY RAID CHAMPIONSHIP
KENYA NATIONAL AUTOCROSS CHAMPIONSHIP
KENYA NATIONAL KARTING CHAMPIONSHIP
KENYA NATIONAL TARMAC CHAMPIONSHIP
KENYA NATIONAL 4x4 CHAMPIONSHIP**

2024

**Kenya Motorsport Federation Ltd.
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MANAGEMENT STRUCTURE OF MOTORSPORT IN KENYA

KMSF SECRETARIAT:

The Secretariat has an important role in setting the agenda for the KMSF's deliberative and decision-making bodies (the Board and Motorsport Council), and the implementation of the decision of these bodies. In carrying its duties, the Secretariat works in collaboration with the various KMSF Sporting Commissions and affiliated clubs.

BOARD OF DIRECTORS:

KMSF consists of affiliated sporting clubs who organize motorsport events in Kenya. The clubs nominate persons to sit on the KMSF board. The board delegates the authority to Motorsport Council to regulate all motorsport activities to best of their ability.

MOTORSPORT COUNCIL:

The KMSF BOD delegates to the MC powers and responsibilities for advancement of motorsport to the status of a top sport discipline, the consideration and recommendation of concepts, rationalizations, amendments, etc. in the interests of the advancement of motorsport. The MC will also facilitate communication regarding issues of a sporting and technical nature between all stakeholders.

SPORTING COMMISSIONS: (Rally, Rally Raid, Autocross, Karting, 4x4, Tarmac, Safety & Medical)

Sporting commission chairman is appointed by the motorsport council to regulate the respective discipline of motorsport he/she represents, it's a conduit organization between the organizing clubs, competitors, and the board. It recommends changes / amendments to the technical regulations when necessary and is the final body to approve supplementary regulations and officials.

MEMBER CLUBS:

The following clubs are registered with the KMSF, and are authorized to promote competitions under the National Competition Rules:

1. ALFA ROMEO OWNERS CLUB (AROC)

P.O. BOX 41305
NAIROBI
Telephone: 020 3316160 / 2229793
E-mail: info@bobpr.com

2. EAST AFRICAN MOTOR SPORTS CLUB (EAMSC)

P.O. BOX 42786
NAIROBI
Telephone: 0703 822944
E-mail: eamsc.secretary@gmail.com

3. EQUATOR MOTOR CLUB (EMC)

P.O. BOX 1644 - 40100
KISUMU
Telephone: 0722 206909
E-mail: hderodra@guardian-bank.com

4. KENYA MOTOR SPORTS CLUB (KMSC)

P.O. BOX 48670
NAIROBI
Telephone: 0733 511378
E-mail: atlantic@swiftkenya.com

5. MOMBASA MOTOR CLUB (MMC)

P.O. BOX 613
KILIFI
Telephone: 0725262220
E-mail: roymckenzie86@yahoo.com

6. RIFT VALLEY MOTOR AND SPORTS CLUB (RVMSC)

P.O. BOX 900 - 20100
NAKURU
Telephone: 0724 333 335
E-mail: rvmscnakuru@gmail.com

7. SIKH UNION CLUB (SUC)

P.O. BOX 40114
NAIROBI
Telephone: 0788 788 788
E-mail: sikhunionclub@yahoo.com

8. WESTERN KENYA MOTOR CLUB (WKMC)

P.O. BOX 670 - 30100
ELDORET
Telephone: 0722 552 222
E-mail: westernkenyamotorsclub@gmail.com

9. VINTAGE & CLASSIC CAR CLUB OF KENYA (VCCCK)

P.O. BOX 43711
NAIROBI
Telephone: 0715 961 457
E-mail: vintageccck@gmail.com

10. NANYUKI RALLY GROUP (NRG)

P. O. Box 263 - 10400
NANYUKI
E-mail: info@juttsons.com

11. RALLYE SPORTS CLUB (RSC)

P. O. Box 698 - 00600
NAIROBI
Tel: 0722 729 646
E-mail: rallyesportsclub@gmail.com

12. EAST AFRICAN SAFARI RALLY LIMITED (EASRL)

P. O. Box 14910 - 00800
NAIROBI.
E-mail: info@eastaficansafarirally.com

13. DELTA MOTORSPORTS CLUB (DMSC)

P. O. Box 18291 - 00500
NAIROBI.
Tel: 0700 121 110
E-mail: info@deltamotorsports.org

14. KENYA RACING TEAM (KRT)

P. O. Box 9626-00100
NAIROBI.
Tel: 0722 228 200
E-mail: kenyaracingteam40@gmail.com

15. MERU MOTORSPORTS CLUB (MMS)

P. O. Box 568-60200
MERU.
Tel: 0722 853 956
E-mail: motorsportsmeru@gmail.com

A: NATIONAL SPORTING CODE

DEFINITIONS AND ABBREVIATIONS

FIA (Federation internationale de L'Automobile): The international federation of recognized automobile clubs.

CIK-FIA (Commission Internationale de Karting) Karting division of FIA regulating Karting.

THE CODE: (Code Sportif International): International Sporting Code of FIA.

ASN: (Authority Sport Nationale)
A national body recognized by the FIA as sole holder of sporting power in a country.

KMSF: (Kenya Motorsport Federation)
Local ASN authorized to license motorsports in Kenya.

NCRS: National Competition Regulations.

BOD: Board of Directors members derived from affiliated clubs for governance of motorsport in Kenya.

MC: Motorsport Council experienced members derived from all disciplines and organizer clubs.

SPORTING COMMISSIONS

- a) Rallies Commission
- b) Rally Raid Commission
- c) Autocross Commission
- d) Karting Commission
- e) Tarmac Commission
- f) 4 x 4 Commission
- g) Safety Commission
- h) Medical Commission
- i) Historical Car Commission / Concours d' Elegance
- j) Hillclimb/Digital Motorsport Commission

CLUB: A body recognized by KMSF as a sporting club

1. INTERNATIONAL CONTROL OF MOTORSPORT

1.1 The FIA is the sole International authority to make and enforce rules and regulations for encouragement of automobile competitions.

1.2 International Sporting Code: So that the above powers exercised in a fair and equitable manner the FIA has drawn up the present 'International Sporting Code'.

1.3 ASN belonging to FIA, shall be presumed to acquiesce in and be bound by this code.

2. NATIONAL CONTROL OF MOTORSPORT

2.1 Kenya Motor Sports Federation (KMSF) is the ASN recognized by the FIA as the sole authority and sporting power for the enforcement of the present Code and control of motor sport of every form in Kenya. FIA have given this authority to Kenya Motor Sports Federation (KMSF) to manage the day to day running of motor sport in Kenya. This power is derived from the delegation granted by the FIA general assembly upon application from the KMSF.

2.2 The above powers may be exercised in a fair and equitable manner. KMSF has drawn up these rules as conformity of the code.

2.3 EXEMPTION FROM REGULATIONS

2.3.1 The KMSF has a right to grant exemption from these regulations to suit special conditions or to enable unusual features to be included in the competition.

2.4 ALTERATION OF REGULATIONS

2.4.1 The KMSF reserves to itself the right at any time to alter these regulations and to alter or add to any appendices thereto from time to time. Notice of such amendments or additions will be done by official announcement by KMSF.

2.4.2 Such announcement will only be valid for the current year.

2.5 COMPLIANCE WITH REGULATIONS

2.5.1 At all times the organizers of an event shall ensure compliance with these regulations and any other KMSF requirements. It is a condition of approval that all laws of the land shall be complied with, and breach of this condition may invalidate any approval, which may have already been given.

2.5.2 Every person, body, group of persons, etc. organizing a competition or taking part therein shall by so doing or by and upon applying for an organizing permit, or by and upon applying for a license from the KMSF, or by and upon entering for a competition, be deemed to have and recognized that they have:

2.5.3 Made themselves acquainted with these regulations and agree to pay the charges and fees pursuant to the regulations (and the appendices thereto), and

2.5.4 Submitted themselves without reserve to the consequences resulting from these regulations and any subsequent alteration thereof and agreed to pay as liquidated damages any fines imposed upon them.

2.5.5 Agreed not to have recourse except with the written consent of the KMSF to any arbitrator or tribunal not provided for in these regulations.

2.6 APPROVAL TO ORGANIZE AN EVENT

2.6.1 KMSF approval for the organization of an event is reserved for those motor clubs recognized by the KMSF as 'Registered to organize Competitions' (Recognized Clubs), which have complied with the requirements regarding status and fixture List.

3. THE APPEALS BOARD

3.1 Refer to C: Judicial Art. 7.

4. RIGHT OF REVIEW

4.1 Refer to C: Judicial Art. 15.

5. CLUB RECOGNITION

5.1 The Club must undertake to comply with all regulations and requirements and obligations of the KMSF and to pay an annual registration fee and all insurance and other charges and fees due under these regulations (and the Appendices thereto).

6. DATE OF OPERATION

6.1 These Regulations shall come into force and be operative from the first day of January of the current year and thereby supersede all previous editions of these regulations.

7. CHILD PROTECTION POLICY

7.1. The KMSF policy statement on child protection is as follows:

7.1.1. The child's welfare is paramount.

71.2. All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

7.1.3. All suspicions and allegations of inappropriate behavior will be taken seriously and responded to swiftly and appropriately.

7.1.4. Anyone under the age of 18 years should be considered as a child for the purposes of this document.

8. CODE OF CONDUCT

8.1. The KMSF expects Competitors, and their associates, at all times to:

8.1.1. Abide by the KMSF regulations.

8.1.2. Respect the decisions of event officials.

8.1.3. Treat all competitors, marshals, and officials equally with respect.

8.1.4. Maintain the highest standards of driving behavior.

8.1.5. Conduct themselves in a proper manner at all times and always behave in the best interests of Kenyan motor sport.

8.1.6. Make every effort to minimize the impact of their activities on the environment around them.

8.2. ABUSE - The KMSF will not tolerate any form of abuse or aggression towards officials, marshals, spectators, and competitors.

8.2.1. The KMSF and the national court will impose the most stringent sanction against any transgression.

8.2.2. SAFETY - Competitors are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. The KMSF urges competitors to make the maximum possible effort to ensure their own safety at all times.

B: NOMENCLATURE AND DEFINATIONS

ADEQUATE STRENGTH. The component concerned is of sufficient strength to fulfill the function for which it was intended.

ADVERTISEMENT. Any lettering, additional trademark or symbol appearing on a vehicle, including any border or background that is distinguishable from the underlying surface on which it appears.

AERODYNAMIC DEVICE. Any device or part of a vehicle (excepting normal and conventional styled bodywork) that has a principal effect of creating aerodynamic down force. Within this definition should be included forward facing gaps or openings in the bodywork but will not include spoilers in the form of raised surfaces continuous with the body surface and not wider than the body surface. It is not permitted to mount an aerodynamic device on unsprung parts of the vehicle.

APPEAL. A formal complaint, lodged within specified time limits, by an entrant or Competitor about a decision, act or omission by an official of a meeting. In the event of an appeal being made against a decision, the entrant or competitor involved must have been either:

- (1) The party involved in the incident giving rise to the decision, or
- (2) The party who lodged the protest, which resulted in the decision, or
- (3) The party against whom a penalty has been imposed.

APPROVED FORMULAE. A set of regulations, approved by the KMSF, providing the parameters for a vehicle to be used in a specific competition.

AUTOMOBILE/CAR/VEHICLE. Land vehicle running on at least four nonaligned complete wheels, of which at least two are for steering and at least two for propulsion.

BATTERY CELL. An electrochemical energy storage device, of which the nominal voltage is the electromechanical couple nominal voltage, made of positive and negative electrodes, and an electrolyte.

BATTERY MODULE. A single unit containing one cell or a set of cells electrically connected and mechanically assembled.

BATTERY PACK. A single mechanical assembly optionally housed by a battery compartment, comprising battery modules, retaining frames or trays.

BODYSHELL. The major structural part of the car constructed of all parts that are permanently attached (by welding, brazing, riveting, bonding, etc.) around which are assembled the mechanical components. Panels that are attached by means of

removable fasteners are not considered to be part of the body shell.

BULKHEAD. A partition separating one vehicle compartment from another.

CATALYTIC CONVERTER. A device designed and used to reduce the quantity of toxic emissions produced by an internal combustion engine.

CHASSIS. The overall structure of the car around which are assembled the mechanical components and the bodywork.

CHAMPIONSHIP. An event or series of events organized for the purpose of establishing the right to an individual or collective title.

CIRCUIT. The whole area used for an event under the control of the organizing club and/or a circuit owner.

CLASS. A division of vehicles by their engine capacity or any other means of distinction.

CLUBMAN'S EVENT. An event confined to members of the sole organizing club, and, by invitation, to members of a limited number of other clubs.

CO-DRIVER. The second member of each crew competing in special stage rallies.

COMPETITION. That part of an Event that is given a competitive nature by the publication of results. It must be completed by the end of the meeting.

COMPETITOR. A person or body whose entry is accepted for or who competes in any event whatsoever, whether as Entrant, Driver, Co-Driver

COMPETITOR'S LICENSE RECORD. The record of the competitor's competition license history, including any penalty points and other judicial matters.

COMPETITION NUMBERS. Numbers displayed on vehicles in competition for identification purposes.

COMPOSITE. Material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possess.

CONTROL OR CHECK. Any point that Competitors must visit during an event. A Control will be manned by officials; a check may or may not be manned. If the term time control is used this will imply that the competitor's time of arrival at or departure from this point is recorded.

CONTROL LINE. The line by reference to which a vehicle is timed or its performance in a competition is determined.

COURSE. The track, plus all run-off areas, up to and including safety barriers, fences and walls.

Cylinder Volume. Volume V generated in cylinder (or cylinders) by the upward or downward movement of the piston(s).

$$V = 0.7854 \times b \times s \times n$$

where:

b = bore²

s = stroke

n = number of cylinders

DISQUALIFICATION. A person or body shall be said to be disqualified when permanently forbidden to take part in any event whatsoever.

DRIVER. A person nominated as the Driver of a vehicle in any event.

DURATION OF MEETING OR EVENT. A Meeting is considered to have begun as from the beginning of the first event and shall end when the last event has finished. An event is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutineering and shall include practice and the competition itself. It shall end upon the expiry of the time limit for protests or appeals, or the end of any hearings.

ENTRANT. The person or body responsible for making an entry into a competition and responsible for all matters pertaining to that entry.

EVENT. A single activity with its own results or one part or round of a series of events comprising a championship. It may comprise free practice and/or qualifying practice sessions; heats and a final; or be divided in some similar manner.

EXCLUSION. Exclusion forbids the person concerned to take part in any particular Competition, or in several sporting competitions of the same meeting. Exclusion may be applied in retrospect, by the deletion of any result in any competition.

FINISHING LINE. The last control line on a course.

FORCED INDUCTION. Any device capable of augmenting atmospheric pressure to increase the induction of air or fuel/air mixture into the combustion chamber (Superchargers, Turbochargers etc.). Any means of artificially reducing induction air temperature (e.g., packing with solid CO etc.) is prohibited. Ram effects entirely due to the forward motion of the vehicle or tuning of induction or exhaust pipe length are not included within this definition.

GROUND CLEARANCE. The clearance between the ground and the lowest part of the bodywork, or of the suspended part of the car, in normal trim with the driver aboard (J.5.20.11).

HISTORIC MOTORSPORT. Competitions under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behavior, which could arise

through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the history of the motorcar.

INTERNATIONAL EVENT. An event is International when it is entered on the International Calendar and is open to competitors and drivers of various nationalities.

KIT CARS. A vehicle in which the chassis frame, body panels and other major components are manufactured and/or supplied from one manufacturer to which other specified components and parts are added/assembled to produce a complete car.

LAND VEHICLE, AUTOMOBILE, SPECIAL VEHICLE, GROUND EFFECT VEHICLE.

(a) *Land Vehicle.* A locomotive device propelled by its own means, moving by constantly taking real support on the earth's surface, of which the propulsion and steering are under the control of a driver aboard the vehicle.

(b) *Special Vehicle.* Vehicle having at least four wheels not in line that is steered by at least two wheels and is propelled otherwise than through the wheels.

LICENSE. A certificate of registration issued under the Code by an ASN to any person or body wishing to participate in Competitions held under the Code. The holder of a license is presumed to know and abide by the Code and these Regulations.

LICENSE NUMBER. The number on a license.

LIGHT ALLOY. Any alloy containing more than 10% aluminum, magnesium or titanium.

MECHANICAL COMPONENTS. All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

MEETING. An organized assembly of Competitors and officials, including one or more competitive or non-competitive activities, taking place within a defined period and governed by the same sets of regulations.

MILE AND KILOMETER. For all conversions of English to metric measurements and vice versa, the mile shall be taken as 1.609344 kilometers, and the kilometer shall be taken at 0.62137 of a mile.

MODEL YEAR. This defines new or re-engineered vehicles that are built to a specification intended for sale and use from the start of the year indicated. Example: Vehicles built in the last months of a year for the next season would be defined as new

season vehicles and would have to conform to regulations applicable to the new season.

MODIFICATION. Any change in the design, material, shape, dimensions and/or surface finish of a component, except for basic manufacturing processes, normal wear and published service or repair procedures.

NATIONALITY. The nationality of a Competitor or Driver for the purpose of these Regulations shall, after the grant of a license, be deemed to be that of the ASN that last issued a license.

NUMBER PLATE. The plate that would normally carry the registration number of the vehicle, were it to be run on public roads.

Organizing Club. A club registered with the KMSF and responsible in all respects for the organization of an event.

ORGANIZING COMMITTEE. A committee authorized by the organizing club to act on their behalf. The organizing committee will take the place of such club for the purpose of these Regulations except that the club will be responsible for the acts and omissions of such organizing committee as if such acts and omissions were their own.

ORGANIZING PERMIT. The documentary authority to organize and hold a competition, granted solely by the KMSF.

PACE NOTES. Any information (in any recorded form) relating to a special stage that has not been provided to all competitors by the organizers of that event. This excludes subjective route notes and the use of commercially available maps.

PARC FERMÉ. A secure identified area designated by and under the control of the organizers and officials of an event and into which any entrant or competitor must place the competing vehicle and/or associated items as well as and when directed by the organizers or officials including the route instructions of the event.

PORTS (INLET/EXHAUST). Openings and passages in components forming or housing the combustion chamber and/or cylinders through which inlet and exhaust gases pass.

PROGRAMME. A document prepared by the organizers of a meeting for the purpose of informing the participants and spectators about the meeting.

PROMOTER. Any person or body financially responsible for a competition. The organization shall be the responsibility of an organizing club.

PROTEST. A formal complaint, lodged within specified time limits by an entrant or Competitor, about an act or omission by another Competitor, or about the eligibility of another vehicle.

RADIATOR/INTERCOOLER. Mechanical part allowing for the exchange of thermal energy between two fluids (including air).

RESTRICTOR. Any device with stated orifice and minimum thickness 3mm of non-porous material, imposed or inserted either in an inlet tract for the purpose of controlling the passage of the air/fuel mixture into the induction system and/or combustion chamber, or inserted in the exhaust tract to control the passage of exhaust gases.

ROAD BOOK. A document supplied to competitors instructing them how to proceed from one point to another, and containing such information as to the controls and checks that they are to visit during the event, how they will establish that they have visited checks not manned by officials, details of tests, etc.

ROAD SECTION. Any section of the route of a special stage rally (excluding control and service areas) whether on the public highway or not that links special stages.

ROLLOVER PROTECTION SYSTEM (ROPS). Multi-tubular structure installed in the cockpit and fitted close to the body shell, the function of which is to reduce the deformation of the body shell (chassis) in case of an impact.

SECTION. That portion of the route of a competition between two controls, or that portion of a route of a competition to which specific requirements apply,

SERIES PRODUCTION CAR. A car of which at least 1,000 identical examples have or are being manufactured within a twelve-consecutive month period.

SERIES PRODUCTION ENGINE. An engine sourced from a series production car. The origin of the cylinder head and cylinder block must always be established.

SERVICING. Work carried out on the car by any person, other than the competing crew, or the use of any part or tools not carried in the competing car.

SILHOUETTE. The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs.

SPECIAL STAGE. A section of a Rally, on roads or land for which the event has exclusive access, or on public roads closed by Government legislation specifically permitting closure for motor sporting purposes, where the marking for maintaining a time schedule forms a part of the competition.

SPONSOR. A person or body contributing, financially or in kind, towards the promotion of a competition or of a competitor.

STANDARD PART. Is a part, the specification, features, location, and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

STANDARD PATTERN PART. Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

START. The start is the moment when the order to start is given to a competitor or competitors, or when a competitor crosses the starting line actuating automatic timing equipment.

STARTING LINE. A starting line is the first control line on a course.

SUB FRAME. Part fastened to the body shell or chassis and/or ROPS to which are attached parts of the suspension and/or drive train.

SUPPLEMENTARY REGULATIONS (SRS). Compulsory document issued by the organizers of a competition with the object of laying down the details of that competition.

SUSPENSION. A person or body shall be said to be suspended when he has for a certain period been forbidden to take part in any competition.

SUSPENSION (VEHICLE). The system(s) by which sprung movement is provided between the main chassis structure and the road wheels. Suspension will be deemed to consist of all the partly sprung components that move relative to the main chassis structure for the purpose of making connection between it and the entirely unsprung parts but not including components exclusively concerned with steering, braking and power transmission.

(a) *Suspension mounting:* the member or component attached to the chassis on which the moving element(s) of the suspension is mounted.

(b) *Suspension mounting points:* the point(s) on the chassis and the mounting that forms the centers of attachment to the chassis.

(c) *Suspension locating point:* the point in the mounting about which the suspension articulates.

(d) *Suspension bush:* considered in relation to a suspension mounting or another suspension member it may have one of two forms:

(i) a lining of an external element that rubs directly upon an inner element,

(ii) a pre-manufactured and catalogued unit within which all articulation is provided.

(e) *Suspension bush housing:* the aperture in the suspension member that supports and locates the suspension bush. In the case of the MacPherson strut top mountings the bush housing is considered to be the suspension mounting.

(f) *Sprung suspension:* a suspension system with the weight of the car supported by discrete springing media none of which may come within the definition of a 'Temporary Part' flexible mounting bushes are unacceptable as springing media.

TELEMETRY. Telemetry is the means of transfer of information and/or data from a data source to a data receiver without a cable. In motor sport applications, the term telemetry usually refers to "uni-directional"

transfer of data to the pits whilst the vehicle is on the circuit, without any acknowledgement signal being transmitted by the pit-based equipment. "Bi-directional" telemetry, which describes and facilitates full transfer of data in both directions, is not permitted.

TIME CARD. A document upon which the time of a competitor's arrival at or departure from a Control is recorded. A timecard may or may not be incorporated in a road book or route card.

VENUE. The whole area or areas used for an event under the control of the organizing club and/or venue owner(s).

WHEEL. Flange and rim. By complete wheel is meant flange, rim, and tyre.

WINDSCREEN. A rigid transparent shield located in front of vehicle occupants to protect from the wind and airborne particles.

C: JUDICIAL

1. GENERAL

1.1 GENERAL CONDITIONS

- 1.1.1 Each of the following is a breach of these regulations and/or supplementary regulations and will lead to disciplinary action being taken.
- 1.1.2 Bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an event or employed in any manner in connection with an event acceptance of or offer to accept a bribe by an official or employee.
- 1.1.3 Any action having as its object the entry or participation in an event of:
 - a) A vehicle ineligible therefore and/or,
 - b) A person who is not the holder of a license appropriate to the event concerned.
- 1.1.4 Any fraudulent and/or otherwise dishonest act or proceeding in connection with an event and/or motorsport.
- 1.1.5 Any proceeding and/or act prejudicial to the interest of the KMSF and/or motorsport.
- 1.1.6 Driving in a manner incompatible with general safety, and/or departing from the standard of a competent driver.
- 1.1.7 Any contravention of flag or light Signals.
- 1.1.8 Any contravention of these regulations in respect of alcohol or dope.
- 1.1.9 Misbehavior or unfair practice.
- 1.1.10 Abusive language or behavior, physical assault, or threats of physical assault within the area under control of the organizing Club.
- 1.1.11 To organize, advertise, enter for, drive in, officiate at, or in any manner whatsoever take part in, a competition, or championship, not organized in accordance in all respects with these regulations.
- 1.1.12 For any competitor to bet on an event for which he has an entry.
- 1.1.13 For any person involved in an event whether as competitor, official or organizer, to make use of information which can properly be regarded as

privileged for the purposes of obtaining or endeavoring or attempting to obtain financial gain whether directly or indirectly by or from betting.

- 1.2 **DISHONORED PAYMENTS.** Failure to honor a payment to the KMSF, or to a recognized club or event organizer, will result in suspension of license until payment of the full amount, plus charges, has been made.

- 1.3 **PERSONS DISQUALIFIED ELSEWHERE**
Any person disqualified or suspended by the governing body of any other sport recognized by the KMSF shall be reported to the KMSF appeals board and in the event that the reason for such disqualification or suspension would, had the matter involved these Regulations, be a breach of these Regulations then the appeals board shall be entitled to impose any penalty as it would have done had the breach occurred under these regulations.

2. DISCIPLINARY OFFICER

- 2.1 The KMSF will appoint a disciplinary officer whose function will be to advise whether disciplinary action should be taken by the MC in respect of any breach of regulations. In the event that the KMSF decides to act, the disciplinary officer will either prepare and present the case personally or arrange independent legal representation. The disciplinary officer will personally represent or instruct someone on his behalf to represent the KMSF on all other matters before the appeals board where it is considered appropriate.

3. PENALTIES

- 3.1 Any promoter, organizer, official, entrant, competitor, passenger, driver, mechanic, management crew or other person committing a breach of these regulations or of any conditions attached to an organizing permit, or of any instruction to competitors, or of any special track rules may be penalized as hereinafter provided.

- 3.1.1 The penalties that may be inflicted are, in order of increasing severity, as follows:

- a) Reprimand
- b) Fine
- c) Time Penalty
- d) Disqualification

- e) Suspension
 - f) Exclusion
- One or more of the above may be imposed as appropriate.
- 3.1.2** The appeals board may also, in addition to any penalty:
- a) Declare the results of an event null and void.
 - b) Order the return of any awards or annul championship points.
 - c) Impose such other conditions as it thinks fit.
- 3.2** **SUSPENSION OF PENALTY.** The appeals board may, at its sole discretion, order that any of the penalties be suspended for a specified period of time. Should the competitor be found guilty of a subsequent offence, details of that offence will be forwarded to the MC for the appeals board to consider whether the suspended sentence should be activated in addition to any penalty imposed for the subsequent offence.
- 3.2.1** When a penalty that incurs penalty, points is imposed by the stewards of the meeting, details must be recorded on the judicial summary sheet together with the number of penalty points imposed.
- 3.2.2** Penalty points will be imposed for the following offences:
- a) Driving – breach of 1.1.6
 - b) Failure to comply with flag or light signals
 - c) General Conduct – Abuse, physical assault, or threats of physical assault. Refusal to obey the instructions of an official.
- 3.2.3** Any competitor whose license is suspended may request a hearing before the appeals board to show why his license should not be suspended or should be suspended for a lesser period than three months. Initially, such a request, containing a brief statement of the grounds for the request, must be submitted in writing to the KMSF disciplinary officer to be received within 10 days from the date of the KMSF letter giving written confirmation of the suspension of the license. The submission of such a request will not affect the Suspension, which will remain in force pending the decision of the appeals board.
- 3.2.4** The appeals board shall have no jurisdiction to consider the competitor's guilt in respect of the offences detailed in the relevant endorsements. The competitor must show that the consequences of a suspension will cause exceptional hardship meriting his license not being suspended at all, or for a lesser period than three months. The appeals board may uphold the suspension, impose a lesser period of suspension, or remove the suspension and impose an alternative penalty to suspension.
- 3.3** **TIME PENALTY.** The Clerk of the Course, or the stewards of the meeting, may impose a penalty of at their discretion, on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race. The penalty may be imposed after the race has finished.
- 3.4** **SENTENCE TO A REPRIMAND OR A FINE.** A reprimand or a fine may be imposed by the Clerk of the Course, the stewards of a meeting or the appeals board.
- 3.5** **TIME LIMIT FOR PAYMENT OF FINES.** Fines or Costs must be paid within 7 days of being imposed. Any delay in making payment may result in suspension of license for the period during which the amount remains unpaid, beyond the said period of 7 days.
- 3.6** **LIABILITY TO PAY FINE AND/OR COSTS.** Where an entrant responsible for the payment of any fine and/or costs, then in the event of nonpayment, they the entrant can be suspended in the same way as the person on whom the fine or costs have been levied.
- 3.7** **ALLOCATION OF PROCEEDS FROM FINES.** The proceeds from all fines are remitted to the KMSF.
- 3.8** **SENTENCE OF EXCLUSION.** A sentence of exclusion from all or part of an event can be imposed by the clerk of the course, the stewards of the meeting or the appeals board. This can be imposed retrospectively.
- 3.9** **SUSPENSION.** A person, body, vehicle or make of vehicle shall be said to be suspended when forbidden, by the appeals board and exceptionally under 3.9.2 or 3.9.3 by the Stewards of the Meeting, to take part in any competition for a stated period. The appeals board may, at its discretion, restrict the suspension to certain categories or types of events.

- 3.9.1** Suspension renders void entries made for any event-taking place during the suspension, and any entry fee paid or payable will be forfeited to the KMSF (unless the SRs for the specific event stipulate otherwise). The Competitor concerned shall immediately return his license to the KMSF.
- 3.9.2** For offences involving abusive language or behavior, physical assault or threat of physical assault, the Stewards of the Meeting after holding an enquiry can impose an immediate suspension of license for up to 30 days. On imposing such a sentence, the Stewards should confiscate the license of the person concerned, which will be forwarded to the KMSF, together with a report on the enquiry. The matter may then be considered by the appeals board, who can impose a further penalty if appropriate. Where Stewards of the Meeting, are satisfied that a physical assault or a threat of physical assault has occurred, and then no appeal against their sentence is allowed.
- 3.9.3** If the Stewards of the Meeting, after holding an enquiry, are satisfied that a contravention of 1.1.5 was of a serious nature, and the maximum penalty of 30 days is imposed, the matter may also be referred by the KMSF to the appeals board, who may impose a further penalty.
- 3.9.4** Delay in handing in a license will automatically result in the extension of the suspension by a period equal to the delay.
- 3.10** **DISQUALIFICATION.** The penalty of disqualification should be reserved for exceptionally grave offences. Any disqualified person, body, vehicle or make of vehicle is permanently forbidden by the appeals board to take part in any competition whatsoever, nationally, and internationally details will be notified to the FIA.
- 3.10.1** Disqualification renders void any previous entry made for any competition, and any entry fee paid or payable will be forfeited to the organizing Clubs, (unless the SRs for the specific event stipulate otherwise).
- 3.10.2** All disqualified licensees must immediately return their licenses to the KMSF.
- 3.10.3** Suspension or disqualification of a make of vehicle. the appeals board can suspend a make of vehicle within its own territory for breach of these regulations by the manufacturer or his accredited representative, or for reasons of safety.
- 3.10.4** Reciprocity of penalties, the KMSF will not issue a license and will withdraw any license already issued to any person who is suspended or disqualified by KMSF (subject to right of appeal to the appeals board).
- 3.11** **LOSS OF AWARD.** Any competitor excluded, suspended, or disqualified in any event shall there by forfeit all right to any award in that event.
- 3.12** **AMENDMENT OF PLACING AND AWARDS.** In such cases the resulting amendment to the placings and awards will be published and the body imposing the penalty will decide whether the next competitor(s) in order (after those placed) shall be advanced.
- 3.13** **PUBLICATION OF PENALTY.** Every license holder is deemed to agree that the FIA, and the KMSF have the right to publish details of any decision of the appeals board, penalized persons, bodies, vehicles or makes of vehicle, and if it so desires, the reasons, therefore. Those individuals and bodies referred to have no right of action against the FIA and KMSF, or against any printer or publisher of the information, and may incur further disqualification if any such action is taken.
- 3.14** **REMISSION OF PENALTY.** The appeals board has the right to remit any unexpired term of a suspension or disqualification, as it may think fit. Requests for remission of sentence must be submitted in writing to the appeals board, accompanied by a non-returnable fee as detailed Kshs. 10,000.00. Whenever possible, the same court that applied the original penalty will deal with the application and entirely in writing, with no right to an oral hearing.
- 4.0** **TECHNICAL ELIGIBILITY CHECKING**
- 4.1** Whenever possible any eligibility inspection should be by two members of the technical commission, or by the chief scrutineer of the event and one member of the technical commission. They will then be considered as eligibility judges of fact.
- 4.1.1** If the eligibility judges of fact agree that the vehicle or component is ineligible, this will be reported to the clerk of the course who, after giving the parties the opportunity to be heard, will exclude the vehicle from the relevant results unless there are exceptional reasons why this should not be done. This regulation does not preclude a scrutineer reporting a vehicle as being ineligible to the clerk of the course they will take appropriate action.

- 4.1.2** The findings of the Eligibility Judges of Fact or the Scrutineer, as the case may be, will also be reported to the KMSF who may take further action, including referring the matter to the appeals board.
- 4.1.3** If a vehicle or component is not made available for an eligibility examination as required by the technical commissioners, the clerk of the course, the championship organizers, or their respective stewards, it will be deemed ineligible and reported to the clerk of the course or the championship stewards, as the case may be, for the application of the penalties.
- 4.1.4** Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the clerk of the course of any event in which they wish to take part. The results of any such event will remain provisional until the eligibility decision has been made. Failure to inform the clerk of the course will result in a fine.
- 4.1.5** If a Championship specify a different penalty, any competitor in a race whose vehicle is excluded from the results, will be subject to the following championship penalties. these will be applied whether the championship is for drivers, entrants, or manufacturers.
- a) The event will be counted as one of the events contributing to their total championship score, and
 - b) The competitor will be excluded from the event, forfeiting all championship points, prize money and other awards, and
 - c) The competitor will forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus total of points.
- 4.1.6** Any competitor taking part in a championship for drivers, co-drivers, entrants or manufacturers, whose vehicle is declared ineligible in accordance with the championship regulations will be penalized as follows:
- a) They will score zero points for that round and
 - b) The round will count as one of the events contributing to their total Championship score.

These penalties may not be decreased, but may be increased, by the Championship regulations, which can only be applied by the Championship Stewards after a hearing. Penalties imposed can be appealed to the KMSF, but the

Championship Stewards must be informed of the Intention to Appeal. Penalties will only be reduced in exceptional circumstances.

- 4.2** **PROTEST AGAINST A FELLOW COMPETITOR** The right to protest lies solely with the entrant or competitor who is a party to a dispute about an act or omission of another competitor in an event in which they have taken part. At international events, only the entrant can lodge a protest, unless the competitor produces written authorization to act on behalf of the entrant.

- 4.2.1** The clerk of the course, acting in his official capacity, may take such action, as he may deem proper in any circumstances regardless of whether a protest has been lodged.

- 4.2.2** Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the protest fee of Kshs. 20,000.00. It must be lodged with the secretary of the meeting, the clerk of the course, or their deputies, within the appropriate time limit.

- 4.2.3** A single protest lodged by more than one competitor, or a single protest against more than one competitor, will not be accepted but more than one individual protest may be accepted on the same grounds.

5.0 **PROTESTS**

5.1 **TIME LIMIT FOR PROTESTS**

- 5.1.1** A protest against another competitor must be made within 30 minutes of the finish of the competition.

- 5.1.2** A protest against the eligibility of any vehicle, or part of vehicle:

- a) When the reason for the alleged ineligibility is apparent – within 30 minutes of the time laid down for conclusion of the relevant scrutineering session.
- b) When the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible, or if a part or parts may have been changed after scrutineering – within 30 minutes of the performance that gives rise to the protest.

- 5.1.3** The clerk of the course may amend the above time limits if he thinks that the

circumstances make the lodging of a protest physically impossible within the time quoted. If he decides to deal with a protest 'out of time', by doing so he will be deemed to have extended the time limit.

- 5.1.4** In the event of a protest against the eligibility of a vehicle or engine, the clerk of the course shall order that the vehicle or engine will immediately be examined or, on the request of the competitor protested against, or the technical commissioner or scrutineers, sealed for subsequent examination.
- 5.1.5** The technical commissioner or scrutineer sealing the vehicle or component shall furnish the clerk of the course and the competitor, with details of the seals used, their number and position.
- 5.1.6** The sealing of any vehicle or component shall be carried out in the presence of the competitor protested against.
- 5.1.7** In default of agreement between the parties, the clerk of the course, in consultation with the stewards of the meeting will determine a realistic estimated cost of stripping and re-assembling the car/component. This sum is to include the KMSF Technical Commissioner's fee as a maximum figure to cover inspection costs. Unless the car/component can be examined immediately, the amount of this estimated cost must be deposited with the KMSF by the protester within 7 days, and no examination will commence until it has been received. Failure to lodge the said amount within the time limit will result in the protest lapsing.
- 5.1.8** The clerk of the course will ensure that arrangements are made for the equipment to be examined with the least possible delay. The party making the protest is not entitled to be present at this examination.
- 5.1.9** The Technical Commissioner or Scrutineer will report his findings to the Clerk of the Course, who will adjudicate on any contraventions of the technical regulations. After giving the parties the opportunity to be heard, the clerk of the course will apply the penalties prescribed by the regulations. If dismantling has been involved and the protest has proved unfounded, the competitor who lodged the protest shall pay the reasonable costs of preparing the vehicle or parts for examination, dismantling and reassembly, together with the examiner's Fees. The amount deposited with the KMSF as estimated costs may be used as a contribution towards these costs.

5.2 ADJUDICATION OF PROTESTS. Any protest shall be adjudicated upon by the clerk of the course, subject to the rights of appeal provided by these regulations.

5.2.1 The protest hearing must take place as soon as practicable, and all parties given notice of the hearing. they are entitled to call witnesses but must state their case in person and not through an advocate. in the absence of any of the parties, or in the absence of their witnesses, the clerk of the course may decide, providing he is satisfied that any party concerned is aware of the time and place of the hearing. if a decision cannot be given at the conclusion of the hearing, all parties must be advised of the time and place at which the decision will be given.

5.3 DISTRIBUTION OF AWARDS. Where a protest is lodged, the distribution of any affected prize must be withheld until either it has been adjudicated upon or no intention of appeal has been lodged within the time allowed. The list of awards relating to such a prize must be declared provisional.

5.3.1 If, after the distribution of prizes, a decision is made which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible must return the prize to the organizers on demand.

5.4 FORFEITURE OF PROTEST DEPOSIT. Unless otherwise decided by the Clerk of the Course, protest deposits will be forfeited if the protest is not upheld. A protest can be withdrawn before the hearing, but the protest deposit will only be refunded at the clerk of the course's discretion.

5.4.1 The clerk of the course must report any protests lodged to the stewards of the meeting. Any author of a protest thought to have acted in bad faith by the stewards will be deemed guilty of breach of these regulations and may be penalized accordingly.

6.0 APPEAL

6.1 APPEAL TO STEWARDS

6.1.1 Appeals to the stewards of the meeting against a decision of the clerk of the course or of any other official of the meeting.

6.1.2 Any entrant or competitor shall have the right of appeal to the stewards of the meeting against any penalty or decision given by the clerk of the course or another official of the meeting except that there

shall be no right of appeal against the report of a judge of fact.

- 6.1.3** A right of appeal does not exist for third parties in respect of a published decision of the clerk of the course arising out of disciplinary or protest hearings, i.e., a right of appeal against such decisions exists only for the parties in those proceedings.
- 6.1.4** It should be noted that technical eligibility appeals are not heard by the stewards of the meeting but are referred directly for consideration by the appeals board.
- 6.1.5** Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal, and accompanied by the fees laid down in. Appeals must be lodged with the secretary of the meeting, the clerk of the course, or their deputies within the appropriate time limit.
- 6.1.6** Appeal fee for this hearing is Kshs. 20,000.00
- 6.2** **APPEAL HEARINGS.** The stewards of the meeting shall hear any appeal as soon as practicable. All parties shall be given notice of the hearing. They shall be entitled to call witnesses but shall state their case in person. Advocates may not be present at any hearing of the stewards. Parties, and their witnesses, shall be given the opportunity to be heard. In the absence of any of the parties or their witnesses, the stewards may decide providing that the stewards are satisfied that any party concerned is aware of the time and place of the hearing or has left the event. If a decision cannot be given at the conclusion of the hearing all parties must be advised of the time and place at which the decision will be given.
- 6.3** **CHAMPIONSHIP APPEALS.** Appeals arising out of a championship classification, or points, will be adjudicated upon by the championship stewards appointed for that purpose by the championship organizers.
- 6.3.1** An appeal against points awarded (or not awarded) in a championship must be lodged within 7 days of the first publication of the points in dispute in an official document (i.e., interim championship results, programme, etc.).
- 6.4** **FORFEITURE OF APPEAL DEPOSIT.** Unless otherwise decided by the stewards for special reasons, the appeal deposit shall normally be forfeit if an appeal fails for any reason.

7. THE APPEALS BOARD

- 7.1** The appeals board is appointed by the KMSF, the final court of judgment empowered to settle any dispute, which may have arisen between its license holders on its territory in connection with national motor sport. The exercise of these judicial powers and functions shall be final and not subject to review and will be exercised in exclusion of any other court or forum.
- 7.2** The appeals board shall exercise the following functions.
- a) Disciplinary – Matters referred to it by the KMSF.
 - b) Investigatory
 - c) Appellate
- 7.2.1** Appeals pertaining to eligibility will be dealt with by written submission.
- 7.2.2** All other appeals. The Court is the designated national court of appeal for the purposes of the FIA International sporting code.
- a) Arbitration
 - b) Anti-Doping
- 7.3** The appeals board, when convened by KMSF, shall consist of ~~three members who shall be:~~ **members approved by the BOD.**
- ~~(a) Member with legal knowledge.~~
 - ~~(b) Retired motorsport personality.~~
 - ~~(c) Registered steward with knowledge of the ISC and NCRs.~~
- 7.3.1** No person shall be a member of the appeals board if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question, or if he is directly or indirectly concerned in such matter.
- 7.3** A member of the board may each be removed from their position as such, prior to the expiry of their term of office by
- a) Resignation; or
 - b) Decision of KMSF in its absolute discretion.
- 8.0** **APPEALS PROCEDURE TO BOARD**
- 8.1** A right of appeal against a decision of the stewards of the meeting, or championship stewards, to the appeals board can only be made:

- a) By a person or body who was a party in the proceedings in which the decision appealed against was made, and
 - b) In accordance with the provisions 8.1.3
- 8.1.2** A right of appeal does not exist for third parties
- 8.1.3** The following are the only grounds for lodging an appeal against the decision of the stewards of the meeting or the stewards of a championship:
- a) A gross miscarriage of justice has occurred
 - b) The penalty is inappropriate for the breach of regulations.
- 8.1.4** Notice of Intention to Appeal (8.2) and confirmation of appeal (8.3) must be lodged in accordance with these regulations
- 8.2 NOTICE OF INTENTION TO APPEAL.**
- 8.2.1** A written notice of intention to appeal against a decision of the stewards of the meeting, accompanied by the correct fee) must be lodged with the secretary of the meeting, the clerk of the course, or their deputies within 30 minutes of the time of the first communication of the decision.
- 8.2.2** If the party(ies) concerned does not attend the hearing, the decision must be sent to them by first class mail, and any notice of intention to appeal, together with fee, must be received by the secretary of the meeting not later than seven days after the date of posting. A copy of such notice of intention must also be lodged with the KMSF at the same time.
- 8.2.3** Appeal fee for this hearing is Kshs. 50,000.00
- 8.2.4** The Appeal Deposit (not fee) becomes due from the moment the appellant notifies the Stewards of the intention to appeal and becomes payable on notification of the appeal. The deposit remains payable even if the Appellant does NOT follow up the intention to appeal.
- 8.2.5** The Appeals Board will rule on the consequences of and costs deriving from the withdrawal of the intention to appeal.
- 8.3 CONFIRMATION OF APPEAL.** Within ten days of the notice of intention, written confirmation of the appeal, signed by both the appellant and the entrant (if appropriate), must be submitted to the

KMSF. This confirmation must specify the grounds of appeal and the arguments in support.

- 8.3.1** The clerk to the appeals board will refer the matter to a chairman of the appeals board who will advise within ten days as to whether the appeal is considered to meet with either of the permitted grounds of appeal (8.1.3). If the appeal is considered not to comply or is withdrawn, it will lapse, and the appeal fee will be forfeited. If the appeal is considered to meet either of the specified criteria, the clerk will arrange for the appeals board to be convened.
- 8.3.2** In respect of all appeals admitted to the appeals board, the appellant must, not later than ten clear days before the notified appeal hearing date, submit to the clerk to the appeals board, a skeleton argument in writing. This skeleton argument must:
- a) Identify all regulations involved
 - b) Identify all appellant's witnesses
 - c) Specify the factual basis of the appeal, including the evidence to be given in support of the appellant.
- 8.3.3** Where an appeal, or protest, is in respect of an incident involving any other party in addition to the appellant or a protestor, the clerk to the appeals board will forward a copy of the appeal and this skeleton argument to such other party who within 10 days must file his response.
- 8.3.4** In the case of appeals listed at short notice, the clerk to the appeals board may, with the agreement of all parties, alter the timetable for the delivery of skeleton arguments.
- 8.4 ELIGIBILITY APPEALS**
- 8.4.1** A special appeal procedure applies in the case of any appeal against a ruling in respect of eligibility of a vehicle or against the imposition. These Appeals are not heard by the Stewards of the Meeting but are referred directly for consideration by the appeals board.
- a) A written notice of intention to appeal accompanied by the correct fee must be lodged, with the secretary of the meeting, the clerk of the course, or their deputies within 30 minutes of the decision being notified, unless that decision is notified only in writing, in which case any notice of intention to appeal, together with fee, must be received by the secretary of the meeting not later than seven days after the date of posting. A copy of

such notice of intention must also be lodged with the KMSF at the same time.

- b) The secretary of the meeting/clerk of the course must inform the technical commissioner/chief scrutineer that notice of intention to appeal their decision has been lodged as soon as such a notice is received.
- c) Within ten days of the notice of intention to appeal, both the appellant parties and the technical commissioners/scrutineers concerned must submit to the clerk to the appeals board, in writing, the detailed reasons for appealing, or of coming to the decision complained of, quoting regulation numbers, technical specifications etc. as relevant.
- d) Copies of these submissions will be sent to the opposing parties, and also to any other party directly involved by the appeal, with a further ten days allowed for written comment.
- e) Copies of these written comments will be sent to opposing parties and, where any entirely new matter has been raised, a further seven days will be allowed for written response on that specific point.
- f) All these written submissions and any associated exhibits will then be considered by the appeals board, who will adjudicate on the matter.
- g) There will be no right to an oral hearing.

8.5 EFFECT OF GIVING NOTICE OF APPEAL.

- 8.5.1** The lodging of an appeal against a decision of the clerk of the course, or the giving of notice of intention to appeal against a decision of the stewards of the meeting, does not suspend any penalty that may have been applied or endorsed, during the event out of which the decision has arisen. Thus, no competitor may continue to compete 'under appeal'.
- 8.5.2** After the conclusion of the event out of which a decision has arisen, if notice of intention to appeal against a stewards' decision has been given, the operation of any sentence or decision will be suspended until the disposal of the appeal by the appeals board. If a sentence of suspension is upheld, the competitor concerned will be excluded from the results of any competition in which he has competed pending the hearing of the

appeal. In coming to a judgment, the appeals board can consider any benefit the appellant may have gained through appealing.

- 8.6 TIME LIMITS** The appeals board has authority to extend the time limits for admission of appeals in such circumstances as are considered, at its sole discretion, to be appropriate in the interests of justice.

- 8.7 JUDGMENT ON APPEAL TO THE APPEALS BOARD** The appeals board can decide that a penalty or other decision appealed against can be waived, varied or a fresh penalty imposed. However, it cannot order any competition to be re-run. Court decisions are normally given at the end of a hearing, but exceptionally can be reserved, and a written decision (including reasons) sent to all parties as soon as practicable.

9. DISCIPLINARY HEARINGS

- 9.1.** The appeals board is empowered to decide cases brought before it by the KMSF for breaches of these regulations and to impose any appropriate penalty and any order for costs.

10. INVESTIGATORY HEARINGS

- 10.1** If it appears to the KMSF from a steward's report or otherwise that there may have been a breach of these regulations, an incorrect or improper declaration of results of a competition, breach of condition of permit, defect, default, omission, irregularity or inconsistency ("the Issue") the KMSF at its discretion and no later than 60 days from the Issue coming to the attention of the KMSF, shall be entitled to refer the issue to the appeals board provided always that the issue has not previously been considered by the appeals board, except as permitted under.
- 10.2** Upon such referral the appeals board, after giving interested parties an opportunity to be heard, may make such order, as it deems appropriate. If the appeals board concludes that a breach of these regulations may have occurred it may deal with the Issue either forthwith or defer it to a later date and in either case may impose such a penalty, and any order for costs as it considers appropriate.
- 10.3** In circumstances where the KMSF is satisfied that a new element in respect of the Issue is discovered, the KMSF may within 60 days refer the Issue back to the appeals board for further consideration and, if appropriate, the possible revision of their previous decision, notwithstanding

that the Issue has already been considered by the appeals board

11. ARBITRATION

- 11.1** The appeals board shall be empowered at its sole discretion to arbitrate between competitors, club and other recognized bodies, and one another on any matter directly connected with motorsport. This arbitration can be requested by those concerned or initiated by the KMSF. Liability for the costs of the arbitration may be ordered by the court who are also empowered to make such order in respect of the terms of the arbitration as they think fit. Any party requesting arbitration must pay a non-refundable fee.

12. ANTI-DOPING HEARING

- 12.1** The appeals board shall be convened as an Anti-doping court at the instigation of the KMSF.

13. HEARINGS OF THE APPEALS BOARD

- 13.1** All parties concerned in any hearings held by the appeals board must be given adequate notice of the hearing, and (except for matters before an eligibility appeal hearing 8.2) are entitled to call witnesses, give evidence, and be represented by an advocate if they choose. The name of any advocate must be advised to the clerk to the appeals board prior to the hearing date. The hearing can proceed to a decision whether or not any or all parties are present.

14. COSTS

- 14.1** In giving a decision, the appeals board can award costs to cover its own expenses, together with those incurred by the KMSF. These will exclude the expenses or defense fees incurred by the individual parties. Any costs incurred in bringing or responding to an action before the appeals board must be borne by the party incurring the cost. Exceptionally, in the case of an investigatory hearing (10.), the Court may order the payment of costs against an individual party.

15. RIGHT OF REVIEW

- 15.1** The period during which a petition for review may be brought expires fourteen calendar days after 96 hours from the end of the competition concerned, except in circumstances where the stewards consider compliance with the 96-hour deadline would be impossible, in which

case the Stewards may extend the deadline by no more than 24 hours.

- 15.2** The Petition for review must be made in writing and must specify the elements under Art. 14.1.1 of the ISC. It must be accompanied by a deposit, the amount of which shall be set annually by KMSF. In addition, the deposit must be specified in the Sporting Regulations or the Supplementary Regulations of the competition. This deposit may only be returned if the right of review is upheld unless fairness requires otherwise.

APPENDIX A: RALLYSPORT REGULATIONS 2024

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

Kenya Motor Sport Federation (KMSF) organizes Rally Championships which are the property of KMSF. The word “Championships” automatically includes the KMSF Rally Championships.

All KMSF Championships are governed by the KMSF Sporting NCRs and its appendices and these regulations which consist of articles applicable to one or more of the specific Championships.

A calendar of rallies will be issued by KMSF for the relevant Championship.

1.1 APPLICATION

1.1.1 All drivers, competitors and officials participating in the Championships undertake, on behalf of themselves, their employees, and agents, to observe all the provisions as supplemented or amended by the Code, the applicable Technical Regulations, these present Sporting Regulations, and the supplementary regulations of each rally.

1.1.2 Only KMSF may grant waivers to these regulations.

1.1.3 Any request for a waiver from regulations applicable for the Championships must be submitted on the form provided by the KMSF Rally Commission for that purpose. No article in the Supplementary Regulations which may change these regulations is permitted.

1.1.4 The Clerk of the Course is charged with the application of these regulations and the rally Supplementary Regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the rally Supplementary Regulations. In the cases specifically referred to in these Regulations, and as he may otherwise deem appropriate, he shall also notify in writing any such application to the competitor/s concerned.

1.1.5 Anything that is not expressly authorized by these regulations is forbidden.

1.1.6 Any breach of these regulations will be reported to the Stewards, who may impose a penalty as prescribed in the International Sporting Code and these regulations. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions as stipulated in the International Sporting Code.

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the Supplementary Regulations and any bulletins, must be written in English.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only KMSF has the authority to decide. During the event the Stewards will decide on any dispute.

1.4 DATE OF APPLICATION

These regulations come into force on 1st January 2024.

2. DEFINITIONS

2.1 BEGINNING OF THE RALLY

The rally begins on the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally begins at TC0 time control.

2.2 BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the rally as detailed in Appendix II. A bulletin cannot change or amend these regulations. This can only be done by the issuing of a waiver granted by KMSF.

2.3 COMMUNICATION

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

2.4 CONTROL ZONES

The area between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control area.

2.5 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, either

- member of the crew may drive during the rally and each one must hold KMSF driver's competition licence for the current year and a valid driving licence, which is valid for the rally. If no competitor is listed on the entry application, the driver is deemed also to be the competitor. When competing outside their countries, crews entered in KMSF Rally Championships must have taken out an international insurance policy covering their repatriation, if necessary, after an accident.
- 2.6 DECISION**
A document issued by the Stewards to announce their findings following an enquiry, hearing, or investigation.
- 2.7 KMSF**
Any mention of KMSF refers to the Kenya Motor Sports Federation.
- 2.8 END OF THE RALLY**
The rally ends upon posting of the Final Classification. The competition element of the rally finishes at the final time control.
- 2.9 LEG**
Each competitive part of the rally, separated by an overnight regroup (parc fermé). If Super Special Stages are organised on the evening before Leg 1, this shall be considered to be Section 1 of Leg 1.
- 2.10 MEDIA ZONE**
A zone established for the media prior to the time control at the entrance of service parks, remote services or regroup parks.
- 2.11 NEUTRALISATION**
The time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.
- 2.12 NOTIFICATION**
An official written document issued and published by the Clerk of the Course informing, as appropriate, a competitor/competitor of the application of these Regulations and/or the rally supplementary regulations.
- 2.13 PARC FERMÉ**
An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the Supplementary Regulations of the rally and where only authorized officials are admitted.
- 2.14 PROHIBITED SERVICE**
The use or receipt by the crew of any manufactured materials (solid or liquid, unless if supplied by the organisers), spare parts, tools, or equipment other than those carried in the competing car, or the presence of team personnel as defined in these regulations.
- 2.15 RECONNAISSANCE**
The presence on a special stage in any way whatsoever of any crew or team member intending to enter a rally after the announcement of the itinerary is not allowed.
- 2.16 RECONNAISSANCE TIMETABLE**
The timetable specified in the Supplementary Regulations during which the crews may familiarize themselves with the rally route.
- 2.17 REGROUP**
A stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.
- 2.18 ROAD SECTION**
The parts of an itinerary which are not used for special stages.
- 2.19 SECTION OF THE RALLY**
Each part of the rally separated by a regroup.
- 2.20 SERVICE**
Any work on a competing car except where limited in these regulations.
- 2.21 SPECIAL STAGE**
Timed speed test on roads closed to the public for the rally.
- 2.22 SUPER SPECIAL STAGE**
Any variation from the running of a special stage as described in these regulations and detailed in the rally Supplementary Regulations and identified as such in the itinerary.
- 2.23 TEAM**
A team is made up of the competitor, the crew and support personnel.
- 2.24 TIMECARD**
A card intended for the entry of times recorded at the different control points scheduled on the itinerary.
- 2.25 TECHNICAL ZONE**
A zone separated by two-time controls for the purpose of carrying out technical checks by the scrutineers.
- 2.26 WAIVER**
The act of intentionally relinquishing or amending part of these regulations. KMSF may only grant a waiver in a special, unavoidable, and individual situation. A

waiver cannot change the general meaning of the regulations.

2.27 YELLOW CARD

A yellow card can be given by the Motorsports Council on recommendation of the Rally Commission to an event organizer if a serious lack of safety in rallies is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event that has been given a yellow card on the following years calendar.

2.28 BLUE CARD

A blue card can be given by the Motorsports Council on recommendation of the Rally Commission to an event organizer if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organizational structure, etc.) is observed. To be included in the following year's calendar, the organizer must accept and implement the action list decided by the Rally Commission.

CHAMPIONSHIPS AND POINTS

3. CHAMPIONSHIP REQUIREMENTS

3.1 ATTRIBUTION OF CHAMPIONSHIP POINTS

For each Championship title, points will be awarded for each rally considering the final classification according to the following scale:

POSITION	POINTS
1st	30 Points
2nd	24 Points
3rd	21 Points
4th	19 Points
5th	17 Points
6th	15 Points
7th	13 Points
8th	11 Points
9th	9 Points
10th	7 Points
11th	5 Points
12th	4 Points
13th	3 Points
14th	2 Points
Finishers	1 Point

3.1.1 For drivers entered in the WRC Safari Rally, points shall be awarded an additional 20% of the points in the scale referred to in Art. 3.1 (Rounded to the nearest full number) in their finishing order as entered in the National Championship.

3.1.2 For drivers entered in ARC, points shall be awarded an additional 10% of the points in the scale referred to in Art. 3.1 (Rounded to the nearest full number) in their finishing order as entered in the National Championship.

3.1.3 ATTRIBUTION OF REDUCED POINTS

Should one of the rallies counting towards a Championship, Trophy or Cup not be able to be run in its entirety, the points shall be awarded based on the established classification.

- Full points if 75% or more of the scheduled length of special stages has been run,
- Half points being awarded if 50% or more but less than 75% of the scheduled length of special stages has been run.
- One third of points being awarded if 25% or more but less than 50% of the scheduled length of special stages has been run.
- No points will be awarded if less than 25% of the scheduled length of special stages has been run.

Any decimals will be rounded up or down to the next full number.

In exceptional circumstances, the KMSF may decide to apply a different principle for the attribution of reduced points.

3.1.4 If provided in the championship regulations, additional points as per the following scale will be awarded according to the classification of the 'Power Stage' as in Art. 42.4.

- 1st – 3 Points
- 2nd – 2 Points
- 3rd – 1 Point

3.1.5 In order to score points in any Drivers Championship, the person nominated as the driver on the entry form must drive the car on the Special Stages, except in a case of force majeure occurring during the competition, notified to the Stewards, and acknowledged by them.

3.1.6 A competitor should have competed in 6 (six) of the events prescribed in the National motorsports calendar to be entitled to be recognized as national champion if he/she had the greatest number of points that would make him/her the national champion. If the competitor has not achieved the 6 (six) events threshold, then the next driver with the highest number of points but meets the above criteria will be declared the national champion. In case of a *force majeure* of events, KMSF shall decide the minimum requirement.

3.1.7 To earn points in any championship, the minimum number of vehicles required per championship is 1 (One)

3.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP POINTS

3.2.1 The classification will be established considering the criteria required for each Championship. The driver and the co-driver having totaled the highest number of points will be declared the relevant champion/winner.

3.2.2 Regardless of the criteria required for each Championship, all results are considered for the final classification when the Championship is actually held over four events or less.

3.2.3 Titles will be awarded if at least 50% of the events scheduled on the initial calendar have actually been run, with a minimum of three (with the exception of Championships specifically scheduled on a single event).

3.2.4 In case of Disqualification of a competitor for the whole competition, this rally will always count as one of the those which serve to determine the final total score for the Championship.

4. CHAMPIONSHIPS FOR DRIVERS AND CO-DRIVERS

4.1 Overall Kenya National Championship for Drivers and Co-Drivers

4.2 Rally 2 Championship for Drivers and Co-Drivers

4.3 Rally 3 Championship for Drivers and Co-Drivers

4.4 Group N Championship for Drivers and Co-Drivers

4.5 Group B13 Championship for Drivers and Co-Drivers

4.6 Group S Championship for Drivers and Co-Drivers

4.7 Group S-Plus Championship for Drivers and Co-Drivers

4.8 SPV Championship for Drivers and Co-Drivers

4.9 Two-Wheel Drive Championship for Drivers and Co-Drivers

4.10 Classic Car Championship for Drivers and Co-Drivers

4.11 T4 Cross Country Cars (SSV/UTV) for Drivers and Co-Drivers

4.12 Rally Raid Proto Class for Drivers and Co-Drivers

4.13 Junior Championship for Drivers and Co-Drivers

5. JUNIOR CHAMPIONSHIP

5.1 The KMSF Junior Championship is a championship for drivers who are less than 28 years old on the 1st of January of the year of competition.

5.2 POINTS

5.2.1 For the awarding of points, a separate classification for the Junior drivers eligible to score points in that specific rally will be drawn from the final classification.

5.2.2 Points scored in the KMSF Junior Championship shall always be in the name of the driver.

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 DRIVERS AND CO-DRIVERS

For drawing up the final and/or provisional classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be:

6.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classification on their respective Championship, counting only those rallies which have served to make up their points total.

6.1.2 According to the greater number of highest places achieved in the final classifications of their respective Championship, taking into consideration only those rallies in which all of the drivers and/or co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.

6.1.3 In the event of a further tie, the winner will be the driver and/or co-driver with the highest number of points in the final event of the Championship. If there is no tied driver/co-driver classified, the penultimate event will be considered and so on.

7. RALLY CHARACTERISTICS

7.1 RALLY CONFIGURATION

The surfaces of all special stages must remain the same during a rally. However, a

- waiver request should be sent to the KMSF when the use of limited sections of tarmac on a gravel rally or vice versa exceed 10% of one special stage length. A super special stage may have different road surfaces.
- 7.1.1** The duration of a rally may vary in the different championships. The appropriate duration is detailed in the variations and additional provisions for the championship concerned.
- 7.1.2** There shall be no single special stage minimum or maximum distance. However, there must ideally be no more than 80 km of special stages between visits to service parks or remote service areas.
- 7.1.3** No one complete stage may be run more than twice in a rally, super special stages excluded. Any part of a stage run more than twice must obtain the waiver from of KMSF.
- 7.2 RALLY DISTANCES**
- 7.2.1** Rallies shall not exceed a total length of 500 km.
- 7.2.2** Rallies are timed speed tests on roads closed for the rally. The total distance of special stages is set at a distance between ~~450~~ 120km and ~~250~~ 200km. Safari Rally and ARC exempted.
- 7.2.3** Maximum competitive distance of a special stage: 60kms
- 7.2.4** Minimum competitive distance of a special stage: 2kms
- 7.2.5** No one complete stage may be run more than twice in a rally, super special stages excluded. Any part of a stage run more than twice must obtain the agreement of KMSF.
- 7.2.6** ARC Rallies shall not exceed a total length of 1200 km. The total distance of special stages is set at a distance between 180 km and 300 km.
- 7.2.7** With the exception of rallies held as part of a WRC and ARC round, the duration of the rally will be limited to three days, including reconnaissance.
- 7.3 PROGRAMMES FOR THE RALLIES**
Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.
- 7.3.1** The timetable of a rally shall be in the following order:
- Reconnaissance
 - Administration (may also take place prior to the beginning of reconnaissance)
 - Scrutineering
 - Ceremonial Start (if any)
 - Rally
 - Podium Ceremony
- 7.3.2** Rallies may competitively run over 1 or 2 days, including section starts or section finishes.
- 7.3.3** Rallies (outside Nairobi) should finish on a Saturday or, a Sunday (for Nairobi rallies).
- 7.3.4** The podium ceremony shall be held within 1 hour of the arrival of the first car into final service.
- 7.3.5** The reconnaissance schedule shall take place over 1day. Organisers may, however, submit justification to vary this to KMSF.
- 7.4 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME**
- 7.4.1** Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary is respected.
- 7.4.2** No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the Chief Safety Officer.
- 7.4.3** For KNRC events, the organizer is requested to design a compact route with repeated sections if possible (but not repeated more than 2 times) in order to reduce the cost and time for competitors to recce the sections. If the stage is to be done thrice, application should be done with the rallies commission, only one stage will be allowed to be done thrice.
- 7.4.4** If dispensation is required to run the stage thrice, it shall only be permitted if the stage does not exceed more than 20% of the total competitive distance of the rally.
- 7.4.5** It is highly recommended that Night stages be introduced in KNRC, this stage should have the minimum mandatory safety requirements to provide FIV vehicles every three (3) kms for safety.
- 7.4.6** In the eventuality of a force majeure so declared by the stewards of the event, a minimum of 50% of the competitive distance must be completed to qualify for KNRC championship points.
- 7.4.7** The following distance and length shall apply (Safari and ARC exempted)

- a) Maximum overall distance – Within 500kms
- b) Maximum total competitive – ~~250~~ 200kms
- c) Minimum competitive – ~~450~~ 120kms
- d) Maximum competitive stage distance – 60kms
- e) Minimum distance of a spectator stage – 2kms

OFFICIALS

8. OFFICIALS AND DELEGATES

8.1 STEWARDS

The panel of Stewards (the Stewards) shall always comprise a minimum two members. The Chairman (and where applicable the second steward) shall be appointed by the KMSF. The third member shall be appointed by the club organizing the rally. There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the rally at least one of the Stewards must be in the vicinity of the rally HQ.

8.2 KMSF DELEGATES

The following delegates may be appointed by the KMSF and each of them will draw up a report covering his/her responsibilities at the rally:

8.2.1 KMSF Technical delegate

The Technical Delegate will liaise with the Clerk of the Course and will be the chief scrutineer responsible for all technical matters.

8.2.2 KMSF Safety delegate

The Safety delegate is specifically responsible for monitoring the safety of the public and media. He has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions are not satisfactory.

If the safety conditions cannot be met within this time period, the KMSF Safety Delegate will request the Clerk of the Course to cancel the stage. The Safety Delegate reserves the right to report to the Rallies Commission a serious safety concern which may result in a Yellow Card being awarded to the event.

8.2.3 Medical delegate

The Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

8.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors/crews. There must be at least one CRO at each rally who must be easily identifiable by the competitors/crews.

ELIGIBLE CARS

11. CARS ELIGIBLE TO ENTER KMSF CHAMPIONSHIP RALLIES

11.1 CLASSES OF CARS

11.2 FIA HOMOLOGATED CARS

CLASSES	GROUPE / GROUPS	
RC2	<ul style="list-style-type: none"> – Groupe Rally2 – Groupe Rally2 – Groupe Rally2 Kit (VR4K) – Groupe Rally2 Kit (VR4K) – Groupe NR4 de plus de 2000 cm³ – Groupe NR4 over 2000cc 	<ul style="list-style-type: none"> – Voitures du Groupe Rally2 conformes à l'Annexe J 2024, Art. 261 – Group Rally2 cars conforming to the 2024 Appendix J, Art. 261 – Voitures équipées du Kit R4 conformes à l'Art. 260E de l'Annexe J 2024 – Cars fitted with R4 Kit conforming to the 2024 Appendix J, Art. 260E – 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
	<ul style="list-style-type: none"> – S2000-Rallye : atmosphérique 2.0 – S2000-Rallye 2.0 Atmospheric 	<ul style="list-style-type: none"> – Voitures Super 2000 (Annexe J, Art. 254A de l'Annexe J 2013) – Super 2000 cars conforming to the 2013 Appendix J, Art. 254A
	<ul style="list-style-type: none"> – Groupe R4 (VR4) (non valable en Europe) – Groupe R4 (VR4) (not eligible in Europe) 	<ul style="list-style-type: none"> – 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
	<ul style="list-style-type: none"> – Voitures RGT – RGT cars 	<ul style="list-style-type: none"> – 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 2024 – Group RGT cars conforming to the 2019 Appendix J, Art. 256 – Group RGT cars conforming to the 2024 Appendix J, Art. 256
	<ul style="list-style-type: none"> – Rally3 (atmo entre 1390 et 2000 cm³ et turbo entre 927 et 1620 cm³) – Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc) 	<ul style="list-style-type: none"> – Voitures du Groupe Rally3 homologuées à partir du 01/01/2021 et conformes à l'Art. 260 de l'Annexe J 2024 – Group Rally3 cars homologated from 01/01/2021 and conforming to the 2024 Appendix J, Art. 260
RC3	<ul style="list-style-type: none"> – Rally4 (atmo entre 1390 cm³ et 2000 cm³ et turbo entre 927 cm³ et 1333 cm³) – Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc) 	<ul style="list-style-type: none"> – Voitures du Groupe Rally4 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2024 – 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 2024 Appendix J, Art. 260 – Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
	<ul style="list-style-type: none"> – R3 (atmo entre 1600 cm³ et 2000 cm³ et turbo entre 1067 cm³ et 1333 cm³) – R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc) 	<ul style="list-style-type: none"> – Voitures du Groupe R3 homologuées avant le 31/12/2019 et conformes à l'Art. 260 de l'Annexe J 2019 – Group R3 cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	<ul style="list-style-type: none"> – R3 (turbo jusqu'à 1620 cm³ / nominal) – R3 (turbo / up to 1620cc / nominal) 	<ul style="list-style-type: none"> – Voitures du Groupe R3 homologuées avant le 31/12/2019 et conformes à l'Art. 260 de l'Annexe J 2019 – Group R3 cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	<ul style="list-style-type: none"> – Groupe A (atmo jusqu'à 2000 cm³) – Groupe A (up to 2000cc) 	<ul style="list-style-type: none"> – 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	<ul style="list-style-type: none"> – Rally5 (atmo jusqu'à 1600 cm³ et turbo jusqu'à 1333 cm³) – Rally5 (atmo up to 1600cc and turbo up to 1333cc) 	<ul style="list-style-type: none"> – Voitures du Groupe Rally5 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2024 – Group Rally5 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260
	<ul style="list-style-type: none"> – Rally5-Kit (atmo ou turbo jusqu'à 1600 cm³) – Rally5-Kit (atmo or turbo up to 1600cc) 	<ul style="list-style-type: none"> – Voitures du Groupe Rally5-Kit homologuées à partir du 01/01/2024 et conformes à l'Art. 260B de l'Annexe J 2024 – Group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2024 Appendix J, Art. 260B
	<ul style="list-style-type: none"> – Rally5 (atmo jusqu'à 1600 cm³ et turbo jusqu'à 1067 cm³) – Rally5 (atmo up to 1600cc and turbo up to 1067cc) 	<ul style="list-style-type: none"> – 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

11.2.1 ADDITIONAL PROVISIONS

- Cars homologated as Kit Car and Super 1600 are not allowed.
- For drivers entered with a Rally2 car complying with 2023 Appendix J, Art. 261, it will be possible to use the old part after applying a joker (except reliability and safety jokers).
- For drivers entered with a Super 2000-Rally car complying with 2013 Appendix J, Art. 255A, it will be possible to use lapsed errata without any penalty.
- An FIA technical passport is mandatory for S2000, Rally2 and RGT cars. (optional for cars entered in a rally of an FIA Cup or Trophy)
- RGT cars in compliance with 2019 Appendix J, Art. 256 must have a valid FIA RGT technical passport.

11.3 KENYA NATIONAL CARS

National cars are eligible to enter the championship in its respective class. These cars must, however, comply with

the safety requirements as stipulated in Appendix J, Art. 253. The national cars are classified as follows.

11.3.1 NATIONAL SUPPLEMENTARY CLASS (S-CLASS)

Production vehicles and touring vehicles with expired homologation, run in total conformity with their FIA homologation papers but with turbo restrictors as currently valid in Group NR4.

11.3.2 SPECIALLY PREPARED VEHICLES CLASS (SPV CLASS)

- Vehicles with no previous homologation or supplementary-class vehicles with modifications due to non-availability of parts.
- Any vehicle not in its original production form in respect to body and engine.
- Drivers with disabilities who have modified the currently homologated or expired homologated vehicles, shall be classified under this class.

11.3.2 NATIONAL TWO WHEEL DRIVE CLASS (2WD)

Two-wheel drive vehicles, either rear or front wheel drive under 3000cc cubic capacity and normally aspirated, or upto 1300cc forced induction. Classic Class cars are permitted to enter this class as long as they cannot score for both Two-wheel Drive Class and Classic Car Class

11.3.3 NATIONAL CLASSIC CLASS (C)

Historic rally cars built before 31st December 1985, complying with the technical section of the supplementary regulations of the East African Classic Safari Rally, are eligible in the KNRC championship.

11.3.5 GROUP S PLUS

This will be for cars conforming to current Group S requirements in Art 11.3.1, but with freedom to change following items:

- Sequential Gearbox
- 35mm Turbo Restrictor
- Oil cooler and intercooler relocation.
- Carbon airbox and larger air filter.
- Aluminium radiator.
- Larger engine and gearbox cooler.
- Side windows and rear screen

Vehicles entered in the Group S-plus will score in the Kenyan National Rally Championship if entered in any FIA Championship event where Kenya National Titles are listed for competition.

11.3.6 T4 CROSS COUNTRY CARS (SSV/UTV)

Vehicles conforming to the 2023 Appendix J, Art. 286A are eligible to compete in the ARC rallies. They must be specifically permitted in the Supplementary Regulations within a T4 class.

11.3.7 GROUP B13

Over 2000cc four-wheel drive vehicles with valid Group NR4 or R4 homologation. Allowed upgrades are and limited to:

- Sequential gearbox.
- 35mm Turbo Restrictor.
- Oil cooler and intercooler relocation.
- Carbon airbox and larger air filter.
- Larger engine and gearbox coolers.
- Aluminium radiator.

Vehicles entered in the Group B13 classes will score in the Kenyan National Rally Championship if entered in any FIA Championship event where Kenya National Titles are listed for competition.

11.3.8 RALLY RAID

Vehicles conforming to the KMSF Rally Raid "Proto" class. Must be roadworthy or provide necessary permissions to drive on open roads by the authorities

11.4 CHANGE OF CLASS ENTERED.

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the scrutineers. The change of class is only applicable to S and SPV categories.

11.5.1 USE OF AIR INTAKES FOR GROUP 'N' CARS

- Cars running in 'Group N' in Kenya may use the modification as allowed for African rallies by the FIA in Appendix J Article 5.1.8: which reads: "It is possible to make a hole, with a maximum diameter of 10 cm, in the engine bonnet in order to provide air for the engine and to place a pipe with a maximum internal diameter of 10 cm in this hole".
- A second hose may connect the first to the air cleaner box, before the air cleaner element. The box may be modified but must be identifiable as an original part as supplied by the manufacturer. The hole must be on the bonnet and not the mudguard. The position of the air cleaner box may not be changed, and the original air cleaner element must be retained. No other modification to the engine air intake will be allowed.

12. ADDITIONAL FREEDOMS FOR NATIONAL CARS

12.1 SEATS AND HARNESSSES

12.1.1 Competition Seats and Safety harnesses that have expired may continue to be used beyond their normal expiry date, subject to the following:

- Competitors are best positioned to know the history regarding their safety equipment, and the onus must therefore logically rest with each individual competitor to decide whether or not to continue using his/her safety harness beyond the normal expiry date.
- Technical officials & Stewards retain the right to reject any competition seat and/or safety harness obviously damaged/defective, regardless of whether such competition seat and/or harness is within, or outside, its expiry date.

12.2 FIA FT3 TANKS

12.2.1 FT3 Tanks will be required for vehicles entered in Rally 2 and Rally 3 classes. For all other classes in National events, a safety fuel tank may continue to be used subject to the following:

- Competitors are best positioned to know the history regarding their safety equipment, and the onus must therefore logically rest with each individual competitor to decide whether or not to continue using his/her safety fuel tank beyond the normal expiry date.
- Technical officials & Stewards retain the right to reject any safety fuel tank obviously damaged/defective, regardless of whether such a safety fuel tank is within, or outside, its expiry date.

Competitors are accordingly reminded to, at all times, act responsibly in the interests of their own safety.

12.3 STANDARD FUEL TANKS

Are permitted as fitted to the road going model of that particular car make and model. Fuel lines if not as per base model must conform to App J, Art 253. I.e., Braided hoses in the cabin with bulkhead connectors etc.

12.4 FIRE EXTINGUISHERS

Absolute minimum requirement to compete is 2x 2kg handheld fire extinguishers. Therefore, if a plumbed in system is not working or has not been re-certified, the crews must have the 2 x 2kg handheld fixed with the dual clips. Highly recommend AFFF, (aqueous film forming

foam), 3m Novec type of extinguishers over the powder type.

TYRES AND WHEELS

13. GENERAL

13.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

13.1.1 MOULDED TYRES

All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted, unless otherwise permitted in the regional variation sporting regulations.

13.1.2 TREATMENT OF TYRES

- Any chemical and/or mechanical treatment of tyres is prohibited.
- Any device for heating the tyres once fitted on the rim is prohibited.
- Whether fitted on rims or not, keeping tyres in an artificially heated environment below 35°C is Devices for maintaining full tyre performance

13.1.3 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.

13.1.4 RIMS

Any device designed to clamp the tyre to the rim is not permitted.

13.1.5 TYRE FITTING

The maximum pressure for fitting the tyre onto the rim is 8 bars at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

13.1.6 TARMAC TYRE (DRY AND WET)

At all times during the rally, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.

13.1.7 GRAVEL TYRE

See Appendix J.

13.1.8 TYPE OF TYRES TO BE USED

Make of tyres to be used is free.

13.2 CONTROL

At any time during the rally, controls may be carried out to check the conformity of the tyres. Any tyre which is not in

conformity may be marked with a special stamp and must not be used.

13.3 ROAD SECTIONS

When no Special Stages are involved, non-registered pattern tyres may be used on road sections.

13.4 TYRE PRESSURE ADJUSTMENT

The adjustment of tyre pressure is permitted:

- When the waiting time between a TC preceding a special stage and the start of that stage is more than 13 minutes for any competitor.
- In regroups of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

13.5 TYRE PRESSURE AND TEMPERATURE SENSORS

Sensors for measuring the tyres internal air pressure and temperature when the car is in motion are allowed and strongly recommended.

If these sensors are used, there must be at least one warning light to notify the crew of a probable failure.

Sensors for measuring tyre carcass, tyre compound or rim temperature are forbidden.

13.6 SPARE WHEELS

Cars may carry a maximum of two spare wheels, and they must carry at least one spare wheel, if stipulated in the Appendix J Article for the group concerned.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorized. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorized.

MECHANICAL COMPONENTS

14. MECHANICAL COMPONENTS

14.1 ENGINE REPLACEMENT

14.1.1 In the case of engine failure between scrutineering and the first-time control, it is permitted to replace the engine. However, a 5-minute penalty will be applied by the Clerk of the Course.

14.1.2 Other than above, the same engine block and bodyshell must be used from passing scrutineering until the finish of the rally.

14.2 TURBOCHARGERS

14.2.1 The turbocharger and compressor shall hereinafter be referred to as 'compressor'.

14.2.2 The regulations in force concerning the air restrictor and marking remain applicable (Art. 254-6.1 and 255-5.1.8.3 of Appendix J).

14.2.3 The compressor fitted to the car and one spare compressor will be checked and sealed with seals bearing the same number at pre-rally scrutineering.

14.2.4 The compressors will bear the car's number and be used exclusively on that car.

14.2.5 All used compressors must remain sealed from pre-rally scrutineering until the end of the rally in order that scrutineers may check their conformity.

14.2.6 The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the compressors will be marked only for the purpose of counting them.

14.2.7 For Rally2 cars, the homologated FIA boost control system (pop-off valve, see FIA Technical list n°43) must be checked and sealed (as per Art. 261 from appendix J) at pre-event scrutineering. It must remain sealed until the end of the rally except with the approval from the KMSF Technical delegate.

14.3 TRANSMISSIONS

14.3.1 For each car, one spare gearbox and one set of spare differentials (front and/or center and/or rear) may be used in each rally.

14.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering. The application of this rule to other cars entered is left to the discretion of the organisers in agreement with the KMSF.

14.3.3 The marking/sealing will permit the competitor to replace the clutch and associated accessories.

14.3.4 All the components will be identified by seals bearing the same number.

14.3.5 All marking/sealing will be carried out in accordance with the details published by the FIA for the different models of car.

14.3.6 The gearboxes and differentials may be changed in any service park, provided that the scrutineers have been informed beforehand of the intention to do so.

14.3.7 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may be re-used on the same car.

14.3.8 The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

14.4 MANUAL FIRE EXTINGUISHERS

In the event of a fire outside the competitor's car, one of the manual extinguishers may be given to help fight the fire. This extinguisher must be replaced as soon as possible, at the next Service or Parc Ferme.

15. ADDITIONAL CAR REQUIREMENTS

15.1 TRACKING SYSTEM

In KMSF Championship rallies, all cars must be fitted with a safety tracking system provided by the rally organizer. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organizer. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

15.2 NOISE LEVEL IN THE SPECIAL STAGES

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter, that the gases themselves pass through this catalytic converter. At any time on the road sections, the noise level must be in conformity with Appendix J.

STANDARD DOCUMENTS & KMSF PERMIT

16. KMSF STANDARDISED DOCUMENTS

16.1 GENERAL

The format and procedure of the following documents must be followed:

- Supplementary regulations (electronic and/or printed format)
- Bulletins (electronic and/or printed format) – Itinerary (electronic and/or printed format)
- Road book (electronic and/or printed format)
- Safety plan (electronic format)
- Itinerary (electronic and printed format)

- Timecard (printed format)
- Entry form (electronic and/or printed format)
- Entry lists (electronic format)
- Start lists and results at the rally (electronic and/or printed format)

Official documents such as provisional and final classifications and results, bulletins and decisions must be published on a digital and/or physical official notice board, along with the time of publication.

Documents which are published electronically shall not be amended once published on the organisers' website unless all competitors and officials are informed, and the amendments are highlighted. Any documents which require KMSF approval prior to publication shall not be amended without approval from the KMSF.

16.2 ROAD BOOK / ITINERARY

All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The compulsory itinerary of the rally is defined in the Road Book by the road direction diagrams and, between the road direction diagrams, by the defined roadway. Furthermore, on the special stages, the organisers may erect barriers or any other hindrances where they believe competitors have deviated from the roadway during reconnaissance or the first running of the stages. All modifications made must be informed to all competitors before the start of the concerned stage. The road book may be made available only or partially in PDF format. The use of an electronic road book must be mentioned in the Supplementary Regulations, and it must be available at the latest at the publication of the entry list. Any deviation from the defined road book will be reported to the Stewards.

16.3 TIME CARDS

16.3.1 Each crew is responsible for:

- Its timecard.
- Submitting the timecard at the controls and for the accuracy of the entries.
- Any entries made on the timecard.

16.3.2 The appropriate marshal is the only person allowed to make entries on the timecard, except for the sections marked "for competitor's use".

16.3.3 In case of the absence of a mark or signature from any control, the absence of a time entry at a time control, or the failure to hand in the timecard at each control, the Clerk of the Course may, in an exceptional case, carry out an inquiry, using the electronic recordings (GPS), the official

documents and/or any other resources available to him. If he finds that the crew concerned has nevertheless passed the control correctly, apart from as above mentioned, he will apply a 1-minute penalty. Additionally, if applicable, a penalty in accordance with Art. 36.2.10 will be applied. Otherwise, the crew concerned will be considered to have retired at that control. This information will be notified by the Clerk of the Course to the competitor concerned at the end of the next section, latest at the section before an overnight regroup. Alternatively, in case of uncertainty on the circumstances, the Clerk of the Course will report the case to the Stewards for their consideration.

16.3.4 Any divergence between the times entered on the crew's timecard and those entered on the official documents of the rally will form the subject of an inquiry by the Clerk of the Course.

16.4 **ISSUING OF A KMSF EVENT PERMIT**
No event will run without a permit issued by KMSF. The Permit will only be issued on fulfilment of requirements as are prescribed in these regulations.

INSURANCE

17.0 **INSURANCE COVER**

17.1 **DESCRIPTION OF INSURANCE COVER**
The supplementary regulations must give details concerning insurance cover taken out by the organizers. The certificate shall name the competitors and crews, the KMSF and the officials of the rally (description of the risks and sums covered). The amount covered should be expressed in Kenya shillings.

17.2 **PUBLIC LIABILITY COVER**

17.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).

17.2.3 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.

17.2.4 The insurance cover must at least be in effect during the rally, 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.

17.3 **EXCLUSION OF COVER**

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the organizers, are not covered by the insurance policy of the rally.

ENTRIES

18. **ENTRY PROCEDURE**

18.1 **SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)**

Any KMSF competition license-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the organizers within 5 days following the close of entries. The entry form must be accompanied by a copy of the valid competitor's license.

18.2 **AMENDMENTS ON THE ENTRY FORM**

A competitor may freely replace the car declared on the entry form with another from the same class, up to the moment of scrutineering.

18.3 **ASN AUTHORISATIONS**

Foreign competitors, drivers, and co-drivers must present an authorization according to Art. 3.9.4 of the Code.

18.4 **CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)**

A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.

After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the start list.

Only KMSF may authorize the replacement of both crew members and the competitor after the close of entries.

18.5 **COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS**

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices,

these regulations, and the Supplementary Regulations of the rally.

19. ENTRY CLOSING DATES

The standard closing date for entries must be no later than 4 days before the start of the rally.

19.1 RESPECT OF CLOSING DATES FOR ENTRIES

Closing dates for entries in each individual rally must be respected, irrespective of the Championship registration deadlines.

20. ENTRY FEES

20.1 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees.

20.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

20.3 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the Supplementary Regulations.

21. CLASSES

21.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the KMSF Technical delegate or the chief scrutineer.

CAR IDENTIFICATION

22. COMPETITION NUMBERS

22.1 GENERAL

22.1.1 Competition Numbers will be issued by the KMSF based on the classifications in the preceding year and the allocated competition number will remain unchanged for the whole season.

21.1.2 The organizer will provide each crew with the number identification, which must be affixed to their car in the stated positions prior to scrutineering.

21.1.3 Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications to these panels are allowed.

22.2 FRONT DOOR PANELS

22.2.1 Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for mandatory advertising of the organizer.

22.2.2 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.

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

22.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the bottom in the center of the rear window. An adjacent area of 15 cm x 15 cm shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

22.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width of 25 mm, colored fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

22.5 ROOF PANEL

22.5.1 One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.

22.5.2 Any mandatory organizer advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

22.5.3 It is at the organizers' discretion to distribute roof panels to the competitors.

22.6 FRONT PLATE

22.6.1 One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

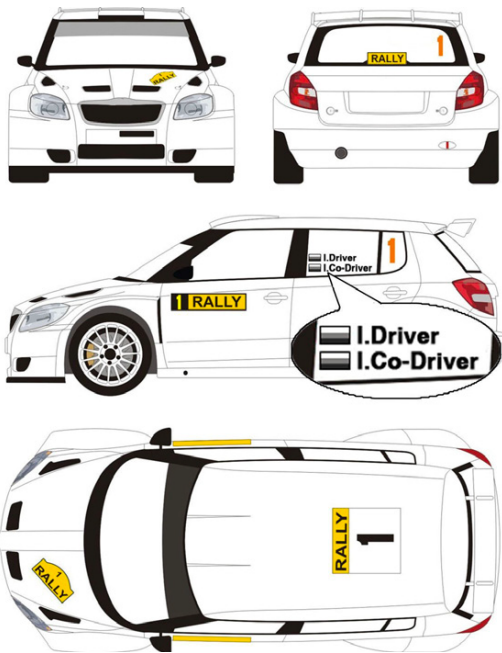
23. DRIVER'S AND CO-DRIVER'S NAMES

23.1 REAR SIDE WINDOWS

The first initial(s) and surname of the driver and the co-driver, as well as the national flags of the country of the ASN from which they have obtained their licenses, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high and with a stroke width of 1 cm.
- Classic cars permitted to reduce the size of the name tags on the same side of the car.
- The driver's name shall be the upper name on both sides of the car.

23.2 DOOR PLATES / COMPETITION NUMBERS / DRIVERS' NAMES



24. ADVERTISING

24.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorized by the national laws and the KMSF regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects the regulations on competition numbers.
- It does not interfere with the crew's vision through the windows.
- It complies with the provisions of Art. 10.6.2 of the Code.

24.2 The name of an automobile manufacturer may not be associated with the name of a rally or appear in the organizer's compulsory advertising spaces.

24.3 The text of any obligatory organizer advertising must be clearly indicated in the Supplementary Regulations, or in an official bulletin before the close of entries for the rally.

24.4 ORGANISER'S OPTIONAL ADVERTISING

24.4.1 The organizer may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to Kshs 50,000.

24.4.2 The field of business of the optional advertisers must always be specified by the organizer. No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising.

24.4.3 Competitors who accept the organizer's optional advertising as specified in the Supplementary Regulations must reserve space for it, which may not be more than double as for the mandatory advertising. No modification of the advertising is allowed.

24.4.4 The organizer's optional advertising must be clearly indicated in the Supplementary Regulations. If the optional advertising is published in a bulletin, and should there be conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

24.5 CHAMPIONSHIPS IDENTIFICATION AND ADVERTISING

24.5.1 The promoter of a Championship or the Title Sponsor (if applicable) may have additional advertising requirements. The following areas are reserved for a Championship Promoter (if any) to apply championship identification and advertising by means of sticker sets:

- A space (15 cm high and the full width of the windscreen), below the existing 15 cm high reservation for Competitors at the top of the windscreen, on condition that it complies with the national laws of the country of the rally.
- A space 6 cm high and 67 cm wide immediately below the front door panel.
- A space up to 10 cm high and 20 cm wide on the dashboard of the car and

within view of the on-board Camera of the Championship Promoter (or Title Sponsor)

- Any advertising within the championship identification must comply with Art. 24.1 and 24.2

ADMINISTRATIVE CHECKS & SCRUTINEERING

25. ADMINISTRATIVE CHECKS

25.1 TIME SCHEDULE

Drivers and Co-drivers taking part in the Rally must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations. Fines for lateness will be detailed in the Supplementary Regulations. A duly nominated representative for the competing crew may also carry out the administrative checks on behalf of the competitor

25.2 DOCUMENTS REQUIRED

During the administrative checks the following original and valid documents will be checked:

- Driver's and Co-driver's competition licenses
- Driver's and Co-driver's valid driving licence
- Driver's and Co-driver's passports or identification
- ASN authorization, for all foreign competitors and/or drivers
- Completion of all details on the entry form
- Car registration papers

Any other documents which an organizer wishes to examine (e.g., car insurance cover certificate) must be listed in the Supplementary Regulations.

26. SCRUTINEERING BEFORE THE START OF THE COMPETITION ELEMENT OF THE RALLY

26.1 GENERAL

26.1.1 Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in Supplementary Regulations.

26.1.2 At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device intended to be used. Compliance with Appendix L Chapter III will be checked.

26.1.3 If stipulated in the relevant Supplementary Regulations, cars must have their sump guards removed for sealing of gearboxes

and differentials and be kept with the car for the purpose of weighting.

26.1.4 The crew must show the cars' complete certified homologation form for applicable cars.

26.1.5 Scrutineers will require the car to be identified. The chassis and cylinder block will be marked.

26.1.6 Only those components which have been sealed at initial scrutineering may be used throughout the Rally. Such components must remain in their sealed state.

26.1.7 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the car must be made to comply and re-scrutineered at a time and location mentioned in the supplementary regulations. If the car will still not comply with the regulations, the Stewards, upon the proposal of the Chief Technical Delegate, may refuse the start.

26.2 TIMETABLE

A timetable for scrutineering, including the sealing of components and checking the weight of cars shall be issued in the Supplementary Regulations or in a bulletin.

27. CHECKS DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, on the conformity and eligibility may be carried out at any time during the rally including Shakedown, Free Practice / Qualifying Stage when applicable at the sole discretion and upon instruction of the Chief Scrutineer, with the knowledge of the Stewards.

27.2 RESPONSIBILITY OF THE COMPETITOR

27.2.1 The competitor is responsible for the technical conformity of his car throughout the rally and should be able to provide any related official document.

27.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

27.2.3 It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.

27.2.4 Any fraud discovered, and in particular identification marks presented as original which have been tampered with, will be reported to the Stewards.

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

28.1.1 After finish formalities, cars must be placed in a parc fermé where they must remain until released by the Stewards.

28.1.2 The provisional classification shall be published at the time specified in the Supplementary Regulations (or in a bulletin) which shall be as soon as practical after the last car has checked in at the final control, even if final scrutineering remains in progress.

28.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course and/or the Chief Scrutineer to the Stewards.

28.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks. For regional cars the corresponding original ASN documents must be available.

DRIVING CONDUCT

29. BEHAVIOUR

29.1 GENERAL RULES

29.1.1 Crews must always behave in a sporting manner.

29.1.2 When cars are subject to parc fermé rules, they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited or as otherwise permitted in these Regulations. Exceptionally, on Special Stages, cars may be towed or pushed in order to bring them back onto the rally road or to clear the rally route.

29.1.3 Exhibition driving may only be performed when permitted by the Supplementary Regulations of the rally.

29.1.4 Crews must always drive in the direction of the special stage (except solely to effect a turn round).

29.1.5 On a road section that is a public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. Any car not complying with this article will be considered as retired as per Art. 46 An additional penalty may be imposed by the Stewards.

29.1.6 Any driving during the competition with a badly damaged windscreen which obstructs the driver's vision significantly is forbidden. The crew concerned may be prohibited from competing upon instruction of the Stewards. After repair, the crew may restart, if applicable, under Art. 46

29.1.7 Any driving on a special stage without a windscreen fitted in place is allowed only if both crew members wear protective goggles in accordance with EN 1938 specification or full-face helmet with closed visor.

In any of the above cases, the police may nevertheless stop a car and prevent it from proceeding under national traffic laws.

29.1.8 Any crew/vehicle caught by another must make the necessary move to allow itself to be overtaken. This applies notably if he has lost time due to a technical failure or has gone off the road before restarting. The readiness to be overtaken should be shown by appropriate flashing indicators (e.g. left indicator means that the overtaken car will stay on the left side of the road). The overtaken crew shall make every effort to facilitate the overtaking manoeuvre, including stopping in a safe place. If the vehicles are equipped with car-to-car communication, this applies from the first request for overtaking. The crews are responsible for ensuring that no danger is caused by overtaking.

29.2 DURING RECONNAISSANCE AND/OR SHAKEDOWN ROAD SECTIONS

29.2.1 It is emphasized that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to, and the safety and rights of other road users must be respected, both during reconnaissance and the Shakedown time windows.

29.2.2 Speeding during reconnaissance of the special stages / shakedown and any road sections will incur a fine of Kshs 1,000 applied by the Clerk of the Course Per km per hour over the speed limit: Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

29.2.3 Other traffic infringements during reconnaissance will incur a penalty applied by the Stewards according to Art. 29.3.4.

29.2.4 The amount of the fines will be unaltered by any fine imposed by the police.

29.2.5 The fine will be doubled in case of a second offence committed during reconnaissance in the same rally

29.3 EXCESSIVE SPEED DURING THE RALLY / TRAFFIC LAWS

29.3.1 Throughout the rally, both crew members must observe the national traffic laws.

29.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

29.3.3 Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable regulations, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional classification
- that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
- that the facts are not open to various interpretations.

29.3.4 Penalties for infringements during the competition element of the rally:

a) First infringement:

- Speeding: A fine of Kshs 1,000 per km/h over the speed limit, applied by the Clerk of the Course,
- other than speeding. A penalty will be applied by the Stewards.

b) Second infringement:

- Speeding: A fine of Kshs 2,000.00 per km/h over the speed limit, applied by the Clerk of the Course,
- other than speeding. A penalty will be applied by the Stewards.

c) Third infringement: A 5-minute time penalty applied by the Clerk of the Course.

d) Fourth infringement: Disqualification applied only by the Stewards.

Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

29.4 The penalties stated in Art. 29.2 and 29.3 do not prevent the Stewards from imposing additional penalties if they judge it necessary.

RECONNAISSANCE

30. RECONNAISSANCE

20.1 RECONNAISSANCE CARS

30.1.1 Common requirements:

- The car must be painted in a single color, with no advertising, stickers, etc.
- Underbody protection is authorized (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorized.
- The crew may use a "light" intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

30.1.2 Standard Cars

Totally unmodified standard cars as offered for sale to the general public.

30.1.3 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organizing country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety cage complying with Art. 253-8.1 to 8.3 of Appendix J is authorized.
- Bucket seats in colors similar to those of the interior of the car are authorized.
- The rims are free within the limits of Appendix J, Group N.

30.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- Road-homologated series production tyres for asphalt.
- Free tyres for gravel, unless otherwise detailed in the Supplementary Regulations.

30.3 RESTRICTION OF RECONNAISSANCE

As from the publication of the rally Supplementary Regulations, any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is used as a special stage in that rally, may only do so after he has obtained the organizer's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the Stewards.

30.4 RUNNING OF RECONNAISSANCE

30.4.1 Timetable

Reconnaissance must take place according to a timetable set by the organizer. Participation in reconnaissance is not compulsory.

30.4.2 Respect of reconnaissance timetable

Only with the express authorization of the Clerk of the Course no person connected with an entered crew may travel on or over the route of a special stage of the rally (except on foot) from the publication of the rally Supplementary Regulations until that special stage is terminated, open for public traffic and will no longer be used within the rally. The provisions of Art. 30.3 must nevertheless be respected.

The reconnaissance of a super special stage, if included in the competitive element of the rally, shall not be considered as part of the reconnaissance timetable.

30.4.3 Number of passages

Each crew is limited to two passages on each special stage (special stages run twice are considered to be one special stage). During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Crews will only be permitted to enter and leave special stages through the start and finish controls. Further checks may also be carried out within special stages.

30.4.4 The organizers reserve the right to opt for a "convoy" type of reconnaissance on private land.

30.4.5 Speed during reconnaissance

The organizer may determine a speed limit in the special stages. Such limits must appear in the Supplementary Regulations and may be checked at any time during reconnaissance. To monitor the speed during reconnaissance, it is recommended that each reconnaissance car should be equipped with a speed tracker unit or with

the event tracking system. Any interference with the system(s) during reconnaissance will result in the competitor being reported to the Stewards.

30.4.5 Shakedown stage

It is not mandatory to include Shakedown in the reconnaissance schedule.

30.4.6 Number of persons

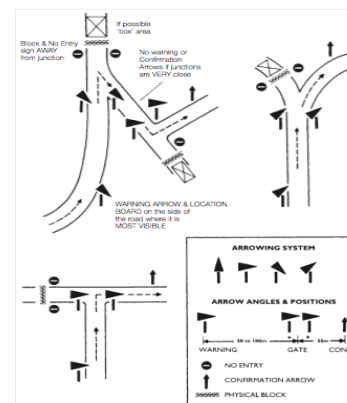
During each passage through a special stage, only the crew is permitted in the car. Where more than one crew want to share a car during reconnaissance, prior written permission must be sought from the Clerk of the Course. Where two or more crews are sharing a car during reconnaissance, they will have the same number of passes as per Art. 30.4.3 and will not be entitled to any additional pass by virtue of sharing a car. Both crews must submit their Recce Cards at the start and end of each section. This permission will only be granted for Non-FIA events.

30.5 ROUTE MARKING

The organizer is encouraged to mark positions of TC's & Flying finishes along the route during before Reconnaissance.

30.6 ARROWING SYSTEM

The organizer is encouraged to position orange arrows as per the diagram before Reconnaissance & during the event.



STARTS AND RE-STARTS

31. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organizer. The schedule and the place of any ceremony must be indicated in the Supplementary Regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to

passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

32. RALLY START

32.1 START AREA

Before the start of the competition element of the rally, the organisers may assemble all the competing cars in a start area, into which cars must be driven before the start time as detailed in the Supplementary Regulations. The exclusively pecuniary penalties for late arrival in the start area shall be specified in the Supplementary Regulations. No service is allowed in the start area.

32.2 MAXIMUM LATENESS AT A START

Any crew reporting more than 15 minutes late at the start of a section shall not be allowed to start that section.

33. START ORDER AND INTERVALS

33.1 REVISED START ORDER REQUIREMENT

The start order shall remain unchanged until at least 10% of the total distance of the special stages detailed in the final itinerary has been completed.

33.2 REPOSITIONING OF DRIVERS

The Clerk of the Course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers or change the time interval between cars.

33.3 START ORDER LEG 1

The start order is as follows;

- KMSF seeded entry list at the discretion of the clerk of the course.

33.4 START ORDER FOR SUBSEQUENT LEGS

The start order for subsequent Legs shall be based on the classification according to stage times at the finish of the final special stage of the previous Leg, excluding time penalties on the road sections and any super special stage if run at the end of the Leg.

33.5 START INTERVAL

All cars will start at three -minute intervals unless specified otherwise in the championship regulations or rally supplementary Regulations.

CONTROLS

34. CONTROLS – GENERAL REQUIREMENTS

34.1 SIGNAGE OF CONTROLS AND ZONES

All controls and zones, i.e. passage and time controls, start and finish of special stages including stop controls, regroup parks, refuelling areas, tyre marking zones and media zones shall be indicated by means of FIA-approved standardised signs complying with the drawings and distances in Appendix I and shall be indicated in the road book.

34.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

34.3 STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

34.4 READINESS TO WORK

34.4.1 Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.

34.4.2 Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

34.5 SEQUENCE OF CONTROLS AND DIRECTION

34.5.1 Crews must check in in the correct sequence of controls and in the direction of the rally route.

34.5.2 It is prohibited to re-enter a control area

34.6 MARSHALS' INSTRUCTIONS

34.6.1 Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the Stewards.

34.6.2 All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

34.7 MEDIA ZONES (WHEN APPLICABLE)

A barriered media zone must be established prior to the yellow time control board at all service parks, remote service zones, tyre fitting zones (except those under Art. 49.2.1, at all regroupings (except overnight regroupings if preceded by a service and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to personnel holding the appropriate pass. Organisers may plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the

media zone. The media zones must furthermore be clearly marked in the Road Book.

35. PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the timecard as soon as it is handed in by the crew, without mentioning the time of passage.

36. TIME CONTROLS

36.1 OPERATION

At these controls, the marshals shall mark on the timecard the time at which the card was handed in. Timing will be recorded to the complete minute.

36.2 CHECK-IN PROCEDURE

- 36.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.
- 36.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 36.2.3** The actual timing and entry of the time on the timecard may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
- 36.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the timecard to the appropriate marshal.
- 36.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
- 36.2.6** The target check-in time is the time obtained by adding the allowed target time to the special stage start time or the previous TC time, these times being expressed to the minute.
- 36.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
- 36.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
- 36.2.9** The crew will not incur any penalty for lateness if the act of handing the card to

the appropriate marshal takes place during the target check-in minute.

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

- a) For late arrival: 10 seconds per minute or fraction of a minute.
- b) For early arrival: 1 minute per minute or fraction of a minute.

36.2.11 Provided that it has been stated in the Supplementary Regulations of the rally or is indicated in a later bulletin, the organisers may authorize crews to check in before time without incurring any penalty.

36.2.12 If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course.

36.2.13 At the discretion of the Clerk of the Course, a crew which has been penalised for early arrival may be neutralized for the amount of time necessary for it to leave at the time originally envisaged.

36.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:

- 36.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the timecard both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.
- 36.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.
- 36.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations.
- 36.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

36.3.5 The stage start time shall then be the start time for calculating the check-in time at the next time control.

37. MAXIMUM PERMITTED LATENESS

37.1 Any lateness exceeding 30 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a leg will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival as per Art. 36.2.10a shall be that for 30 minutes lateness. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

37.2 **EARLY ARRIVAL**
Early arrival shall under no circumstances permit crews to reduce this maximum permitted lateness.

37.3 **NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS**
Notification of exceeding the maximum permitted lateness under Art. 37 may only be announced at the end of a section.

38. REGROUPING CONTROLS

38.1 PROCEDURE AT A REGROUP

38.1.1 On arrival at regroup controls, crews will receive instructions concerning their start time. They must then drive their car as directed by marshals.

38.1.2 All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to the public.

38.1.3 When a regroup does not exceed 15 minutes, crews may remain in this regroup.

38.2 **EXIT FROM A REGROUP**
Except after an overnight regroup and before the start of the Power Stage (if applicable), the cars shall restart in the order of arrival at the regroup. However, for any reason, the Clerk of the Course may, with the knowledge of the Stewards, order any car to be repositioned.

SPECIAL STAGES

39. GENERAL

39.1 **TIMING**
For special stages, timing will be to the tenth of a second.

40. SPECIAL STAGE START

40.1 **START POINT**
Special stages commence from a standing start, with the car placed on the start line.

40.2 START PROCEDURE

40.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. In either case the system must be described in the rally Supplementary Regulations.

40.2.2 Recommended to have a permanent start line and the jump start photocell should be 50 cm after the start line.

40.2.3 After the actual start time has been written on the timecard, the timecard should be given back to the crew as soon as possible.

40.2.4 When the car arrives at the start line, the front of the car should be positioned behind a stick placed by the marshal to define the exact start position. One minute before the start time, but not before the car has stopped in its exact position, the marshal shall remove the stick and the crew shall refer to the automatic countdown clock. Any subsequent change of the car's position until its start time is not permitted and will be reported to the Stewards.

40.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the timecard back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the start signal shall be given.

40.4 DELAYED START THROUGH FAULT OF CREW

40.4.1 In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the timecard, the penalty then being 1 minute per minute or fraction of a minute late.

40.4.2 Any crew refusing to start a special stage at the time allocated to it will be reported to the Stewards, whether the special stage is run or not.

40.4.3 Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place.

40.5 DELAY OF A SPECIAL STAGE
If there is no start of a competing car for more than 20 minutes, the spectators must be advised that the stage is about to recommence with the passage of a safety car. Alternatively, the stage shall be stopped.

40.6 FALSE START
In the absence of an electronic jump start detection system, the wheels of the car must not turn until the start signal has been given.

A false start, particularly one made before the signal has been given, will be penalised as follows:

1st offence: 10 seconds

2nd offence: 1 minute

3rd offence: 3 minutes

Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

41. SPECIAL STAGE FINISH

41.1 FINISH LINE

The finish time of a special stage is recorded at the flying finish which should be located at a point where cars can be expected to go slower and at least at 200 m before the stop line. The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the Stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

41.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the timecard (hour, minute, second and tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's timecard and the time will be entered at the next regrouping control.

42. POWER STAGE

42.1 ANNOUNCEMENT

The implementation of the Powerstage is defined in the regulations of the championship concerned.

42.2 CHARACTERISTICS

This stage will:

- Be the last stage of the rally.
- Be run as a stage of the event for all classified competitors.
- Be representative of the rally.

42.3 The start order and intervals of the cars will be proposed by the Clerk of the Course and approved by the Stewards. If the start order and/or intervals are different from those at the start of the section including the Power Stage, the Clerk of the Course must communicate this information to the crews during the regroup which must precede the Power Stage.

42.4 ATTRIBUTION OF POWER STAGE POINTS

- 42.4.1**
- Points will be awarded according to the scale as described in Art. 3.1.4
 - For the purpose of allocating points, the Power Stage Classification shall be calculated using the stage time plus any other time penalty accrued on this stage, including any false start penalty.
 - To score points, a driver must be classified in the Final Classification of the rally.
 - If a driver appears in the Power Stage classification but is not classified in the Final Official Classification of the rally, the Stewards shall decide whether the next Competitor should be moved up in the Power Stage classification for the attribution of Power Stage points.
 - Any crew which does not start the Power Stage in the given order will not be eligible to score Power Stage points. Such crew may neither detract points from other drivers.

42.4.2 If the Power Stage is definitively stopped before all crews eligible to score points in the Championship had had the opportunity to complete the stage, the Stewards may decide that no points are awarded for the Power Stage.

43. SUPER SPECIAL STAGES

43.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

43.1.1 When more than one car starts at the same time, the track design at each start point must be similar. The same start procedure must apply to each car. It is permitted to stagger the start line for the

- cars to equalize the length of the stage from the different start positions.
- 43.1.2** The inclusion of a super special stage in the rally itinerary is optional.
- 43.2** **RUNNING OF A SUPER SPECIAL STAGE**
- The specific regulations regarding the running, start order and time intervals of a super special stage are entirely at the discretion of the organizer. However, this information must be included in the Supplementary Regulations of the rally.
- 43.3** **SAFETY**
- 43.3.1** A system of Red Flags deployed by marshals or Red Lights must be positioned to signal competitors to stop or slow. The procedure as laid down in Art.45.5 must be followed.
- 43.3.2** To ensure safety, the car of a competitor who fails to complete the stage may be transported by the organisers to the end of the stage or to a safe location for evacuation.
- 44.** **INTERRUPTION OF A SPECIAL STAGE – OBSTRUCTION**
- 44.1** When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest. A corresponding notification will be published by the Clerk of the Course. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.
- 44.2** If a crew/vehicle is substantially and evidently hindered by a car in front, the Clerk of the Course may give a time credit (notional time).
- 45.** **COMPETITOR SAFETY**
- 45.1** **EQUIPMENT OF THE CREWS**
- Whenever a car is in motion on any type of special stage and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalised by the Stewards.
- 45.2** **EQUIPMENT OF THE CARS**
- 45.2.1** **TRACKING SYSTEM**
- For all rallies in the championship, live tracking, data recording and emergency signalling devices in compliance with Article 15.1 must be used to monitor the position, movement, and status of all competing cars at all times during the rally. On special stages there will be a tolerance of 6 (six) metres for straying from the centre line of the route as determined by the organisers. Any car that deviates from this route beyond the tolerance will be subjected to a 5-minute penalty which will be imposed by the Clerk of Course after examination of the circumstances of the infringement and the reason for the deviation from the designated route. This will not apply if there is a tulip diagram in the road book that has not been followed or missed and this will be reported to the Stewards.
- 45.2.2** In case a Safety Emergency console (Tracking System) is provided by the organizer, the system must be easily accessible for the driver and co-driver when seated with their harnesses fastened.
- 45.2.3** **“SOS/OK” SIGN**
- Each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3). The sign must be placed in the car and be readily accessible for both drivers.
- 45.2.4** Each competing car must carry a red reflective triangle.
- 45.3** **INCIDENT ON A SPECIAL STAGE**
- 45.3.1** In the case of an accident where urgent medical attention is required, the following applies:
- The SOS switch on the emergency console (Tracking System) must be activated as soon as possible (if applicable) – When possible, the red “SOS” sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
 - Where a car has stopped for any other reason other than accident, the “OK” switch must be activated.
 - As soon as possible, the red reflective triangle must be placed in a conspicuous position on the same side of the road as the car at least 50 meters before the car’s position, in order to warn following drivers, even if the car is off the road.
- 45.3.2** Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident, and the OK sign is not shown, shall immediately and without exception stop to render assistance. All following cars shall also

stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will be allocated a time according to Art. 44.

- 45.3.3** In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies:
- The OK switch on the emergency console must be activated within one minute (if applicable).
 - The green "OK" sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to all following crews.
 - The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 meters before the car's position, in order to warn following drivers, even if the car is off the road.
- 45.3.4** Should the emergency console display show the SOS, the OK or Hazard signal, then this signal is the equivalent to the display of the SOS/OK board or the red reflective triangle.
- 45.3.5** Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:
- an arm and thumb up to indicate "OK"
 - crossed arms above the head to indicate "SOS".



- 45.3.6** Any crew which is able but fails to comply with the above rules will be reported by the Clerk of the Course to the Stewards.
- 45.3.7** The road book shall contain a page giving the accident procedure.

45.3.8 Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.

45.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER

If a crew is involved in an accident in which a person who is not a crew member sustains physical injury, the car must stop immediately, and the procedure as laid down in Art. 45.3 must be followed.

45.5 USE OF RED FLAGS

45.5.1 Electronic Red Flags (if applicable)

Electronic red flags will be used in all competing cars. When activated from rally control, the screen of the Emergency Console will turn red and show the message "RED FLAG". Crews must immediately confirm the electronic Red Flag by pressing the button "ACKNOWLEDGE" and proceed as specified in Art.45.5.3

45.5.2 Red Flags at radio points

The Red Flag will be displayed to crews only on the instruction of the Clerk of the Course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix H, Art. 5.2.7 and on which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident. A Red Flag must be available at each stage radio point (situated at approximately 5 km intervals). No flag other than the Red Flag may be deployed at any point in a special stage.

45.5.3 Meanings of a Red Flag

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

45.5.4 A crew which has been shown the Red Flag will be given a notional time for the stage as in according to Art. 44

45.5.5 If different signaling systems (e.g., flashing lights) are used in super special stages, full details must be included in the Supplementary Regulations.

45.5.6 If a stage is interrupted or stopped and the crews are required to pass through the special stage, a Red Flag must be

displayed at the start to inform the drivers how they must proceed.

46.5.7 Red Flag points during reconnaissance

During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.

46. RE-START AFTER RETIREMENT

46.1 GENERAL

46.1.1 Unless stated differently in supplementary regulations, a crew which has failed to complete a section may be assumed to re-start the rally from start of the next section following the overnight regroup, unless they confirm otherwise with the clerk of the course by completing of the form located in the rear of the road book 'final retirement' and lodging it with the organizer as soon as possible and, if feasible, before the publication of the re-start list.

46.1.2 After the Clerk of the Course has been informed of a retirement, the crew must hand in their timecard. When retirement is on a special stage or at a stop control, that stage time will not be recorded, and Art. 46.2 shall be applied.

46.1.3 In the case of exceeding the maximum permitted lateness under Art. 37 of these regulations, the competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied as per Art. 46.2 from the TC at which the competitor concerned has exceeded the maximum permitted lateness. Applicable in more that one day format rally.

46.1.4 Any crew which has retired from a section on the last day of the rally will not be classified.

46.1.5 Any crew which deliberately retires with the perceived intention of gaining an advantage will be judged by the Stewards, who may not permit the crew to re-start. The Stewards may apply sanctions against the Competitor and/or crew concerned in accordance with Art. 11.9 of the Code.

46.2 PENALTIES

46.2.1 For all crews which re-start a time penalty will be applied. For every stage or super special stage missed, this time penalty will be 10 minutes.

46.2.2 This time penalty will be added to the fastest time of the cars' class for each missed stage, which shall include the

special stage or super special stage on which the crew has retired.

46.2.3 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have retired on that last special stage or super special stage. If a crew such affected has set the fastest time of its class on that last stage, its own time will be taken into consideration for the application of the time penalty.

46.2.4 For one day events the crew are allowed to participate in the powerstage to score bonus points after retirement with prior permission from the clerk of the course.

47. REPAIRS PRIOR TO A RE-START

47.1 SERVICE LOCATION AND TIME ALLOWED

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. If the car retired due to an accident, before any repair, the vehicles may be brought directly to their service area and wait under Parc Ferme condition until the Chief Scrutineer gives authorisation to repair it or not. To re-start, all retired cars must report to the overnight regroup prior to the next leg, no later than one hour before the scheduled start of the first vehicle.

47.2 SCRUTINEERING OF REPAIRED CARS

The car must retain its original body shell, engine block as marked at pre-rally scrutineering and all sealed parts. The competitor must be represented during this re-scrutineering at a time to be advised by the organisers.

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.1 PERFORMING OF SERVICE

48.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and as permitted under Art.52 with the exception of repairs to retired cars intending to re-start.

48.1.2 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

48.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

48.2.1 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometer of its competing car except:

- In service parks and in remote service zones (RSZ)
- Whilst the cars are in a regroup
- In refueling zones
- In tyre fitting zones
- For one team member per car in official car wash areas
- Where permitted by bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

48.2.2 The passing of food, drink, clothing, and information (data card, road book, etc.) to or from the crew is permitted, whilst the crew members are:

- in tyre fitting zones from the personnel authorized in the zone only,
- in service parks, remote service zones and regroups or whilst the cars are in a media zone.
- When a regroup is located close to the service park and whilst crew members are waiting to check in at the
- end of a road section, crew members are allowed to go to their service bays after having fulfilled their media obligations.

48.2.3 Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the officials/marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

48.3 **AIR ASSISTANCE**
Any air assistance for crews including communication from the air to the crew is forbidden.

49. SERVICE PARKS

49.1 **GENERAL**
Throughout the rally there shall be one main service park. Organisers may, however, submit to the KMSF and justification to support relocation during a rally. Each competitor is responsible to protect its service bay with a ground sheet.

49.2 **SERVICE PARK SCHEDULES**

The schedule for each car in the service park will be according to the rally itinerary with the following suggestion:

49.2.1 15 minutes before the first SS following an overnight regroup.

- Technical checks may be carried out within the parc fermé.

49.2.2 30 minutes between two groups of stages

- Preceded by a 3-minute technical zone which may be within a regroup.

49.2.3 45 minutes at the end of each section before an overnight regroup.

- 10-minute technical checks to be carried out in the parc fermé.

49.2.4 10 minutes prior to the finish.

- Preceded by a 10-minute technical zone.

49.3 **SERVICE PARK IDENTIFICATION**

Service parks are indicated in the rally itinerary with a time control at the entrance and exit (the 25 m distance referred to in Appendix I of RRR shall be reduced to 5 m).

49.4 **SPEED INSIDE SERVICE PARKS**

The speed of cars and in the service parks may not exceed 30 kph, or less when specified in the Supplementary Regulations. Failure to comply with this limit if reported by an official shall result in a penalty applied by the Clerk of the Course as follows:

- Kshs 2,500/- per kilometer per hour over the speed limit. When no device is available to measure the speed, but the driver was deemed to be reckless, the Clerk of Course will apply a penalty at his discretion.

Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

49.5 **EXTERNAL ASSISTANCE**

Inside the service park, it is permitted for officials/marshals and/or team personnel to tow, transport or push a car.

49.6 **LAYOUT OF SERVICE PARKS**

49.6.1 The organizer must allocate a 'Service Park Zone' (defined by length, width, and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry Service or Auxiliary plates.

49.6.2 Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to the service park. These vehicles will be allocated an Auxiliary plate.

50. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK

When necessary, as part of service (i.e., changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

- The work is carried out with the knowledge of the organizer.
- Fire extinguisher with operator on standby to be provided by the competitor.
- No other work is carried out on the car while the fuel circuit is open and/or during the emptying and/or refilling operation.
- A suitable safety perimeter is established around the car. – Only sufficient fuel is added to reach the next refuel zone.
- Only sufficient fuel is added to reach the next refuel zone.

51. FLEXI-SERVICE

51.1 GENERAL

Flexi-servicing of 45 minutes shall permit the removal of the competing cars from a parc fermé to an adjacent service park, with common entry and exit time controls. Any variations must be published in the rally Supplementary Regulations. Technical checks lasting 10 minutes must be included in the parc fermé before the flexi-service taking place before an overnight regroup.

51.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES

- 51.2.1** For the operation of 45-minute flexi-servicing, crews will enter the parc fermé. Crews may then either enter the service park or leave their car in the parc fermé.
- 51.2.2** The competing car may be driven by an authorized representative of the competitor only once from the parc fermé to the service park and vice versa, respecting all the formalities of timecard presentation and related penalties.
- 51.2.3** Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before the flexi-service, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.
- 51.2.4** The competing car may be returned to the parc fermé before the 45 minutes have elapsed without penalty.
- 51.2.5** The operational window of flexi-servicing time is left to the discretion of the organizer

but must be declared on the rally itinerary but must be declared on the rally itinerary.

52. REMOTE SERVICE AREAS (RSA)

52.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under these RSA regulations.
- May be preceded by a 3-minute technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorized team personnel, as under these RSA regulations, the rally officials, and media with appropriate passes.

To increase promotional value, organisers are encouraged to locate RSAs in towns or centers of population.

52.2 NUMBER OF TEAM PERSONNEL

- 52.2.1** At a remote service zone, the following may work on their car(s):
 - For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the area.
 - For competitors of priority drivers or competitors running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the area.
- 52.2.2** The areas must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.
- 52.2.3** No team personnel other than those permitted under Art. 52.2.1 / 52.2.2 / 52.3.3 may be in the area.

52.3 ELIGIBLE EQUIPMENT AND TOOLS

- 52.3.1** Whilst in a remote service zone the following is permitted:
 - The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand tools and plain water
 - The use of equipment or parts and tools carried on board the competing car
 - The use of battery-operated tools including any necessary lighting

- The addition of plain water to the car systems for which a filling device may be used
- The use of brake bleeding and car cleaning equipment/ material.

52.3.2 Ground sheets must be used.

52.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by an additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car.

52.3.4 The fitting of extra lights on or into the car is permitted at remote service zones. The extra lights, tyres, and the necessary tools to fit them may be transported to the RSA in a service car.

52.3.5 Any equipment or parts from the car may be left in the RSA and removed after the departure of the car.

52.4 REMOTE SERVICE AREAS VEHICLE PASS

One vehicle pass per competing car will be issued by the organizer for transport of team personnel and eligible equipment and tools to the RSA.

52.5 TYRE FITTING AREA (TFA) – IF APPLICABLE

At each tyre fitting area:

- A time control at its entrance and exit must be defined.
- The target time for the TFA shall be 15 minutes.
- Any work within the TFA may only be performed by the crew alone plus one team member per crew, but only using equipment carried on board the competing car. An extra car jack and four axle stands may be brought by the team member.
- The extra tyres to be used may, however, be transported to the area in a service car and be prepared by team members to be fitted to the rally car.
- It is compulsory for all cars to pass through the tyre fitting area and to stop at the tyre marking zone even if wheels are not changed.
- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.
- The transportation of the tyres to the TFA will be specified in the Supplementary Regulations of each rally.

FUEL – REFUELLING

53. REFUELLING AND PROCEDURES

53.1 LOCATION

53.1.1 Except as detailed for the change of a fuel tank, competitors may refuel only in the designated refueling areas (RA) or at commercial filling stations indicated in the road book unless otherwise detailed in the Supplementary Regulations.

The refuel areas may be located at:

- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route.

53.1.2 Any refuel area shall feature on the itinerary of the rally and in the road book. No more than three different RAs between two overnight regroupings, one being at the Service Park, may be scheduled. As far as possible and for safety reasons, the organisers are encouraged to adapt the length of the sections in order to avoid using remote refueling areas on the rally route. KMSF may request the modification of an itinerary including unjustified remote refueling areas.

53.1.3 The entry/exit of refueling areas shall be marked by a blue can or pump symbol except commercial filling stations.

53.1.4 The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organizer at any refueling area (not applicable at commercial filling stations).

53.1.5 If there are no filling stations on the route of the rally, the organizer may arrange for the distribution of one supply of fuel, in conformity with Appendix J, to the crews via a centralized system. Such refuel points must respect all the same safety conditions as for refueling areas.

53.2 PROCEDURE IN REFUELLING AREAS

53.2.1 Only actions inside an RA directly involved in the refueling of the competing vehicle are permitted.

53.2.2 In all RAs, a 5 kph speed limit will apply.

53.2.3 In order to access the RA, all personnel involved in refueling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves, and a balaclava.

53.2.4 The fuel supplier or the organizer, whoever is responsible for running the refuel zone, is responsible to protect the ground with an Environmental Mat which shall be

composed of an absorbent upper part and an impermeable lower part. The Supplementary Regulations must mention when this requirement is assigned to the competitor.

- 53.2.5** The responsibility for refueling is incumbent on the competitor alone.
- 53.2.6** Engines must be switched off throughout the refueling operation.
- 53.2.7** It is required that the crew remain outside the car during refueling.
- 53.2.8** Solely for the purpose of assisting with the refueling procedure of their car, two team members of each crew may access the RA.
- 53.2.9** A car may be pushed out of the RA by the crew, the two team members and/or officials without incurring a penalty.
- 53.3** **PROCEDURE AT COMMERCIAL FILLING STATIONS**
- 53.3.1** Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from organizer distribution points, marked in the road book. This fuel must be dispensed directly into the tank of the competing car.
- 53.3.2** The crew must use solely the equipment on board and only the pumps with no external physical assistance.
- 53.3.3** Cars equipped only with FIA-specified refuel couplings and using fuel from commercial fillings stations must transport the adaptor in the car and show it at pre-rally scrutineering.
- 54.** **FUEL USE**
- 54.1** **TECHNICAL REQUIREMENTS**
- 54.1.1** The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J).
- 54.1.2** All competitors are required to fit FIA-specified refuel couplings, except drivers using a car which retains the standard tank.
- 54.1.3** The FIA cannot be held responsible for any consequences of using non-conforming fuel.
- 54.1.4** The FIA reserves the right to check the fuel of any competitor at any time.
- 54.1.5** Cars equipped solely with FIA-specified refuel couplings and using fuel as per

Appendix J, Art. 259.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

- 54.1.6** Use of Aviation gas (Avgas) is permitted.

PARC FERME

55. RULES OF PARC FERME

55.1 APPLICATION

Cars are subject to parc fermé rules:

- 55.1.1** From the moment they enter a regroup park until they leave it.
- 55.1.2** From the moment they enter and/or check in at a control area until they leave it.
- 55.1.3** From the moment they reach the end of the competition element of the rally until the Stewards have authorized the opening of the parc fermé.

55.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

- 55.2.1** As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.
- 55.2.2** Crews may enter the parc fermé 10 minutes before their start time.

55.3 PUSHING A CAR IN THE PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorized to push or tow a competing car inside a parc fermé.

55.4 CAR COVERS

Car covers may not be used.

55.5 REPAIRS IN PARC FERME

- 55.5.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the KMSF Technical Delegate / chief scrutineer and in the presence of a scrutineer, one team member may repair, or exchange FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (i.e., seat belt, extinguisher,).
- 55.5.2** With the prior consent of the Clerk of the Course and under the supervision of an authorized marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).
- 55.5.3** If the time taken for completion of the above repairs results in delay beyond the

originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under the relevant regulations.

55.6 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras provided by the Organizer may be removed in the parc fermé only with the agreement of the KMSF Technical Delegate/ Chief Scrutineer and under the control of the marshals.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

56. RALLY RESULTS

56.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

56.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

56.2.1 Unofficial Classifications: classifications distributed by the organizer during the rally

56.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

56.2.3 Provisional Classification: classification published by the organizer at the end of the rally.

56.2.4 Final Classification: classification approved by the Stewards.

56.2.5 In the event of a start list and/or the Provisional Classification being delayed, a new time must be advised by a Communication by the Clerk of the Course on the official notice board(s).

56.3 DEAD HEAT IN A LEG OR CHAMPIONSHIP RALLY

In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This principle can be applied at any time during the rally.

56.4 PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Leg of a rally. Competitors may, however, refer in media releases to "winning" a Leg, provided there is no implication that the result relates to the entire rally.

57. PROTESTS AND APPEALS

57.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with section C of the National Competition Rules (KMSF Judicial Rules) and Art. 13 and 15 of the Code and, where applicable, with the KMSF Judicial and Disciplinary Rules.

57.2 PROTEST DEPOSIT

57.2.1 The protest deposit is Kshs. 20,000 and must be paid in cash or any other acceptable mode of payment.

57.2.2 If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.

57.2.3 The Protest fee is payable to KMSF. The stewards will provide banking details of KMSF in the supplementary regulations.

57.2.4 If the protest is upheld or judged partially founded in accordance with Art. 13.10.2 of the Code, the deposit will be returned by the KMSF upon receipt of the relevant Stewards' decision.

57.3 ADDITIONAL DEPOSIT

57.3.1 If a protest requires the dismantling and re-assembly of (a) clearly defined part(s) of the car, an additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the International Sporting Code.

57.3.2 Cost allocation

The expenses incurred in the work and in the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If judged partially founded, the additional deposit may be returned in parts. If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the additional deposit, the difference shall be borne by the protester. Conversely, if the expenses are less, the difference shall be returned.

57.4 APPEALS

KMSF appeal deposit will be Kshs. 50,000.00 payable in advance. The International Appeal Deposit will be published by the FIA annually.

57. RALLY PRIZE GIVING

57.1 PODIUM CEREMONY

The competition element of the rally will finish at the “Finish Time Control IN”.

57.2 PRIZE GIVING

Prizes for all competitors/crews will be awarded on the ramp, save for the first, second and third in the final classification where an “Olympic style” podium will be used. If an organizer wishes, there may be a social / sponsor / civic gathering on the same evening. If crew attendance is expected, this must appear in the Supplementary Regulations.

58. ANNUAL KMSF PRIZE-GIVING

58.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning an KMSF Championship must be present at the annual KMSF prize-giving ceremony, if invited by the KMSF.

58.2 ABSENCE

Save in a case of force majeure, absence will entail a fine imposed by the KMSF.

59. GENERAL PENALTIES

59.1 PREDEFINED PENALTIES

The following penalties will apply as per the table, all fines have to be paid before the event ends. Failure to pay in full, the competitors license may be withdrawn until payment is done with additional changes.

PREDEFINED PENALTIES	
Jump start from start control 1 st offence	10 seconds
Late check in	10 seconds per minute late
Early Check in	1 minute per minute early
Speeding in transport, Service Park & recce 1 st Offence	Cash fine Kshs.15,000
Speeding in transport, Service Park & recce 2 nd Offence	5-minute time penalty
Speeding in transport, Service Park & recce 1 st Offence	Exclusion
Departing before commencement of 30 second countdown	Exclusion
Not reporting to a TC/Stop TC	Exclusion
Alteration of timecard	Exclusion
Entering a control from the wrong direction	Exclusion
Reversing into a control	Exclusion
Leaving Parc Ferme without permission and before final results	Exclusion
Missing stamp or signature on timecard	Exclusion
Exceeding maximum lateness	Exclusion
Loss of timecard or scrutineering card	Exclusion
Reporting more than 15 minutes late to start or re-start	Exclusion
Stopping between control signs or FF to stop control	Exclusion
Not wearing helmet during competitive stages	Exclusion
Not wearing seatbelts during competitive and road sections	Exclusion
Not wearing approved and mandated clothing in all sections	Exclusion
Recce outside official period for recce	Exclusion
Broken or cracked windscreen	Discretion of Scrutineer
Car not in compliance with class entered (pre-event)	Reclassified
Car not in compliance with class entered (post-event)	Exclusion
Incorrect behaviour by service crew and team management	Cash fine or exclusion (or both)
Not having or tampering with tracking system	Exclusion
Driving against rally traffic in a stage (crew or service crew)	Exclusion & Cash fine Kshs. 30,000/-
Not carrying car number or mandatory advertising	Refused to start
CASH FINES	
Headlamp high/low beam malfunction	Kshs. 3,000/-
Taillight cluster or number plate light malfunction	Kshs. 3,000/-
Indicator malfunction	Kshs. 3,000/-
Front and Rear mudflaps missing	Kshs. 4,000/-
Horn not working	Kshs. 4,000/-
Late scrutineering	Kshs. 10,000/-
Unsporting Behaviour	Upto Kshs. 25,000/-





























59.2

This list is not exhaustive the clerk of course may add additional infringements or increase the fine with consultation of the stewards.

APPENDIX I – CONTROL SIGNS












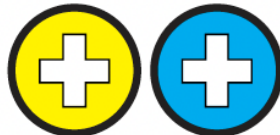

1. ZONES DE CONTROLE

1. CONTROL ZONES

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

Les distances devront être respectées dans toute la mesure du possible.

Distances shall be respected as near as practically possible.

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

APPENDIX II – STANDARD DOCUMENTS

SUPPLEMENTARY REGULATIONS

Each rally must produce Supplementary Regulations (Art. 20 of the Code).

An electronic version of the Supplementary Regulations must reach the KMSF Eight (8) weeks before the event.

Within four (4) weeks following receipt of the draft, the KMSF will inform the organiser of any modifications to be made and will issue a permit authorising their publication.

CONTENTS OF THE SUPPLEMENTARY REGULATIONS

INDEX

1. Introduction

1.1 Text similar to:

'This rally will be run in compliance with the FIA International Sporting Code including its appendices, the KMSF Rally Sporting Regulations including appendices, the ASN Technical Regulations (only when related to national cars), the WADA/NACADA 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.

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)'

3.2 Road surface

1.3 Overall SS distance and total distance of the itinerary.

2. Organisation

2.1 KMSF titles for which the rally counts

2.2 KMSF permit number.

2.3 Organiser's name, address, and contact details (permanent office)

2.4 Organisation committee

2.5 Stewards

2.6 Senior officials

2.7 HQ location and contact details

3. Programme, in chronological order (dates and times), giving location as necessary

- Publishing of the Supplementary Regulations
- Closure date of entries at reduced fee (if applicable)
- Closure date of entries
- Publication date of entry list
- Issuing of the road book, map, and Rally Guide
- Closing date for order of extra services in service park
- Rally HQ opening/closing.
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Collection of tracking systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components.
- Re-scrutineering
- Publication of the Amended Entry List
- Team managers and/or Drivers' briefing (if applicable)
- Helicopter pilots' briefing (if applicable)
- Shakedown and time-schedule
- Free Practice and Qualifying time-schedule (if applicable)
- Publication of start order and TC arrival times for Qualifying (if applicable)
- Time of publication of Qualifying provisional classification (if applicable)
- Date, time, and location of procedure for the selection of start positions (if applicable)
- Pre-rally Press Conference
- Publication of start list for Ceremonial start (if any) and Leg 1
- Ceremonial start (if any)
- Rally start, place and time.
- Finish of Leg 1, place, and time
- Publication of start lists for subsequent Legs.
- Start of the following Leg
- Podium ceremony/Prize-giving
- Post-rally press conference
- Final scrutineering
- Time of publication of provisional classification

4. Entries

- 4.1 Closing date for entries
- 4.2 Entry procedure
- 4.3 Number of competitors accepted and classes.
- 4.4 Entry fees / entry packages for Private Competitors
- 4.5 Payment details (including details of any applicable taxes)
- 4.6 Refunds
- 5. **Insurance**
- 6. **Advertising and Identification**
- 7. **Tyres**
- 7.1 Tyres specified for use during the rally.
- 9. **Reconnaissance**
- 9.1 Procedure for registration
- 9.2 Specific and/or national restrictions – speed limit on the special stages
- 9.3 Location of collection of speed control checking devices
- 10. **Administrative Checks**
- 10.1 Documents to be presented:
 - Competitors license
 - Driver and Co-driver competition licenses
 - Driver's and Co-driver's valid driving licence
 - Driver and Co-driver passports or identification
 - ASN authorisation, for all foreign competitors and/or drivers
 - Completion of all details on the entry form
 - Car insurance cover certificate
 - Car insurance registration papers
- 10.2 Timetable
- 11. **Scrutineering, Sealing and Marking**
- 11.1 Scrutineering venue and timetable
- 11.2 Mud flaps (Appendix J Art. 252.7.7)
- 11.3 Windows/Nets (Appendix J Art. 253.11)
- 11.4 Driver's safety equipment
- 11.5 Noise level
- 11.6 Special national requirements
- 11.7 Installation of Safety Tracking System

- 12. **Other procedures**
- 12.1 Ceremonial start procedure and order.
- 12.2 Electronic start procedure
- 12.3 Finish procedure (only if different from the Regulations)
- 12.4 Permitted early check-in.
- 12.5 Super special stage procedure and running order (if applicable)
- 12.6 Any special procedures / activities (e.g., shakedown, TWZ, promotional activities...)
- 12.7 Official time used during the rally.
- 13. **Identification of Officials**
- 14. **Prizes**
- 15. **Final Checks**
- 15.1 Final checks – who is required to attend from teams and location.
- 15.2 Protest deposit fees
- 15.3 Appeal deposit fees
- Appendix 1** Itinerary
- Appendix 2** Reconnaissance schedule
- Appendix 3** Names and photographs of CROs and their schedules
- Appendix 4** Decals and positioning of supplementary advertising
- Appendix 5** Extracts from FIA Appendix L relating to overalls, helmets, and any other safety requirements.
- Appendices 6** Items at the organisers' discretion.

BULLETINS

Bulletins are defined in Art. 2.2 of these regulations.

They may be issued either:

- By the organisers, up to the commencement of administrative checks with the approval of the KMSF. Exceptionally, Modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the KMSF.

Or

- By the Stewards throughout the competition. However, bulletins detailing modifications to the itinerary may be issued by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

Bulletins must be numbered and dated (dated and posting time). They shall be displayed/printed on yellow background/paper and posted on the official notice board(s) and published simultaneously on the event website.

Where possible, notifying competitors electronically of publication of a bulletin is recommended. If a Digital Notice Board is used during the event, the notification of the competitors electronically of publication of a bulletin is mandatory.

Whatever the publication type, competitors (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

A bulletin may only be published after the approval of the KMSF or after being issued by the Stewards (where applicable).

RALLY GUIDE

The concept is to have all rally paperwork in one document whether for media, officials, or competitors. The Rally Guide may be published as electronic document at least 3 weeks before the start of the rally. **It is optional for the organisers to print the Rally Guide.**

Organisers may consider use of forms for the following:

- Hotel / accommodation reservation
- Service park facilities
- Media accreditation
- Recce registration
- Additional material order
- Two-way radio form (if applicable)
- Customs clearance form (if applicable)

Check list for Service Park plans:

- TC in / TC out (with numbers)
- Parc ferme.

- Technical zone
- Tyre marking zone.
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out of SP
- Position for emergency service, fire brigade medical centre, etc
- Auxiliary parking areas
- Press and VIP parking areas
- Spectator parking
- Rally office / information centre
- Public toilets
- Water supply
- Rubbish area(s)
- Helicopter pad

SAFETY PLAN

A separate safety plan complying with the standard KMSF safety plan must be submitted to the KMSF for approval. **The following are MANDATORY inclusions into the safety plan"**

- a) Official names and contacts
- b) Contacts for Key Service Providers Details (Hospitals, Medical Helicopters & Medical Centre, Medical & Technical Intervention Vehicles, Police, Recovery trucks)
- c) Event Safety Convoy Schedule
- d) Location and coordinates of remote refuel zones (where applicable)
- e) Safe Spectator view points (including distances from the road)
- f) In-stage placement plan for MIV/TIV/Radio Points)
- g) Names, contacts and deployment schedule for radio points and Rescue teams)

APPENDIX III - EXAMPLES OF LAYOUT OF ITINERARY

4.2. SSS TO START THE RALLY

Start (Section 1)				Thursday 20 June 2019		
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start (Anytown Pavilion)					18:15
RA	Refuelling - All competitors					
1	Distance to next Refuelling	(2.06)	(24.98)	(27.04)		
1			10.49	10.49	00:25	18:40
SS1	SSS Trotting Track 1	2.06				19:00
1A	Parc fermé IN		14.49	16.55	00:30	19:30
Overnight regroup						
Re-Start (Sections 2, 3, 4...)				Friday 21 June 2019		
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé OUT - Service IN					06:00
Service A	- Anytown Pavilion	(2.06)	(24.98)	(27.04)	00:15	
1C	Service OUT					06:15
RA	Refuelling - All competitors					
2	Distance to next Refuelling	(50.68)	(99.16)	(149.84)		

NOTES

- Les encadrés indiquant les visites au parc d'assistance et aux aires d'assistance éloignées doivent être délimités par un trait noir épais et, en cas d'impression couleur, colorés en bleu clair.
- Les encadrés indiquant les regroupements ou autres activités de CH doivent être délimités par un trait noir fin, sans remplissage.
- Les encadrés indiquant un ravitaillement doivent être délimités par un trait noir fin et colorés en jaune.
- Les encadrés indiquant les totaux pour les distances des sections avant un regroupement pour la nuit ou la Fin du Rallye doivent être délimités par un trait noir fin et colorés en gris clair.
- Toutes les visites au parc d'assistance portent la lettre A, B, C, etc.
- Le CH 0 est toujours le départ de la partie compétitive du rallye. Une cérémonie de départ "indépendante" n'est pas considérée comme CH 0.
- Les numéros de section doivent être indiqués dans la marge à droite.

NOTES

- Boxes showing visits to service park and remote service areas should have a thick black surround and, when printed in colour, a light blue infill shade.
- Boxes showing regroup or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

4.3. ASSISTANCE TYPE DURANT UN JOUR

SS10	Vesuvius 1	22.80				11:40
10A	Regroup & Technical Zone IN		50.68	73.48	01:25	13:05
10B	Regroup OUT - Service IN				00:15	13:20
Service E	(Football Stadium)	(72.59)	(161.06)	(233.65)	00:30	
10C	Service OUT					13:50

NOTES

Dans l'exemple, les vérifications techniques sont effectuées dans le REGROUPEMENT (Art. 2.17). Lorsqu'il n'y a pas de regroupement, il devrait y avoir une zone technique de 10 minutes avant l'entrée du parc d'assistance.

NOTES

In the example, technical checks are carried out within the REGROUP (Art. 2.17). When there is no regroup involved, there should be a 10 minute Technical Zone before the service park entrance.

4.4. REMOTE SERVICE & REFUEL

Start (Sections 1, 2...)						Friday 21 June 2019
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start - Skrunda					06:00
RA	Refuelling - City					
1	Distance to next Refuelling		(136.00)	(136.00)		
RA	Remote Refuelling (FIA fuel)		[136.00]			
2	Distance to next Refuelling	(65.15)	(61.46)	(126.61)		
1			165.00	165.00	03:22	09:22
SS1	Talsi 1	32.14				09:25
2			3.17	35.31	00:38	
SS2	Pampal 1	5.13				10:06
3			5.79	10.92	00:15	
SS3	Roja 1	27.88				10:24
RA	Remote Refuelling (FIA fuel)		[23.50]			
3	Distance to next Refuelling	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone IN		53.50	81.38	01:33	11:57
3B	Regroup & Technical Zone OUT - Service IN		0.03	0.03	00:10	12:07
	Remote Service A - Dundaga	(65.15)	(227.49)	(292.64)	00:15	
3C	Remote Service OUT					12:22
RA	Remote Refuelling (FIA fuel)		[27.00]			
4	Distance to next Refuelling	(65.15)	(61.46)	(126.61)		

NOTES

- "RA2" signifie aire réservée aux utilisateurs du carburant FIA uniquement.
 - Voir Art. 61.1.2 sur le nombre d'aires de ravitaillement par jour.
 - Pour la procédure à suivre et la configuration d'un service à distance, veuillez-vous reporter à l'Art. 60.

NOTES

- "RA2" means the area reserved for FIA fuel users only.
 - See Art. 61.1.2 on the number of Refuelling areas per day.
 - For the procedure in and the setup of a remote service please refer to Art. 60.

4.5 FLEXI-ASSISTANCE TYPE AVANT UN REGROUPEMENT POUR LA NUIT

4.5 TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

SS13	Vesuvius 2	22.80				16:35
13A	Parc Fermé & Technical Zone IN		50.68	73.48	01:25	18:00
13B	Parc Fermé OUT - Flexi Service IN				00:10 (min)	
	Flexi Service F (Football Stadium)	(72.59)	(161.06)	(233.65)	00:45	
13C	Flexi Service OUT - Parc Fermé IN					
	All cars must be returned to Parc Fermé no later than					21:00
	Saturday totals	145.18	322.12	467.30		

NOTES

La méthode pour calculer la fenêtre de la flexi-assistance dans laquelle toutes les voitures doivent être rentrées au Parc Fermé est : le temps prévu pour le dernier concurrent à l'assistance ENTREE + le retard maximum de 30 min. + le temps d'assistance de 45 min. + le "filet de sécurité" de 15 min.

NOTES

The method of calculating the flexi-service window in which all cars must be returned to parc fermé is: the scheduled time due of the last competitor at Service IN + 30' maximum lateness + 45' service time + 15' "safety net".

4.6. TYPICAL END OF RALLY

17B	Regroup OUT				11:45	Section 9
18		14.12	14.12	00:17	12:02	
SS18	Roja 2 (Power Stage)	7.25			12:05	
18A	Technical Zone IN	65.13	81.38	01:15*	13:20	
18B	Technical Zone OUT - Service IN			00:10	13:30	
	Service J (Football Stadium)	(79.97)	(188.53)	(268.50)	00:10	
18C	Service OUT - Finish - Holding IN				13:40	
	Podium				14:00	
	Sunday totals	79.97	188.53	268.50		

TOTALS OF THE RALLY				
	SS	Liaison	Total	%**
Friday 19 October Sections 1, 2	136.21	292.98	429.19	31,70%
Saturday 20 October Sections 3, 4, 5	145.18	322.12	467.30	31,10%
Sunday 21 October Section 6	79.97	188.53	268.50	29,80%
Total - 18 SS	361.36	803.63	1164.99	31,00%

NOTES

* Prévoir du temps supplémentaire dans les secteurs de liaison si nécessaire pour toute présentation TV à la fin d'une spéciale.

** % = le pourcentage de la distance totale des épreuves spéciales.

Un tableau tel que ci-dessus devrait figurer à la dernière page de l'itinéraire.

NOTES

* Allow for extra time in road section for any TV presentation at end of stage.

** % = the percentage of the total distance of special stages.

A table as above should conclude the final itinerary page.

5. ROAD BOOK

5.1. GENERAL REQUIREMENTS

- The road book must be distributed according to the FIA Rally Sporting Regulations.
- There may be one book for the entire rally or a different book for each Leg. If different books are used, there should be an obvious method of distinction.
- The road book shall be A5 size (NACAM: legal size) and bound on the left side with a metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness of 90 gsm or greater.
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the "Direction" column (see example).
- Headings shall be in English and the national language (optional).
- The time allowed for each section should be expressed in hours and minutes.
- There shall be no more than 6 instructions per page. (In case of 6 instructions per page the header must be smaller as in the example)
- All road book pages must be numbered to have the possibility to check the completeness of the book.

5.2. FIRST PAGES

- The road book shall contain a page giving the accident procedure and:
 - List of hospitals / medical centres
 - Telephone numbers for rally HQ and emergency services
- A page of all the symbols used must appear in the front of the road book.
- Instructions for tripmeter calibration must be included.
- The itinerary in 'portrait' format and maps (including a scale and direction "north") for the entire rally must

appear in each road book. It is recommended that the page with the itinerary of a particular Leg appears opposite the corresponding Leg map.

5.3. INSTRUCTION PAGES

When a rally route is exactly duplicated (i.e., 2 identical sections I) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. If there is any variation between two passages, there should be no common set of route instructions.

- Each road book should include at least one Service Park plan. Repeated plans of service park layouts for each visit are not necessary. However, plans are important when there is a change of TC location.
- Layout plans of Remote Service, Tyre Fitting Areas and Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for Shakedown and/or Free Practice / Qualifying (if applicable), 'return to start' loop (if any) and road sections from/to the service park.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).
- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed.
- Individual stage maps shall include:
 - A scale
 - The direction North
 - Reconnaissance route (only in case if there is no separate reconnaissance road book.)
 - Alternative route
 - Location of start/finish and all emergency vehicle points.
- The GPS location of the start and finish of each special stage and of the regroupings and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139°36.379' (WGS84).

- Photographs or diagrams of control locations may be included.
- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be on the outside edge i.e., opposite the bound edge of the page, visible from the side look to the road book. The number should appear only on pages relating to the special stage.
- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- Road numbers shall be included where relevant.
- A variation in the thickness of the lines of the direction signs should be used to indicate a smaller / wider road, not the direction to be taken.
- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The distance between TC and SS start must be placed in the Information box (see example)

5.4. FINAL PAGES

- Alternative routes must be included as a section at the end of the road book on paper with a different colour.
- Other requirements at the end of the road book:
 - Final retirement form
 - Enquiry form

5.5. CHANGES

In case of a change in the road book (e. g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A5 to be inserted into the road book.

5.6. OTHER USEFUL INFORMATION

- A tripmeter points on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
- A competitor's time record page
- Advice to the next junction at the base of each page when junctions on the following page are in rapid succession.
- Helicopter points should be mentioned.

TC 7/11 Hermeskeil		DEMANDS	DAY	2
TC 8/12 Neunkirchen		41,51 km	SECTION	3/4
		AVERAGE	TIME ALLOWED	40 min
		62,27 km/h	REMARKS	
DIRECTION	DIRECTION	INFORMATION		
TOTAL	PARTIAL			
38,48	3,21	Selbach Gemeinde Neukirchen Landkreis St. Wendel		
39,23	0,75	Neukirchen 10 km Selbach St. Wendel Talweg Oberbach/Laufen Mörsley Thun		
40,53	1,30	Neunkirchen/Nahe Gemeinde Neukirchen Landkreis St. Wendel		
41,10	0,57	(Hirschfelderweg) Elweiler 4 km		
41,51	0,41	TC 8/12 NEUNKIRCHEN		
			(0,06)	

TC 8/12 Neunkirchen		DEMANDS	DAY	2
TC 9/13 Freisen		24,00 km	SECTION	3/4
SPECIAL STAGE		8/12	TIME ALLOWED	30 min
ST. WENDELER LAND 1/2		16,95 km	REMARKS	
DIRECTION	DIRECTION	INFORMATION		
TOTAL	PARTIAL			
15,88	0,90		2007	8,12
16,52	0,64		2007	7,48
16,91	0,39			7,09
16,95	0,04	FINISHTZIEL SS/WP 8/12 ST. WENDELER LAND 1/2 16,95 km		7,05
17,19	0,24		2007	6,81

Linear information

SS Number

SS Formulas

Total km from TC to TC

Scheduled Time

Asphalt

Gravel

916 to Stage finish

Devalued Photo

Devalued line

Turn slightly to the right, over

>200 m

30

STOP

HF 6

11 - 47 31,4,0
12 - 07 00,46,5

2007

2007

2007

2007

2007

2007

2007

2007

2007

2007

2007

6. STANDARD FIA TIMECARDS


6.1 GENERAL


- A timecard must be issued for the Qualifying stage (if applicable).
- A separate timecard must be issued at least for each section.
- The target time for covering the distance of a road section must appear on the timecard.
- Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- Timecards should be issued and collected at the end of each section. Used timecards then become available for the results teams to check. Ideally a separate new card should be used for end of Leg 45' service (as an example for 'Flexi-Service B').
- An organiser may propose to the FIA the use of an Electronic Timecard in place of a written system. The use of such a system must be approved by the FIA before use.

6.2. DESIGN

- See the following sample.

- The centre column is for completion by officials and the right-hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: 9.9 cm x 21 cm (to print 3 timecards from an A4 sheet) or 11 cm x 18.5 cm
- Boxes size: 1 cm
- The card should be at least 300gsm card or 270µm polyester paper (for poor weather conditions). Note that polyester paper, although waterproof, cannot be easily folded. An alternative is to produce a timecard with a cover – i.e., a card of 22 x 18.5 cm folded, which has a cover to protect the written area.
- When many TC's are involved, reverse side printing or use of a side by side (and folded inwards) design may be used.
- The printing colour is free. For example, an organiser may use a sponsor's colour, a different colour for each section or simply grey and black.

Logo of Rally	Car No.	Timecard A 15 Jan 2012	
TC 0	Start <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>01<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>10 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> </div>		COMPETITOR USE DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 1	<div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 1	SS 1 Stage Name 23,76 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> PROVISIONAL START SS 1 <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>00<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>35 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> TIME TAKEN <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div>		COMPETITOR USE DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 2	<div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 2	SS 2 Stage Name 11,79 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> PROVISIONAL START SS 2 <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>01<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>05 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> TIME TAKEN <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div>		COMPETITOR USE DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 3	<div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 3	SS 3 Stage Name 34,19 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> PROVISIONAL START SS 3 <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>01<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>30 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> TIME TAKEN <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div>		COMPETITOR USE DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 3A	<div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 3A	Regroup/TechZone <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> TARGET TIME MIN <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>00<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>03 </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> PROVISIONAL START <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> MAX <input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>00<input style="width: 40px; height: 20px; border: 1px solid black; text-align: center; font-size: 18px;"/>13 </div> <div style="font-size: 24px;">▶</div> <div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;"/> </div> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>
TC 3B	<div style="text-align: center;"> <input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/> </div>		<input style="width: 40px; height: 20px; border: 1px solid black; background-color: #ccc;" type="text"/>

Logo of Rally	Car No.	Timecard B 15 Jan 2012	
TC 3B	Regroup/TechZone OUT/Service IN		COMPETITOR USE
	ACTUAL START <input type="text" value="H"/> <input type="text" value="M"/>	TARGET TIME <input type="text" value="00"/> <input type="text" value="30"/>	DUE TIME <input type="text" value="H"/> <input type="text" value="M"/>
TC 3C	<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>
TC 3C	Service OUT		COMPETITOR USE
		TARGET TIME <input type="text" value="01"/> <input type="text" value="12"/>	DUE TIME <input type="text" value="H"/> <input type="text" value="M"/>
TC 4		<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>
TC 4	SS 4 Stage Name 20.35 km		COMPETITOR USE
	FINISH TIME <input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		
	PROVISIONAL START SS 4 <input type="text" value="H"/> <input type="text" value="M"/>	ACTUAL START <input type="text" value="H"/> <input type="text" value="M"/>	TARGET TIME <input type="text" value="02"/> <input type="text" value="00"/>
TC 5	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>	<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>
TC 5	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		<input type="text" value="H"/> <input type="text" value="M"/>
TC 5	SS 5 Stage Name 8.90 km		COMPETITOR USE
	FINISH TIME <input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		
	PROVISIONAL START SS 5 <input type="text" value="H"/> <input type="text" value="M"/>	ACTUAL START <input type="text" value="H"/> <input type="text" value="M"/>	TARGET TIME <input type="text" value="00"/> <input type="text" value="47"/>
TC 6	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>	<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>
TC 6	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		<input type="text" value="H"/> <input type="text" value="M"/>
TC 6	SS 6 Stage Name 29.90 km		COMPETITOR USE
	FINISH TIME <input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		
	PROVISIONAL START SS 6 <input type="text" value="H"/> <input type="text" value="M"/>	ACTUAL START <input type="text" value="H"/> <input type="text" value="M"/>	TARGET TIME <input type="text" value="01"/> <input type="text" value="15"/>
TC 6A	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>	<input type="text" value="H"/> <input type="text" value="M"/>	<input type="text" value="H"/> <input type="text" value="M"/>
TC 6A	<input type="text" value="H"/> <input type="text" value="M"/> <input type="text" value="S"/> <input type="text" value="1/10"/>		<input type="text" value="H"/> <input type="text" value="M"/>

	Logo of Rally	Car No.	Timecard F 17 Jan 2012							
TC 21	SS 21 4.35 km 	FINISH TIME <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td><td>S</td><td>1/1000</td></tr> </table>	H	M	S	1/1000	COMPETITOR USE			
H	M	S	1/1000							
	PROVISIONAL START SS 21 <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	ACTUAL START <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	TARGET TIME <table border="1" style="margin: auto;"> <tr><td>01</td><td>23</td></tr> </table>	01	23	
H	M									
H	M									
01	23									
		<table border="1" style="margin: auto;"> <tr><td>M</td><td>S</td><td>1/1000</td></tr> </table>	M	S	1/1000	▼				
M	S	1/1000								
TC 21A		DELAY TIME <table border="1" style="margin: auto;"> <tr><td> </td><td> </td></tr> </table>			START TIME + TARGET TIME + DELAY TIME = DUR. TIME <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>		H	M		
H	M									
		<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M
H	M									
H	M									
H	M									
		TC 21A	TC 21A	TC 21A						
TC 21A	Technical Zone			COMPETITOR USE						
	ACTUAL START <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	▶	TARGET TIME <table border="1" style="margin: auto;"> <tr><td>00</td><td>03</td></tr> </table>	00	03	DUR. TIME <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M
H	M									
00	03									
H	M									
TC 21B		<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M
H	M									
H	M									
H	M									
		TC 21B	TC 21B	TC 21B						
TC 21B	TechZone OUT/Service IN			COMPETITOR USE						
		▼	TARGET TIME <table border="1" style="margin: auto;"> <tr><td>00</td><td>10</td></tr> </table>	00	10	DUR. TIME <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M		
00	10									
H	M									
TC 21C		<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M	<table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table>	H	M
H	M									
H	M									
H	M									
		TC 21C	TC 21C	TC 21C						

Logo of Rally	Car No.	Flexi Service B	FIA
		15 Jan 2012	

TC 6B	Flexi Service A	TIME AT TC		▶	TARGET TIME		DUE TIME	
		h	m		00	45	h	m
TC 6C		TC 6B			TC 6C		TC 6C	
		h	m		h	m		

Logo of Rally	Car No.	Restart	FIA
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	Parc Fermé OUT/Service IN	ACTUAL START		▶	TARGET TIME		DUE TIME	
		h	m		03	00	h	m
		Parc Fermé OUT			Parc Fermé IN			
		h	m		h	m		

8. ENTRY LISTS

8.2. ENTRY LIST

The Entry List shall include:

- The allocated competition numbers.
- The competitor's full name as it appears on the competitor's licence (no nationality)
- Driver's/Co-driver's names and their nationalities (according to their licences)
- The make and model of the car entered.
- The class and group of the car entered.

8.3 AMENDED ENTRY LIST

If an Entry List is amended after the first publication, administrative checks and/or scrutineering, an "AMENDED ENTRY LIST" must be published with the date and time of the publication.

9. START LISTS & RALLY RESULTS

Start lists and results can be posted earlier than the times mentioned in the Supplementary Regulations or in a bulletin. However, the times mentioned on the lists MUST ALWAYS be as mentioned in the Supplementary Regulations or in a bulletin. If the publication of any 'timed' list is delayed, the Clerk of the Course shall publish a communication with the new scheduled time for posting.

9.2. CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering.
- Signed by the clerk of course after approval by the Stewards of the meeting and published at the time mentioned in the Supplementary Regulations.
- Gives start times (or at least intervals between cars) for all competitors.

Or

Start list for Leg 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering or after post qualifying selection of start position (where applicable)
- Signed by the Clerk of the Course after approval by the Stewards of the meeting and published at time in Supplementary Regulations
- Gives start times for all competitors – which may be paired times.
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

and/or

Start list for Leg 1 (no SSS) or Start list for Leg 1 / Section 2

- Produced after administrative checks and scrutineering.
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations.
- Gives start times for all competitors.
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

9.3. EACH LEG OF THE RALLY (EXCEPT THE FINAL LEG)

a) Unofficial classification after final SS (not including SSS)

- Produced for examination by the Stewards unsigned.

b) Start list for the following Leg

- Proposed by the Clerk of the Course. Stewards may reposition.
- Signed by the Clerk of the Course and published at the time mentioned in Supplementary Regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing rescrutineering for all retired car(s) restarting under Art. 55.'

c) Partial Unofficial Classification after Leg 'x'

- Signed by the Clerk of the Course and issued with actual posting time.
- Produced when all penalties are known and all expected cars are in overnight parc ferme.

9.4. FINAL LEG OF THE RALLY

d) Provisional Classification

- Includes all competitors who have completed the rally
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in Supplementary Regulations
- 'Subject to the results of final scrutineering' (for the whole classification)
- 'Subject to the results of routine fuel analysis for the following cars...'
(should fuel results not be available at the rally)
- 'Subject to further checks to be carried out by the FIA for car N°....'
- 'Subject to Stewards' decision for car N°'
- 'Subject to the results of a complete engine inspection for car N°'

e) Final Classification

Includes all competitors who have started the rally:

- all competitors who have completed the rally,
- all retired competitors marked with "DNF",
- all competitors removed from classification by the Clerk of the Course marked with "DNC",
- all disqualified competitors marked with "DIS",
- Approved and signed by the Stewards and published after expiring of the protest time and after conclusion of the final scrutineering and possible stewards' decisions following the publication of the Provisional Classification (Note: consider the 60-minute time limit in which the intention of appeal can be filed).

The following footnotes must be added (if applicable):

- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the rally)
- 'Subject to further checks to be carried out by the FIA for car N° ...'
- 'Subject to the result of the appeal lodged by the competitor of car N° ...'
- 'Subject to the results of a complete engine inspection for car N° ...'

10. MEDIA SAFETY BOOK

There is need for a safety guide specifically for the visual media. The minimum recommended content of this book is listed below. The Media Safety Book should be distributed to the Media before the start of the rally.

In order to best prepare this book, the organiser should:

1. Invite an experienced professional motorsport photographer and/or a cameraman to inspect the special stages together with the Press Officer and the Safety Officer as soon as the rally route is decided.
2. Identify within each stage a number of safe areas ('photo areas') for use by photographers and TV crews. Where possible, there must be dedicated tabard media parking as close as possible to these locations, as well as at stage ends. Where access is not possible, due to restricted space and/or safety concerns, this must be clearly communicated in the Media Safety Book.
3. These 'photo areas' should be described on paper and accompanied

by a photograph depicting the resulting image.

There should be diagrams for each location indicating in detail:

- The SS number and length
- The SS road closing time for tabard media
- The SS start time for the first car.
- The road book reference and GPS reference
- The specific zone of the photo areas
- The spectator areas
- The tabard media parking
- The access roads
- The distance, on the SS road, of the photo areas from the SS start/finish.
- The safety taping.

4. All the proposed diagrams should be approved by the Safety Officer.

5. The approved diagrams will form one section of the Media Safety Book.

6. The book should also include:

- The written description of which areas tabard holders may access and what kind of actions they may perform. At minimum, this section must be produced in English and the local language.
- Example
 - They should be allowed to walk and stand immediately in front of the spectator tape / marker boundary, to walk from one point of the stage to another and/or cross the stage during the intervals between the passage of the rally cars, always in accordance with marshals' safety instructions. In addition, tabard media may be permitted to exit the special stages between the running of repeated stages, in the direction of the rally route. This will be permitted only when identified in the Media Safety Book and only after the stage commander has announced the opening of the road after the first passage of rally cars.
 - The specific photo areas, for the use of tabard holders only, must be properly taped, signed and with restricted access. Media marshals, especially briefed on media needs, duties and rights, should be identifiable at the photo areas.

- Areas where marshals and police are standing are deemed as safe locations; tabard media are permitted to stand with these safety officials.
- The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard, and media parking.
- A complete sample of all authorised passes, tabards (permanent and rally by rally) and media and tabard media car passes.
- The identification and handling of the media (Media Safety & Identification), as stated in the appendices of the media facilities.

Organisers should take into account different levels of preparation required at each photo area, in accordance with local circumstances and the quantity of tabard media likely to be in attendance.

The KMSF Media Delegate is at the disposal of the organizers to assist them in the production of the Media Safety Book, which should be distributed to all tabard holders, to all stage commanders and to all safety and security staff.

APPENDIX B: RALLY RAID 2024

1. GENERAL REGULATIONS

1.1 ORGANISATION

The organization of the Kenya National Rally Raid Championship 2024 is undertaken by the organizing committee with the approval of the KMSF and permits issued by the national sporting authorities.

1.2 National Sporting Authorities.

1.2.1 Kenya Motorsport Federation.

1.2.2 Kenya Motorsport Foundation.

1.3 Organising Committee

1.3.1 Chairman

1.3.2 Event Secretary

1.3.3 Sporting Stewards

1.3.4 Clerk of Course

1.3.5 Deputy Clerk of Course

1.3.6 Technical Stewards

1.3.7 Chief Medical Officer

1.3.8 Timekeeper/Results

1.3.9 Chief Safety Officer

1.4 PROGRAM OF EVENT

DESCRIPTION / ACTIVITY	DATE	LOCATION/TIME
Opening date for entries		
Closing date for entries		
Location of Rally HQ		
Documentation & Administration		
Scrutineering & Technical checks.		
Publication of authorised start list		
Competitors briefing		
Start of event.		
Finish of event.		
Provisional results		

1.5 DEFINITION

1.5.1 The Rally Raid Championship is a series of sporting events staged over varied terrain and is designed to prove consistency and endurance of competitors, and the reliability of their machines.

1.5.2 All competitors can fully complete the event during daylight hours in normal racing conditions.

1.5.3 Navigation skills, use of GPS and road books/ route notes is compulsory.

1.5.4 The Event Organizers are to be encouraged to make routes which require navigation and use of GPS.

1.5.5 Spectator points with maps and good accessibility are to be encouraged.

1.5.6 GPS points should be in WSG 84 format using either ddd. Mm. ss.s or ddd mm.mmm format – a check point for GPS must be made at HQ prior to the start of the event for competitors and organisers showing the format to be used in the event. Route notes to be issued in A4/ Scroll format at documentation before the event.

1.5.7 GPS information will be given twenty-four hours before the start for Competitors benefit. Anyone having been proved to have been out on the route after the coordinates or notes have been issued may be disqualified, at the discretion of the C of C and Stewards

1.5.8 Marking tape should ONLY be used for safety and not for complete route marking. It will be sited on the left of the route and may be used to denote serious hazards or conflicting traffic. Entry and exits of Control may also be indicated by tape.

1.5.9 Re-fuelling arrangements to be advised by the respective organizers.

1.5.10 All competitors must pass through all start/finish controls or else they will be awarded the bogey time for the sections. If on competitive sections competitors miss a passage Control or enter the finish control from the wrong direction, they will be penalised by 10minutes for each passage control they miss.

1.5.11 Events can be run as either a long 2-day format or short 1 day format. Typically, for a long 2-day format, an event will comprise of the following distances – 70 kms day one (it may include a repeated section i.e., a 35 kms loop repeated twice) and 140 kms day two – split into 2 legs. A short 1-day format will comprise of a loop of up to 70 kms which will be driven as many times round in the given time frame.

1.5.12 Secret controls and “hidden waypoints” may be included on the route.

1.5.13 A pre-event scrutineering “certificate of compliance” will be sent out to all competitors with the regulations. The form must be completed by the

entrant/driver/rider and handed in at documentation.

1.5.14 ALL Temporary license holders and first-time entrants MUST be scrutineered thoroughly, and documentation carefully checked to ensure compliance with safety rules.

1.5.15 The registration will be made in conformity with the stipulations of the Sporting Code.

2. SAFETY

2.1 A Safety Officer will be appointed by the Commission to cover each event.

2.2 ALL accidents must be reported to the Safety Officer, who will check equipment, i.e., helmets etc., and the vehicle for safety. The competitor should also be checked for medical fitness, before being allowed to continue.

2.3 The Safety Officer will inform the Flying Doctors of the nearest airstrip and its coordinates a week prior to the event. The Safety Officer should be familiar with the route and also be involved in the Safety plan with the Host Club.

2.4 Event organisers must have the route finalised two weeks prior to the scheduled running of the event, to enable a Route and Note Check to be done.

2.5 Each event must have a reasonable phone signal or access to a satellite phone.

2.6 Contact numbers for Flying Doctors to be put into the safety plan.

2.7 It is highly recommended that Sponsors / Organizers take out Flying Doctors membership.

2.8 A Tracking system is to be encouraged.

2.9 A yellow card can be given by the Motorsports Council on recommendation of the Raid and/or Safety Commission to an event organizer if a serious lack of safety in the races is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event that has been given a yellow card on the following years calendar.

3. RULES

3.1 The Rally Raid Event is run in accordance with:

3.1.1 The National Competition Rules of KMSF

3.1.2 The Supplementary Regulations for this event.

3.1.3 All rally raid championship events in 2024 will qualify for the class championship. An overall winner of the championship will be appointed irrespective of class, taken from overall classification from each event.

3.1.4 The organizers and committee reserve the right to decline/reject entries.

3.1.5 The clerk of the course will be responsible for application of the rules during the running of the event. Any protest relating to the application of the rules, or any case not provided for, shall be examined by the stewards who shall alone have the power to decide on the issue after calling the relevant officials and participants. The clerk of the course is responsible for the conduct and efficient running of the meeting.

3.1.6 Any modification or additional provisions will be announced by bulletins, which will be dated, numbered, and signed. These bulletins will form an integral part of the supplementary regulations and shall be posted on the official notice board for the rally. They will also be communicated directly to the competitors in the shortest possible time.

4. TERMINOLOGY

4.1 Briefing: Briefing will be held jointly by the clerk of the course and organisers. The participation of all competitors is compulsory. The text of any briefing concerning safety will be published on the official notice board.

4.2 Maximum Time: Additional time to the allotted running time for the first vehicle.

4.3 Neutralization: Time during which the competitors are stopped by the clerk of the course.

4.4 Bulletins: Official bulletin forming an integral part of the supplementary regulations of the event and intended to modify them, give more detail or supplement them. The bulletins are numbered dated and signed by the organizers, up to the day of the controls and notified by KMSF or by the stewards throughout the running of the Event. During the event, competitors must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.

4.5 Control: A predetermined point which will be shown in the route notes at which the competitor must enter from the correct direction (unless "off-piste"), stop, and have the timecard stamped, time recorded or collect a sticker. If a competitor enters a

finish control from the wrong direction, they will be given the time they enter the control and be penalized 10minutes together with any penalty awarded for missing a section of the route.

4.6 Secret Control: A predetermined point which will not be shown in the notes at which the competitor may have to stop and have the timecard stamped or collect a sticker. Failure to do so will result in a penalty which will be indicated on the notice board at the start of each event. Secret controls may only be along a competitive section with route notes. They may not be put in an off-piste section between two gps points.

4.7 Waypoints: Competitors must pass within 75m radius of this point, but penalties awarded for missing a point will be from a minimum of 5 minutes. All GPS points issued to competitors will be treated as manned/ unmanned passage checks.

4.8 Disqualification: Penalty decided by the C of C and stewards following an important infringement to the regulations of the event.

5. ELIGIBILITY OF MACHINES

5.1 CARS

	Chassis & Body	Engine	Gearbox	Suspension	Weight	Wheels and Tyres
Prototype	Free	Free	Free	Free	Over 750kg wet. Excluding crew.	Free
Modified (In the event of less than 3 entries to be amalgamated with Prototype class).	Production chassis although strengthening and lightening is permitted. Body may be lightened and modified.	Free	Free.	Mounts may be modified although same type of suspension for chassis to be maintained (e.g. A Range Rover chassis to retain live axles.) Shocks - Free. One extra shock absorber may be fitted per wheel. A coil-over is permitted on the second shock.	Over 750kg wet. Excluding crew.	Free
Standard (In the event of less than 3 entries to be amalgamated with Modified class).	Standard chassis. Standard body.	Standard engine.	Standard	Mounts must be in the standard position although may be strengthened. Springs - Free although the type to be same Shocks - Free. One extra shock absorber may be fitted per wheel. A coil-over is permitted on the second shock.	Over 750kg wet. Excluding crew.	Free
Buggy and 'Side by Side' (In the event of less than 3 entries to be amalgamated with Prototype Class).	Free	Free	Free	Free	Under 750kg wet. Excluding crew.	Free

5.1.1 Special dispensation may be granted by the rally raid committee subject to application at least 10 days before an event.

5.2 BUGGIES

Any buggy that complies with the minimum mandatory safety regulations weighing less than 750kg.

5.3 MOTORCYCLES

Any motorcycle that complies with the minimum mandatory safety regulations.

5.4 QUADS

Any quad bike that complies with the minimum mandatory safety regulations

5.4.1 The organizers reserve the right to amalgamate classes if there are less than

three entries in any class or add extra classes if numbers are sufficient

5.4.2 In the interest of stability and to encourage new entries and bikes/buggies/vehicles NO unnecessary restrictions will be introduced before the end of 2024 as long as the vehicles are of a similar specification to those in use currently. To comply with this any new vehicles that a competitor may want to enter that are significantly different from the machines in current use should be agreed with the commission prior to first entry.

5.4.3 If an International Event is run, then the regulations for that event must be followed.

5.4.4 Clubman Class - addition to run a Clubman class alongside regular classes at all events to train new competitors to reach the National Championship level.

6. TECHNICAL DEFINITION

6.1 All cars and buggies must comply with minimum mandatory safety regulations, as detailed in KMSF NCR's for that discipline.

6.2 Roll cage – Recommended specifications as per FIA Appendix J, Article 253 (253-1, 253-2, 253-7 or 253-18)

6.3 For all other specifications see Appendix 1 – Certificate of Compliance.

6.4 All vehicles must have Rear light and Brake light.

6.5 All single occupant vehicle, bikes and quads MUST have GPS and road book holder.

6.6 Competing car windows must have either safety film or good quality nets and fittings. Max mesh size 6 inches.

6.7 Buggy side nets must be in place with good quality fittings.

6.8 All competitors must wear suitable protective clothing including a helmet for the discipline entered, as noted in the KMSF NCRs for that category of vehicle.

6.9 Wearing of fireproof overalls and a Hans/neck protector or roll is COMPULSORY for all car/buggy competitors whilst driving in the event. Failing to comply may result in disqualification.

6.10 Any queries on technical aspects and requirements for the event should be addressed to the rally raid commission.

7. ELIGIBILITY OF COMPETITORS

- 7.1 All competitors must be holders of a valid KMS Federation Raid or KMS Foundation Motorcycle/ Quad annual Competition License. These can be obtained from the respective offices.
- 7.2 Any unfair, incorrect or fraudulent action effected by a competitor shall be judged by the stewards of the event, who shall decide on the penalty applicable in conjunction with the rally raid commission.
- 7.3 All competitors must comply with age requirements for the category of machine entered: -
- 7.4 **Car/Buggy Classes:** Driver must be 18 or over and hold a valid full driving license.
- 7.4.1 The adult competitor with the junior must sign on as the principal driver of the vehicle, with the junior being allowed to be a co-driver.
- 7.4.2 A limit of 40hp to be put on vehicles for junior competitors with permission to compete.
- 7.4.3 Junior competitors are NOT allowed to drive on any public roads and MUST swap with adult competitor when a public road is used.
- 7.4.4 Co-driver must be 16 or over – if 16 to 18, or without a valid full driving license, then they MUST NOT drive, and have written authority to compete from a parent or legal guardian.
- 7.5 **Motorcycle Classes:** Minimum age of competitor - 16 years.
- 7.6 **Quad Classes:** Minimum age of competitor – 16 years.
- 7.6.1 If an event is on private land then “junior” drivers/riders may be permitted provided they are accompanied by an adult supervisor, who will be held responsible for the drivers conduct.
- 7.6.2 The above will be at the discretion of the commission and a written application is to be submitted before the event. This also applies to bike and quad competitors.
- 7.6.3 Junior Class - introduction of a Junior Class to be considered as a support entry in 2024 for competitors between 16 to 18 years old. Any person interested in entering this class, should write to the Commission prior to the event.

8. ENTRIES

- 8.1 Any person wishing to take part in the rally raid championship must produce a signed entry form accompanied by the amount of the entry fee to the secretariat. All competitors will need to put some form of machine identification on the entry form i.e. registration, engine or chassis number.
- 8.2 All entrants under the age of 18 must have the entry form countersigned by a parent or their legal guardian.
- 8.3 Entries open on and close for normal entries on the Monday the week before the event at 1700hrs. Late entries may be accepted after this date but will be charged an extra fee of Kshs. 3,000.00
- 8.4 Entries will NOT be accepted after driver’s briefing
- 8.5 All cheques payable as indicated in the supplementary regulations.
- 8.6 Minimum Entry fees are as follows: -

CATEGORY	ENTRY FEE	INSURANCE	TOTAL
Motorcycle/Quad	Kshs. 8,000.00	Kshs. 1,000.00	Kshs. 9,000.00
Buggy	Kshs. 9,000.00	Kshs. 1,500.00	Kshs. 10,500.00
Car	Kshs. 9,000.00	Kshs. 3,000.00	Kshs. 12,000.00

- 8.7 All competitors will be required to complete the compulsory third-party insurance form and pay as detailed above.
- 8.8 Optional personal accident insurance may also be taken out and will be offered at documentation.
- 8.9 This insurance will take effect on the start of the event and ceases on the finish of the event or immediately on abandonment of or disqualification from the event.
- 8.10 Entry fees will only be refunded as follows: -
- 8.10.1 To applicants whose entry has not been accepted. (Full refund)
- 8.10.2 If the event does not take place (Full refund)
- 8.10.3 Entry fees will not be refunded to competitors who fail to pass scrutineering.

9.0 DOCUMENTATION

- 9.1 Administrative checks: Prior to the start of the event the following documentation will include.
- 9.1.1 Valid driving license
- 9.1.2 Valid Annual RALLY RAID/ MOTORCYCLE competition licence.
- 9.1.3 Signed and completed entry forms

- 9.1.4 Signed insurance forms
- 9.1.5 Signing on of crews
- 9.1.6 Valid Flying Doctors Membership - competitors will be required to show proof of validity.
- 9.2 At the same time competitors will be given:
 - 9.2.1 One set of numbers for each machine (if required – see point 1 below)
 - 9.2.2 Scrutineering certificate of compliance – if not already handed in.
 - 9.2.3 Copy of any route-notes.
 - 9.2.4 Any information bulletins or additives
 - 9.2.5 Safety bulletin and OK/+ sign
- 9.3 Only those competitors who have successfully completed the Documentation and administrative checks may present their machines at scrutineering in accordance with the published schedules.

10. IDENTIFICATION

- 10.1 The Organizers may provide each entry with a number for their machine if necessary.
- 10.2 These numbers shall be clearly fixed on the vehicle throughout the duration of the event.
- 10.3 Identification marks may be fixed to the machines during scrutineering prior to the start. The technical stewards may check, at any time, the presence of these identification marks.

11. SCRUTINEERING

- 11.1 Scrutineering for each category (new entries/ red flagged from previous Raid) will take place on.....– For all vehicles scrutineering checks will be held before the start to ensure compliance as per self-scrutineering form. Noncompliance will mean entry will not start until rectified – However original start time will be adhered to by the organisers.
- 11.2 Competitors who are entering vehicles for the first time are encouraged to contact the Kenya rally raid commission in advance of events to arrange for a scrutineer to inspect their vehicle before an event to ensure it is safe.

- 11.3 Scrutineering forms must be filled correctly and signed by secretariat before scrutineering will be allowed.
- 11.4 Late Scrutineering may be allowed but must be arranged with the technical stewards beforehand.
- 11.5 Competitors must present helmets, protective clothing, medical kits, safety blankets and documents for inspection at scrutineering.
- 11.6 Scrutineering Fines /Penalties will be applied as follows within an event, applicable at the start of each Leg:
 - 11.6.1 1st Offence – Kshs 2,000.00
 - 11.6.2 2nd Offence - Kshs 2,000.00 plus 10 min penalty
 - 11.6.3 3rd Offence - Kshs 2,000.00 plus 60 min penalty

12. STARTING ORDER

- 12.1 Unless otherwise stated in the event supplementary regulations, event start list will be by fastest times from the previous event, but competitors may be grouped for safety reasons.
- 12.2 Newcomers are to be seeded at the discretion of the organizers.
- 12.3 Competitors will be started singly at interval to be advised.
- 12.4 Any competitor considered physically unfit to start will be permanently excluded from the event and there will be no appeal.
- 12.5 All competitors must show the start officials that they are carrying at least one litre of drinking water per competitor.
- 12.6 Competitors who enter the section start control without their safety equipment in place, helmets and belts secured, will be penalized 3 minutes and may be issued a new starting position and time as assessed by the start controllers, subject to the required safety equipment being in place.

13.0 ITINERARY

- 13.1 All competitors will receive route-notes setting out the itinerary, which must be followed. Failure to do so, the penalty applied will be three (3) minutes per route note box missed. If there are several route note boxes missed within a five hundred (500) meter radius from the initial missed route note box, these will only count as one (1) missed route note box.

- 13.2** Any form of reconnaissance on the route before the event is prohibited. There will be NO familiarization lap.
- 13.3** Competitors can make their own notes in the route-note book GIVEN but NO additional pages are to be added.
- 13.4** Throughout the duration of the event, competitors must comply with traffic regulations. Failure to do so may incur penalties as follows: -
- 13.4.1** 1st infringement: A time penalty equal to 30 minutes
- 13.4.2** 2nd infringement: A time penalty of 1 hour
- 13.4.3** 3rd infringement: Disqualification from the event
- 13.5** Any competitor deliberately blocking the passage of another competitor or preventing them from overtaking may be disqualified.
- 14. ASSISTANCE**
- 14.1** The maximum speed permitted in the service area is 15 kph.
- 14.2** All service crews must provide at least one 9 Kg. fire extinguisher in their pit.
- 14.3** Re-fueling will only be allowed in the designated refuel area - extreme caution must be taken.
- 15. TIMECARD (IF USED):**
- 15.1** At the start of the event each competitor may be issued with a timecard that must be stamped and signed at each control and handed in at the end of the event. The competitor alone shall be responsible for his card.
- 15.2** Any correction or alteration to the card, which has not been signed by a controller may result in disqualification from the rally.
- 15.3** Presentation of this card to the various checks and the exactness of the entries thereon shall be the responsibility of the competitor. Only Controllers shall be authorized to enter a stamp on the card.
- 15.4** The loss of a timecard may result in a fixed penalty of 15 minutes, increased by any penalties for missing checkpoints.
- 15.5** Penalties for missing all Controls, including secret controls will be notified at each Event.
- 15.6** The penalty for approaching a control from a wrong direction will be the same as

missing a Control. No benefit will be gained from missing controls.

- 15.7** A speed limit of 20 Kph, 100 meters either side of a STOP Control, will be observed by Competitors.

- 15.8** Penalties will be applied as per missing a Control

- 15.9** Any competitor who presents his card at a control without his machine will be disqualified from the event.

16. CONTROL ZONES

- 16.1** All control zones will be indicated by standardized panels.

- 16.2** The panels will always be found at a control zone. Any control zone should be considered as parc ferme. The duration of the stop must not exceed the time required for the control operations.

- 16.3** It is forbidden to enter a control zone from a direction other than that specified on the itinerary. It is also forbidden to re-enter a control zone when the card has already been stamped at this control.

- 16.4** If a competitor is lost, turns around and opposes rally traffic they must immediately reduce their maximum speed to 30 Kph until they are certain they have regained the route. The penalty for non-compliance will be 10 minutes per offence. The competitor may be required to prove that they complied.

- 16.5** The closing time of controls shall be mentioned in the briefing or bulletins.

- 16.6** Neither Competitors nor their crew will be allowed within a control area apart from immediate start or finish waiting zone of any section – especially time Keeping or results controls. This applies to competitors, crew, managers, etc at all times.

17. PARC FERME (IF USED)

- 17.1** All vehicles must be in parc ferme if required:

- 17.1.1** 30 minutes before the starting time of the event.

- 17.1.2** As soon as they arrive at the end of the event and remain there until expiry time for protests or until permission is given by the Clerk of the Course.

- 17.2** After parking the machine in parc ferme competitors must immediately leave the

park, which from then on may not be entered without authority.

- 17.3** Competitors may enter parc ferme 10 minutes before their due starting time for the event.

18. PROTESTS

- 18.1** Any protest shall be lodged in accordance with KMSF NCRs. It should be submitted in writing to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is considered unjustified.

- 18.2** The final deadline for protests will be 24 hours from when the official Provisional results are sent by email.

19. CLASSIFICATION

- 19.1** Time keeping shall be under the responsibility of the Clerk of the Course.

- 19.2** Penalties shall be expressed in hours, minutes and seconds. The final classification will be obtained by adding the time achieved competitively and any penalties incurred. The winner in each category will be the competitor with the lowest total.

- 19.3** The Official Provisional results of the event will be sent by email as soon as possible after the event.

- 19.4** A protest/ query time of 24hours is allowed after results are mailed.

- 19.5** Each event will be split into at least three legs. Legs can be continuous or split by transport but will be defined by a mid-point control if necessary.

- 19.6** Competitor may only have one (1) bogey time per day on an event to be classified as a finisher and awarded Championship points. A "Bogey" time will be issued for each leg. Any competitor can have one (1) bogey time per day of the event regardless of which leg it is on. Any further missed waypoints, route note boxes or control will be added to the bogey time. Penalty per missed waypoint is five (5) minutes (refer to Article 4.6 – Waypoints). Penalty per missed route note box is three (3) minutes, **if there are several missed route note boxes missed within a five hundred (500) meter radius from the initial missed route note box, these will only count as one (1) missed route note box** (refer to Article 13.1 - Itinerary). Any Competitor with a bogey time, irrespective of day and leg of an event, cannot be classified ahead of a finisher of all legs. Any decision will be at

the discretion of the Clerk of the Course and the Event Stewards. This will be used to calculate the final result in class and Overall.

- 19.7** The nominated driver (at signing on) will be awarded driver points, and the nominated co-driver will be awarded co-driver points although both or either drivers may drive the car on the event.

- 19.8** Bogey times will be calculated on the basis of leg length and using the time of the slowest competitor who was classified as a leg finisher. The bogey time will be the Slowest plus time plus, Leg Length up to 50km – 10min
50-70km - 15min
70+km – 20 min

- 19.9** Championship points and final results for competitors with bogey times will not necessarily be released with the provisional results at the event but will be forwarded to all as soon as finalised.

- 19.10** Cut off time for each day will be advised at drivers briefing.

20. COMPETITOR CONDUCT

- 20.1** Where Route Notes are given (tulip diagrams), the route MUST be followed as per those notes. Any deviation from this could incur a penalty or exclusion from the event. This does not apply where a section of route is designated from GPS point to GPS point as given (Off Piste), with no notes between. Penalties for not following the correct route and benefiting with a competitive time, are at the Discretion of the C of C

- 20.2** Unless otherwise specified in the supplementary regulations or by the C of C, the penalty for missing part of the route (being more than 75m off the route specified in the notes) will be assessed as 3 Minutes per Kilometer or part thereof. Each part of the route missed will be penalised separately.

- 20.3** All competitors are expected to conduct themselves in a sportsman like manner.

- 20.4** Competitors arriving at the scene of an accident should stop unless waved on by the competitors involved or shown the green cross board.

- 20.5** Failure to stop means that disciplinary action may be taken by the stewards, including exclusion from the event.

- 20.6** Competitors involved in an accident should display the green cross issued if there are

no injuries, failure to do so may result in disciplinary action.

20.7 Competitors proven to have rendered 'bona fide' assistance as related above, shall not suffer serious prejudice as a result of their actions. Substantiation in this regard is the onus of the competitors. Once proven, the Clerk of the Course may review the competitors' performance and allocate a corrected time for that section, depending on the circumstances.

20.8 The route may be narrow in places or dusty, therefore competitors should afford another competitor who is going more quickly every opportunity to overtake.

20.9 Competitors are requested to be considerate to landowners and local public along the route.

21. CHAMPIONSHIP POINT SCORING

21.1 Championship/Class points will be awarded as per the table below to competitors holding annual competition license.

POSITION	POINTS	POSITION	POINTS
1st	20	10th	8
2nd	17	11th	7
3rd	15	12th	6
4th	14	13th	5
5th	13	14th	4
6th	12	15th	3
7th	11	16th	2
8th	10	Finisher	1
9th	9		

21.2 Increased championship points may be awarded for some events at the discretion of the rally raid commission which will be specified in the event regulations.

21.3 Short format scoring
Competitors who complete less than fifty percent (50%) of the event will only score half the points awarded for the finished position.

21.4 There will be a separate navigator's championship.

22. TRACKING

22.1 Each competitor is required to use a GPS to navigate through the route on each day. It is the competitor's responsibility to ensure that the GPS is set to track the path made by the competitor for each competitive section.

22.2 As and when requested through the CoC, the competitor shall produce the track in order to check adherence with the road book.

22.3 Where possible, a separate and independent tracking device may be issued to the competitor by the organizers. These must be used and returned to the organizer at the end of each day or when required.

22.4 At the end of each competitive day, every competitor will be required to hand in their GPS for downloading. It is the competitor's responsibility to ensure this is done. Do not delete the track until cleared to do so by the organizers.

22.5 Competitors failing to submit their GPS track for a leg will be awarded the time of the slowest competitor on that Leg who did submit their GPS (or their actual time if slower).

23. REGULATIONS

These events should be run in accordance with the following: -

23.1 The Supplementary Regulations (SRs)

23.2 The National Competition Regulations (NCRs)

23.3 The FIA general prescriptions for cross-country rallies

23.4 The sporting code of the FIA/FIM and its appendices

23.5 Copies of the above documents are held at KMSF offices.

24. ORGANIZING CONDITIONS FOR 2024

24.1 Organizing Club to provide:

24.1.1 Route

24.1.2 Venue / accommodation- camping areas etc

24.1.3 All documentation

24.1.4 Controllers and officials to work alongside designated commission officials.

24.2 Commission to provide for each event dedicated personnel if required:

24.2.1 Deputy C of C and route checks

24.2.2 Safety and Scrutineering

24.2.3 Documentation.

25. INDEMNITIES

25.1 Indemnities: General Rules

Every person, body, group of persons etc., organizing a competition or taking part therein shall by so doing or by and upon applying for an organizing permit from the KMSF, shall be deemed to have and recognize that they have:

- 25.1.1 Made themselves acquainted with these NCR's.
- 25.1.2 Submitted themselves without reserve to the consequences resulting from this code and any subsequent alteration thereof and agreed to pay as liquidated damages any fines imposed upon them within the maximum let out in the schedule of insurance rates.
- 25.1.3 Agreed to exonerate (keep free from blame) and keep indemnified the Promoters, KMSF, their respective officials, servants, representatives, and agents from and against all liability whatsoever to any person or body or group of persons in respect of or in connection with any meeting, competition or event held under the code, from whatever cause arising or alleged to arise.
In the case of entrants, drivers and passengers in respect of any competition or part thereof on the grounds where 3rd Party Insurance under the Traffic Ordinance is not compulsory, it is agreed to exonerate and keep indemnified all and any other competitors, their servants or agents from and against all liability whatsoever to such entrants, drivers or passengers in connection with the driving of their automobiles or any other act, omission or occurrence during the course of the event or official practice therefore.
- 25.1.4 Agreed that the indemnity specified in sub paragraph (d) shall not extend to a competitor finally adjudged guilty of reckless driving under these rules.

25.2 Indemnities: General Undertaking

- 25.2.1 Every entrant, driver, and passenger, before taking part in any competition, shall sign an undertaking as follows:
"I have read the supplementary regulations issued for this event and agree to be bound by them and the National Sporting Rules issued by KMSF. In consideration of acceptance of this entry or of my being permitted to take part in this event, and I agree to save harmless and keep indemnified KMSF, such person, persons or body as may be authorized by KMSF to promote or organize this event and their respective officials, servants,

representatives and agents from and against all actions claims, costs, expenses and demands in respect of death or injury to myself, howsoever caused rising out of or in connection with this entry or my taking part in this event, and not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents other than the negligence of servants of KMSF on duties not connected with the said event.

"Furthermore, in respect of any parts of this event on grounds where 3rd Party Insurance under the Traffic Ordinance is not compulsory this agreement shall in addition to the parties named above, extend to all and any other competitor(s) and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanics but shall not extend to a competitor adjudged guilty of reckless driving under the said National Sporting Code.

"My age is (If applicable state 'over 18 years')."

25.3 Indemnities: Declarations

- 25.3.1 Every entrant, driver, taking part in the following stated event will sign a declaration in the following form:

Races and Speed events:

"I declare that to the best of my belief the Driver(s) possess(es) the Standard of Competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and speeds which will be reached.

"I understand that should I at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicial my normal control of my vehicle, I may not take part unless I have declared such disability to KMSF, who have been following such declaration, issued a license which permits me to do so."

Event taking places wholly or partly on Public Roads:

"I declare that the use of the vehicle hereby entered is covered by insurance as required by the Traffic Ordinance which is valid for such part of this event as shall take place on roads as defined in the Act. "I undertake that at the time of the event which the entry relates I shall be in possession of a certificate of medical fitness made within the preceding 12 months".

Medical Certificate.

The medical certificate issued by a certified medical practitioner will be in the following form:

"This is to certify that I have today examined the above named, and that in my opinion he/she is fit to drive/ride a vehicle in road and/or circuit races".

Any indemnity and/or declaration as prescribed by paragraphs 1.2 and 1.3(a) above, which is signed by a person under the age of 18 years shall be countersigned by the person's parent or guardian, whose full names, relation, and address shall be given.

Insurance: General Principles

The insurance of motor-competitions:

The potential liability of a club organizing, or a competitor taking part in, a motor sporting event is very great unless the promoting club is insured adequately. The persons liable to be sued for any negligence would be the members of the club committee and each member of that committee would be personally responsible up to the limits of his own private funds and assets to pay any damages, which might be awarded. This is too heavy a responsibility for any one person to carry, and the obvious answer is to obtain protection by insurance.

KMSF has therefore arranged with its Insurance Broker Company four insurance policies. Three of these policies are compulsory and brought into force automatically when application is made for a permit to organize an event. The fourth one is voluntary.

25.4 Insurance Policies: Application and Scope

Legal Liability Cover

The policy indemnifies KMSF, the promoting club and its officials, in connection with all motor sporting events held under KMSF Permit or under waiver of permits in Kenya. Cover for all events is obtained on the issue of the Permit by KMSF and subject only to the conditions of permit being FAITHFULLY COMPLIED WITH AND TO PAYMENT OF THE PREMIUM REQUESTED.

This policy also protects the club in respect of its liability for claims by third party actions.

Officials - Personal Accident Cover

This policy provides Personal Accident Insurance for officials (whose name appears on the Officials Signing on Sheet) PROVIDING THE APPROPRIATE FEES ARE PAID by the club. Amount of premiums payable can be obtained from the KMSF Competitions Department.

Third Party – Rally

This policy indemnifies entrants, drivers and riders taking part in events, which are run on public roads. Where an event takes place on Private Land, this cover is not compulsory unless competing vehicles will cross Public Roads during a competition. It is expected that events in Private Land will be closed to all other vehicles. A compulsory fee is charged for each starter and the organizing club is required to send this fee to KMSF Competitions Department together with a list of official starters within 7 (seven) days of the event.

Competitors - Voluntary Personal Accident Cover

This policy provides cover to competitors who are injured in an accident during a motor sport event. The cover is purely voluntary and may be obtained from the event secretary immediately PRIOR TO THE START of the event or earlier from the KMSF Competitions Department.

APPENDIX C: AUTOCROSS 2024

1. INTRODUCTION

Autocross is a speed event taking place on a permanent or semi-permanent circuit having a majority of the circuit on an unsealed surface, or fully sealed surface on application in the event's SR's. All regulations contained in Appendix M of the International Sporting Code will apply as A component to these National Competition Rules.

1.1 CIRCUITS

Two types of circuit will be approved, i.e., permanent, and temporary. A permanent circuit is one of which the main features can only be changed by physical reconstruction. A temporary circuit is one defined by markings that can be readily moved or used for fun day events.

1.1.1 Plans for new circuits or modifications to existing circuits must be sent to the Autocross Commission for its approval prior to any works being undertaken. Failure to do so may result in the circuit/modifications not being approved by the commission.

1.1.2 With effect from 1st January 2007, all new permanent circuits intending to stage National or international events will be required to be built to conform fully to the circuit regulations set out by the Commission.

1.1.3 A 1:500, or larger scale, dimensioned plan of every circuit shall be submitted to the autocross commission. In the case of temporary circuits, a plan must accompany each application with a detailed safety plan for a permit. In the case of permanent circuits, a dimensioned plan, drawn to scale of 1:500, or larger must be filed with autocross commission on application and, after inspection and approval of the circuit, a circuit license will be issued. At least 8 weeks' notice must be given when applying for a permanent circuit license and 6 weeks for temporary or fun day circuits.

1.1.4 The circuit should be a maximum of six (6) kilometers in length and a minimum of two (2) kilometers. see 2.13 for further use of this rule.

1.1.5 The lane will be a minimum width of four (4) meters. Bridges and underpasses should be a minimum width of three (3) meters and should have side barriers capable of withstanding the impact of competing vehicles.

1.1.6 Distance between lanes on a two-lane circuit should not be less than 5 meters throughout the track.

1.2 Straights, Corners and Chicanes

1.2.1 Straight: The maximum length of any straight should not exceed one hundred and fifty meters (150 meters) and should be preceded and followed by a corner or chicane (bus stop / s-chicane) to reduce the competitor speed on account of safety.

1.2.2 A corner: as stipulated in diagram 1. Maximum angle of 90 degrees where rule 2.3

1.2.3 Chicane: Bus stop - a deflection of 135 degrees (a) from the main track with a minimum distance of 5 meters (b) at the furthest point from the main track, rejoining the main track as illustrated in example a and b of diagram 2

1.2.4 S-Chicane – An artificial feature creating extra turns on the main track, requiring the driver/ rider to make turns simulating a short shallow S shape purposely to slow them down. The chicane to be constructed as follows artificial feature must be made of hay bales or tyre wall or both, secured together to ensure vehicle cannot fully dislodged or drive through the feature. Track width marked A is between 5 -7 meters. Artificial features creating the obstruction must cover half of distance a. i.e., distance b= half of distance a. maximum distance between the artificial features c is 10 meters.

1.2.5 Additional track features may include hairpins, esses, drifts and complex of corners.

1.2.6 Any straight in excess of 450 200 meters should be marked only in areas where there are no obstacles such as trees/bushes etc. and this is to be followed by a chicane of 135 degrees (see diagram)

1.3 Approaches to underpasses, jumps, bridges, or drops should be preceded by a maximum straight of 30 meters on account of safety.

1.4 The circuit should be marked with tape so as to ensure that competitors will all follow the same route without any possibility of any short cuts or corner cutting. rocks, stones, and metal pegs may not be used as circuit markers. wooden pegs not higher than 4 feet. Jumps must be kept to a

- minimum height. No artificial water splashes and mud holes are to be incorporated into the construction of the circuit.
- 1.5** The circuit must have an adequate supply of spare wooden pegs and plastic tape.
- 1.6** All circuits must have clearly defined and marked competitors' paddock / pits, officials, and organizers area, first aid and ambulance area, spectators' car park area catering facilities area washrooms, no go areas and refueling area. all these areas must be clearly marked.
- 1.7** Spectator barriers / tapes and any of the above areas must be a minimum of 15 meters from the side of the circuit.
- 1.8** The circuit should not be changed once official practice has started except in any case where the safety of spectators or competitors is in question. In such circumstances, the clerk of the course in consultation with the ASN steward may alter the circuit with the minimum requirement that is required to make it safe.
- 1.9** All track markers and tape will be deemed as penalty markers thus if dislodged/or if the tape is cut by a competitor must be replaced/repared in the exact position. Competitors dislodging any marker or cutting the tape will be liable to a time penalty of 2 seconds per infringement. Should a competitor dislodge pegs/tapes more than three (3) times in a single heat will result in that competitor being awarded the bogey time for that heat. Merely touching the peg/tap and not dislodging the same will not be deemed to be an infringement.
- 2. ORGANISATION**
- 2.1** Permits for all autocross championship events must be applied for three (3) weeks prior to the event accompanied by the draft supplementary regulations.
- 2.2** These should be approved, permit fees paid and circulated two (2) weeks prior to the event.
- 2.3** Competitors and officials must be fully conversant with the national competition rules and the event SRs issued for the event.
- 2.4** Any official must be a minimum age of 16 years if accompanied by the guardian/parent who is also there in an official capacity

- 2.5** Supplementary regulations and entry forms should be available from the secretary of the event and the offices of Kenya motor sports federation at least two weeks prior to the event. the secretary of the event's address and contact must be made known in the SRs.
- 2.6** The following Officials are mandatory.
- Clerk of the Course*
 - Secretary of the Event
 - Chief Marshal
 - Starter
 - Competitors Relations Officer*
 - Security Officer
 - Chief Timekeeper
 - Chief Results Officer
 - Scrutineer*
 - Paddock Marshal
 - Chief Medical Officer
 - Media Officer
 - KMSF Steward*
 - Club Steward*
 - Security Officer
 - Safety Officer
 - Covid safety officer
- 2.6.1** All officials should be well versed with NCR's and SR's.
- 2.6.2** The clerk of the course may appoint additional officials and judges of fact if it is deemed necessary.
- 2.6.3** All officials must sign-on on the official signing on sheet. this must be sent to Kenya motor sports federation with the results of the event.
- 2.6.4** All competitors must sign-on on the official competitors signing on sheet. This must be sent to Kenya motor sports federation with the results of the event.
- 2.7** Official results of all classes must be sent to Kenya motor sports federation within forty-eight (48) hours of the event.

2.7.1 Final results must be posted on the event notice board as soon as possible after the last heat for a period of thirty (30) minutes during which time any protests must be lodged with the clerk of the course. Protests must be lodged in writing by a competitor and must be accompanied by a protest fee of Kshs 10,000.00 in cash.

2.7.2 If the timing system is manual there must be a minimum of three timekeepers and clocks per vehicle on the circuit. The middle time will be the awarded time. A record of all times must be kept and submitted with the official results.

2.7.3 Where the competing vehicles have been fitted with transponders to allow for electronic timing, the organizers must have a manual timing system as a back-up in the event of failure of the electronic system. Competitors must be informed where the manual system is being used to replace the electronic system immediately the failure is known and for any affected drivers immediately a race ends.

2.7.5 Use of ECM type rally clocks are permitted

2.7.6 A yellow card can be given by the Motorsports Council on recommendation of the Autocross and/or Safety Commission to an event organizer if a serious lack of safety in the races is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event that has been given a yellow card on the following years calendar.

3. HEATS

3.1 All events will run a minimum of four (4) heats. Alternating lanes if twin lane circuits are used. The clerk of course will decide the alternating process as long as competitors use the alternating lanes an equal number of times. This procedure to be included in the SR's.

3.1.1 Competitors must follow the sequence of heats and or runs published on the event notice board after official practice. No undue delays will be allowed. Late arrival to the start and delaying the starter may result in a time penalty. Competitors missing a run will be given a DNS for that heat.

3.1.2 Competitors must complete three (3) heats under the bogey time to be classified in the results.

3.1.3 Competitors failing to complete their heat for any reason other than the red flag will receive bogey time for that heat. Competitors affected by the use of the red

flag will be issued with a re-run at the earliest opportunity. The driver who gives rise to the red flag will not rerun the heat.

3.1.4 Bogey time will only be given to competitors who actually start a race/heat and fail to complete the race. A start and immediate exit without completing the circuit by a competitor to intentionally achieve a bogey time will not be permitted.

3.1.5 Bogey time is 'the slowest time of the current heat plus 5 seconds' in that class.

3.1.6 The Determination of the Results will be the Following System:

a) The cumulative of the best three (3) times out of four (4).

b) In the event of a tie for a position arising from the same cumulative time, the competitor with the fastest times against the tying driver will be declared the winner.

c) The fastest single run of the day in each class will receive 2 bonus championship point.

d) If for whatever reason the organiser is unable to run all four (4) heats on the race day, then the drivers must be notified at Drivers' Briefing that the race day will be run for three (3) heats and not four (4).

e) In such a situation, then all three (3) heats must be added together to form the total time for that event.

f) Averaging of times between the heats is strictly forbidden.

g) If for whatever reason not all four (4) heats can be completed after the Practice Heat, and no prior communication was made to drivers at Drivers' Briefing, then the race must be red flagged, and no championship points will be awarded for that event.

h) Where an organiser is unable to complete all the heats, they will receive a Yellow Card and may not be included in future Autocross events unless evidence is provided of their ability to complete events as per the regulations.

3.2 Organizers must ensure timing tent/areas are no go zone zones for any non-official

3.3 Any queries, including timings to be addressed through the event CRO

4. ENTRIES

- 4.1** Regulations and entry forms will be available from the secretary of the event and Kenya motor sports federation 14 days prior to the event. Entries must be accompanied by the entry fee. Entries at normal fees should be with the secretary five (5) days prior to the event. Entries at late entry fee will be accepted on the day if prescribed in the supplementary regulations.
- 4.2** The entry fee is Kshs: 10,000.00 late entry fees are Kshs: 15,000.00
- 4.2.1** The entry fee is to be refunded: -
- In full if the event is not run.
 - In full if the driver's entry is not accepted.
 - Less cancellation fee of Kshs. 2,000/- if the driver withdraws from the event prior to the driver's briefing. Any competitor arriving after driver's briefing will not be allowed to compete and no refund will be issued.
- 4.2.2** The above competitor's entry fee covers the drivers gate entry fee plus one other person
- 4.2.3** No additional fees or levies may be charged in excess of the stipulated entry fees unless sanctioned by the Autocross commission and approved by KMSF
- 4.3** Holders of junior licenses must have their parents or certified legal guardian present throughout the event.
- 4.4** The clerk of the course may at any time during an event stop any competitor or vehicle from continuing in the event for any safety or unsporting behavior related reason.
- 4.5** Competitors may enter only one (1) vehicle per class. Maximum 2 classes per event.
- 4.5.1** A maximum of two (2) competitors may enter in the same vehicle.
- 4.5.2** Competitors cannot change vehicles once the 1st official race heat starts. In the event of a breakdown of a vehicle before a competitor runs their heat as per the published official heat sequence, at the discretion of the clerk of course, the competitor may be placed at the end of the heat to allow for the repair of the vehicle. If the vehicle cannot be repaired by the end of that heat, then the competitor will be classified as not having run as DNS with no entitlement to bogey time.

- 4.6** The following Documents must be produced at Signing On:
- Valid competition license drivers of four wheeled vehicles Issued by Kenya Motor Sports Federation.
 - Temporary license may be issued on the day at Kshs 7,500.00
 - Valid Kenya national driving license exception for 5.6
 - Valid motor club membership card
 - Valid racing number issued by Kenya motor sports federation.

4.6.1 Competitors are encouraged to have a flying doctors' evacuation cover.

4.6.2 Scrutineering logbook for each vehicle entered. (if available from KMSF)

4.7 Any one entry is permitted one support vehicle and a permitted maximum of 6 other persons in their pits. This includes the competitor.

4.7.1 Organizers to provide wristbands, 6 per entry.

4.7.2 Organizers must ensure spectators are not permitted into the pits, refuel & officials' tent.

5. CLASSES

5.1 CLASS 1: 2WD NON-TURBO - BUGGY (minimum age 16) Any four-wheeled vehicle, two-wheel drive maximum engine capacity 2000cc. standard fuel injection system & E.C.U

5.2 CLASS 2: 2WD NON-TURBO - CAR (Minimum age 16) Any four-wheeled vehicle, two-wheel drive. Maximum engine capacity 3600cc. standard fuel injection system & E.C.U

5.3 CLASS 3: 2WD TURBO / SUPERCHARGED (Minimum age 16) any four- wheeled vehicle, two-wheel drive, maximum engine capacity 2000cc with turbo intake / supercharged no restriction on ignition fuel system and E.C.U

5.4 CLASS 4: 4WD NON-TURBO (Minimum age 16) any four-wheeled vehicle, four-wheel drive, maximum engine capacity 5000cc. standard fuel injection system & E.C.U

5.5 CLASS 5: 4WD TURBO/SUPERCHARGED (Minimum age 17) any four-wheel drive vehicle, maximum engine capacity 2500cc

with up to 33mm restrictor turbo intake/ supercharged and no restriction on ignition fuel system & E.C.U. All vehicles in this class must be sealed at the beginning of the season or before the first race by a KMSF appointed official. The seal will have a serial number and should not be tampered with. Failure to display seal and seal number will nullify the competitor from the class.

- 5.6 CLASS 6: OPEN**
(Minimum age 18) any four-wheel drive turbo vehicle non-restricted.
- 5.7 CLASS 7: QUAD BIKE**
(Minimum age 16) An addendum to these NCR's is attached for the quad bike class stipulating specific requirements that this class must adhere to. any item not covered in the addendum are to be referred to under the current autocross NCR's
- 5.8 CLASS 8: BAMBINO**
(Minimum age 9 - Maximum age 11) any four- wheeled vehicle, two-wheel drive. Maximum engine capacity 1000cc. standard fuel injection system & E.C.U age group 9 to 13 years old. 5.6 applies.
- 5.9 CLASS 9: JUNIOR 2WD NON-TURBO**
(Minimum age 12 to maximum 15)
Applicant must have completed minimum 1 or 2 seasons in bambino class. Ratified by autocross commission in the respective disciplines. Applicant with no prior experience must prove their competence to autocross commission. This should not be on an official race day. Specifications as follows
- A Car, a cut-up vehicle, pipe framed vehicle.
 - Max 1500cc car engine.
 - Standard engine, ECU, fuel injection.
 - All safety features mandatory.
- 5.10 CLASS 9: PEE WEE CLASS**
(Minimum age 7 to 8) Any four-wheeled vehicle, two-wheel drive, and maximum engine capacity 250cc. All features stock, standard fuel system & ECU. Only safety features can be enhanced.
- 5.11** All Vehicles will be subject to scrutineering for safety and eligibility at each event.
- 5.12** Sealed surface event no racing slick. only treaded road legal tires may be used with a minimum tread depth of 3 mm or in excess of the tire wear limit indicator (TWI) as marked on the tire.
- 6. SAFETY**

- 6.1** Marshals should be distributed round the circuit and must be in visual contact with each other and equipped with a yellow flag.
- 6.1.1** The organizers that run events where there are any concealed sections must have radios for communication.
- 6.1.2** The organizers must have a minimum of 5 no. radios & 5 no. Whistles for all events for speedy communication.
- 6.2** The organizers should have a vehicle capable of towing competing vehicles either off the circuit or back to the paddock / pits.
- 6.3** The presence of a medical officer is mandatory and must be present throughout the event.
- 6.3.1** An ambulance equipped and staffed is mandatory throughout the event.
- 6.3.2** In the event of any of the medical services being used for whatever reason the event must be stopped until these services are resumed. In the event of any treatment to any competitor, the leader of the medical team will provide a report to the organizers and a copy of the report should be sent to KMSF together with all other documentation.
- 6.4** Fire extinguishers of five (5) kg dry powder should be made available in the paddock / pits/ refueling tent and strategically placed at points around the circuit at marshal points.
- 6.4.1** Competitors must exit vehicle at refuel.
- 6.4.2** Competitors are required to have a fire extinguisher of five (5) kg available in their pit area. No cooking should take place in the pits. Organizers must provide a centralized refueling point to enhance the safety of the event. checking of these fire extinguishers will be done to ensure there is one fire extinguisher per competing vehicle at their paddock.
- 6.4.3** Due to the introduction of the frame car, it is highly recommended that pipe and metal cutting equipment and or hydraulic body jacks are made available at all events.
- 6.5** Passengers are prohibited during the event. If a parade lap is held competitors may use any vehicle where passengers will be permitted.
- 6.5.1** No untethered dogs, animals or pets are allowed to enter the circuit and these

- should not be walked anywhere near the racing track at any time.
- 6.5.2** The speed limit in the paddock / pits will be at walking pace. Any infringement by a competitor will result (at discretion of clerk of course) to a 20 second time penalty, which will be added to the competitor's aggregate time for the event.
- 6.5.3** No Testing of vehicles is permitted in the paddock / pits.
- 6.5.4** Testing of vehicles on the public roads leading to and from the circuit and on public roads in general is prohibited.
- 6.5.5** Competing vehicles driven on public roads must have all racing numbers covered and be driven within the law. Please note that frame cars are prohibited on public roads unless they are road legal.
- 6.5.6** All competitors should only test/jet their vehicles on a closed-circuit area provided by the organizers of the event. Infringement of this will result in a 20 second time penalty which will be added to the competitor's aggregate time for the event.
- 6.5.7** If Jetting is permitted, it will be mentioned in the SR's of the event.
- 6.6** Roll bars are compulsory. Minimum 6 points in accordance with appendix J, Art 2.53
- 6.6.1** A minimum of one (1) one (1) kg dry powder fire extinguisher must be carried in all competing vehicles, securely mounted in a position reachable by the driver. This fire extinguisher will be scrutineered for validity. It's mandatory for all open cockpit vehicles without firewalls to be equipped with a plumbed in (electrical or mechanical) fire extinguishers system. Minimum size, 2.25 liters and two nozzles. One nozzle in cockpit, second nozzle over engine.
- 6.6.2** Fuel tanks must be securely mounted and be of a safe construction. An approved form of a fuel tank vent valve is mandatory and will be checked at scrutineering.
- 6.6.3** Battery's must be securely mounted. The battery must be of the sealed maintenance free type to prevent any form of spillage if a vehicle is upside-down. This is compulsory and will be verified at scrutineering.
- 6.6.4** A FIA approved seat is mandatory. If out of date, scrutineer will check its safety integrity.
- 6.6.5** Seat belts will be a minimum of a four-point design and be of a good quality. The rear mounting behind the seat for the shoulder straps should be level with the drivers' shoulders or a maximum of 45 degrees below the horizontal. The quality and construction shall be checked for integrity by scrutineer.
- 6.6.6** Frame cars must be fitted with safety side nets of a fabric not metal design and must be capable of being released quickly and easily. During a race, the safety side net must be secured.
- 6.6.7** All Competitors will be required to wear the following:
- Full set of overalls covering the ankles and wrists. All drivers must wear driving overalls of a minimum single layer fire resistant (Nomex) during all autocross competitions. It is highly recommended that drivers purchase FIA homologated standard 8856 – 2000, as this type is mandatory for FIA approved events. Users must ensure that the garments are not too tight as this reduces the level of protection. Embroidery sown directly on the overall shall be stitched onto the outermost layer only and the thread used for affixing them to the overall must be flame proof.
 - Balaclavas, socks & race shoes.
 - Fireproof innerwear or/and twin layer fireproof overalls are recommended.
 - Good quality full face or motocross crash helmet, with either visors or goggles (respectively) for frame car competitors as well as driving gloves are compulsory. it is the responsibility of the competitor to wear these apparels and failure to wear them during a race will lead to disqualification from that race.
 - Neck braces are mandatory, a Hans device is highly recommended
- 6.7** Scrutineering will be conducted on all competing vehicles and clothing.
- 6.8** Racing Numbers must be 20 cm – 30 cm in Height 15 cm – 20 cm width with a stroke (thickness) of 20mm to 25mm for all the classes. Vehicles not complying with the correct size of sticker will **NOT** be allowed to start.
If a vehicle is shared by more than one driver, the non-competing number **MUST** be crossed out.

- 6.8.1** Racing numbers should be clearly visible on both sides of the vehicle. Vehicles competing in KNRC championship, retain their door numbers for the entire season as allocated by KMSF. Numbers will be allocated by KMSF based on previous year championships standings. Numbers will be allocated to each competitor and not vehicle.
- 6.8.2** Blood group should be clearly marked on drivers helmet as well as on the competing vehicle. If the vehicle is being shared, then both names of the drivers and their blood groups will be clearly marked on the vehicle.
- 6.9** No driver, crew and anyone inside the pit or paddock is permitted to consume alcohol or take recreational drugs during or immediately prior to an event. Prescription drugs that may cause drowsiness or affect ones' motor skills are also prohibited. Anti-doping and alcohol tests may be carried out according to the FIA anti-doping regulations, Appendix A to The International Sporting Code. Any driver who tests positive will be excluded from the whole event and further penalties may be imposed by the commission. It is at the discretion of the doctor, the Clerk of the Course, or the appointed steward in charge at any race meeting to carry out any anti- doping/alcohol tests to verify use by any driver.
- 6.10** Scrutineering logbooks will be allocated for each competing vehicle and retained by the commission. Logbook is a record of all scrutineering at championship events. The scrutineering logbook to be retained by the driver and presented at all events, without this the driver will not be permitted to start the event
- 6.11** It is mandatory for the organizers to create demarcated area for pits & a spectator parking and viewing area.
- 6.12** No open fires or cooking permitted within the pit area. Strictly no alcohol is permitted in the pit area.
- 6.13** Any infringements to the above by a competitor or his/her crew will result in a disqualification from that event
- 6.14** Refuel tent must be manned throughout the duration of the event.
- 7. GENERAL**
- 7.1 Penalties**
- 7.1.1** Jump Starts – Is deemed to have occurred if any unfair advantage is gained through premature acceleration or when the driver crosses the start line ahead of the completed countdown. If a driver takes off during the countdown results in a black flag. The race to be restarted and the driver that jump started issued a 5 Second penalty
- 7.1.2** Dislodging penalty marker or cutting the tape (2 seconds)
- 7.1.3** Late to start line / delaying start by more than a minute (discretion of CofC) 5 seconds.
- 7.1.4** Entry of a car not admitted under article or regulation start refused.
- 7.1.5** Absence of valid documentation (start refused).
- 7.1.6** Failure to pay entry fee or outstanding fee (start refused).
- 7.1.7** Vehicles failing to conform to safety measures (start refused)
- 7.1.8** Reporting late or delaying of starting grid of a heat, a maximum delay of 3 minutes is allowable for one to report to the start (exclusion from the heat)
- 7.1.9** Failure to wear a helmet or driving gloves (exclusion from the heat)
- 7.1.10** Absence of identification marks affixed by scrutineer (exclusion from the heat)
- 7.1.11** Failure to respect instructions by the flag signals (decision of the stewards)
- 7.1.12** Illegal testing/jetting; first offence 3 min, second offence 6 mins, 3rd offence is (exclusion).
- 7.1.13** Unsporting and deliberate short-cutting of the circuit in order to gain an advantage will result in immediate disqualification. Repeated infringements may lead to a report of the driver to the KMSF and may result in a suspension of his/her competition license.
- 7.2** The start will be a standing start by either a green flag or lights and will be demonstrated at drivers briefing. The finish will be a flying finish indicated by a chequered flag.
- 7.3** Flag signals will be restricted to the following:
- 7.3.1** Green flag & chequered flag at the start for the start and the finish.
- 7.3.2** Yellow flag slow down an obstacle or danger on the circuit - take great care.

- 7.3.3** Red flag only shown or ordered by the clerk of the course, stop, and proceed to the paddock /pits/start at walking pace when directed by a marshal or official.
- 7.3.4** Black flag to be to be shown or ordered by the clerk of the course to warn a driver
- 7.4** Whistles (in the absence of radios) are to be introduced for use by the marshals / officials to notify the starter and other officials of tape cut/peg dislodged by competitors or to signal for assistance.
- 7.5** **Definitions:**
- DNF (Did Not Finish),
 - DNS (Did Not Start)
 - DSQ (Disqualified)

7.6 Force Majeure

This may include but not be limited to acts of God such as flooding, earthquakes etc., Government restrictions, civil strife, insurrections, or any other cause beyond the reasonable control of the officials whose performance is affected. Only the clerk of course in consultation with the stewards can declare a force majeure.

8. RESULTS

- 8.1** Final provisional results will be posted on the event notice board as soon as possible after the last heat / run. Protests must be made in thirty minutes from the time the final provisional results are posted
- 8.2** Awards/prizes will be issued at the discretion of the organizing club or as indicated in the SRs.

9. NATIONAL CHAMPIONSHIP

- 9.1** All rounds of the national autocross will count towards the championship in reference to 10.5
- 9.1.1** Championship Points will be awarded as Follows:

POSITION	POINTS	POSITION	POINTS
1st	20	10th	8
2nd	17	11th	7
3rd	15	12th	6
4th	14	13th	5
5th	13	14th	4
6th	12	15th	3
7th	11	16th	2
8th	10	Finisher	1
9th	9		

- 9.1.2** Fastest single run of the day in each class: 2 extra points.
- 9.1.3** Championship tie- break will be by count-back of highest number of firsts, seconds, and thirds etc. during all events of the entire season.
- 9.3.4** A competitor should have competed in 75% events prescribed in the national motor sports calendar to be entitled to be recognized as national champion if he had the greatest number of points that would make him the national champion. If the competitor has not achieved the 75% events threshold, then the next driver with the highest number of points but meets these criteria will be declared the national champion.
- 9.3.5** An event may be cancelled/ varied due to 'Force Majeure' at the discretion of the clerk of course in consultation and agreement with the stewards.
- 9.3.6** It is mandatory for competitors to attend prize giving if provided for in the SRs, missing it without prior permission from C of C will result in no points for the day.
- 9.3.7** Organizers must ensure all finishers receive trophies.
- 10. NATIONAL AUTOCROSS CHAMPIONSHIP ORGANISER'S SCHEDULE**
- 10.1** Permit fee Kshs: 15,000.00, Insurance fee Kshs: 2,000.00
- 10.2** Application for permit, permit fee, insurance fee, and supplementary regulations to be with KMSF three (3) weeks prior to the event. A fine of maximum Kshs. 10,000.00 will be applied and charged to a club that submits the above late.

- 10.3** Supplementary regulations, entry forms available from KMSF and place and person advised in supplementary regulations two (2) weeks prior to the event.
- 10.4** Postponement / cancellation of any event due to reasons beyond the control of the organizers should be done at least one (1) week prior to the event and postponement / cancellation due to weather or circuit conditions four (4) days prior to the event. Once a decision to cancel is made, this must be communicated to all known competing drivers immediately the approval of the autocross commission is obtained.
- 11. EVENT PROGRAM**
- 11.1** Entries close four days before event at normal fee of Kshs. 10,000.00. Late entries close on the day of the event at 9:00 am at Kshs. 15,000.00
- 11.2** Event programme must be added to the event SRs
- 11.3** Signing on and Documentation
- 11.4** Scrutineering
- 11.5** Drivers Briefing
- 11.6** Practice Start List
- 11.7** Sighting Parade Lap
- 11.8** Official practice
- 11.9** Official Start List
- 11.10** Official heats
- 11.11** Lunch break (if time permits)
- 11.12** Posting of results
- 11.13** Confirmation of results
- 11.14** Prize giving time stated in SR's.
- 11.15** Official results to be sent to KMSF within 48hrs of the event. Third party insurance forms, competitors signing on sheets, officials signing on sheet and official time sheets to be sent to KMSF within 48hrs of the event.
- 12. TECHNICAL RULES FOR QUAD BIKES**
- 12.1** Equipment standards and technical rules the quad bikes for use in autocross competition require approval by the autocross commission prior to use in competition. The rules concerning these ATV components are intended to give

freedom to modify or replace some of the parts in the interest of safety, research, and development, with constraints imposed to limit cost. A competition license is mandatory of all participating riders. the minimum age for any participant is 16years old

12.2 SPECIAL TECHNICAL REQUIREMENTS

12.2.1 Where the rules permit equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly.

12.2.2 Any component of a motocross ATV deemed by the scrutineer as necessary for operation must be in place, securely mounted, in proper working order and structurally sound.

12.2.3 Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason deemed in the best interest of the national autocross championship.

12.3 ENGINE DISPLACEMENTS

12.3.1 Motocross: Up to 899cc 4-stroke

12.4 APPROVAL OF QUADS

12.4.1 Compliance with approval requirements will not guarantee the scrutineers approval. Approval may be withheld or withdrawn for a just cause that the scrutineers deem in the best interest of the sport.

12.5 ENGINES

Engine case numbers must match frame year and model. Supercharging or turbo charging is not permitted. Type of cooling system (water, oil or air) must remain the same as the Fuel injection is permitted only if it is standard equipment on the production model

12.6 TRANSMISSIONS

12.6.1 Primary drive method must remain the same as the production model.

12.6.2 Primary drive must be completely enclosed by a cover or guard.

12.6.3 Number of transmission speeds must be the same as the production model.

12.7 EXHAUST SYSTEM

12.7.1 Exhaust pipes and mufflers must be securely attached together and bolted to the frame.

- 12.7.2 Mufflers must have internal mechanical or packed baffling.
- 12.7.3 The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear grab bar.
- 12.7 FRAME**
- 12.7.1 The main frame must be the same as the original production model of the same manufacturer of the same Year.
- 12.7.2 Cracked or broken frames are prohibited.
- 12.7.3 Strengthening gussets or tubes may be added, but none may be removed.
- 12.7.4 Suitable OEM floorboards or side bars, known as Nerf Bars, are required either above or below the bottom frame rail. They must be of a closed loop design and not extend beyond a point of widest dimension of the vehicle when measured with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent riders' feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame.
- 12.7.5 Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated, or removed.
- 12.7.6 Engine mount location, steering head, control arm (A-arm) mounting points, swing arm pivot point, and rear suspension mounting point must be the same as the original production model.
- 12.7.7 Sub-frames may be replaced with aftermarket units of steel, aluminum, or titanium, provided they are similar in design to the production part and utilize original mounting points.
- 12.8.8 Front bumpers and rear grab rails must be of a closed loop design and utilize stock mounting locations. No protruding or open tubing ends are allowed. Mud screens are permitted as long as no sharp edges are exposed. Sharp corners or edges of any kind are prohibited.
- 12.8.9 Aftermarket skid plates are permitted.
- 12.9 WIDTH**
- 12.9.1 The width of the ATV will be considered legal, provided the wheels do not lift the spreader bar off the ground with the ATV in normal ride height as the ATV is ridden between the 50-inch-wide spreader bar.

- 12.10 SWING ARM, CONTROL ARMS AND STEERING STEM**
- 12.10.1 Swing arm, control arms (A-arm) and steering stem (column) may be replaced with items of similar design to the production model.
- 12.10.2 Chain guides must not be removed or relocated.
- 12.11 HANDLEBARS AND CONTROLS**
- 12.11.1 Cracked or broken handlebars are prohibited.
- 12.11.2 Control levers must have minimum ½ inch diameter ball ends.
- 12.11.3 All motocross ATVs must be equipped with a functioning tether-type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut-off at any time when the rider becomes separated from the QUAD.
- 12.11.4 All motocross QUADs must be equipped with a self-closing throttle mechanism.
- 12.12 SUSPENSION**
- 12.12.1 The manufacturer's original suspension concept of either single or double shocks or Macpherson-type struts must be maintained.
- 12.12.2 Aftermarket reservoir shocks are permitted.
- 12.13 BRAKES**
- 12.13.1 Motocross ATVs must be equipped with adequate and operating front and rear wheel brakes.
- 12.13.2 Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes with drum brakes.
- 12.13.3 Carbon fiber or carbon composite brake discs and/or carriers are prohibited.
- 12.13.4 Aluminum or titanium rear brake discs are prohibited.
- 12.14 TIRES**
- 12.14.1 Studded tires, other than rubber, are prohibited.
- 12.14.2 Paddle (continuous radial rib) tires are prohibited.

12.15 FUEL TANKS

12.15.1 Replacement tanks may be utilized in place of originals, provided their weight and capacity are no less than the approved production tanks they replace.

12.16 RIDER APPAREL

Riders must wear helmets at all times when riding, including but not limited to practice sessions, qualifying sessions or while competing on course. Helmets must be of the full-face type with mouth guard, conform to one of the following recognized standards, and have a label affixed certifying its approval:

12.16.1 FIM approved full face helmets

12.16.2 UNITED NATIONS: Regulation ECE 2205 P'

12.16.3 UK: BSI 6658 Type A

12.16.4 Japan: JIS T 8133:2007

12.16.5 USA: Snell M2010 or DOT FMVSS 218

12.16.6 Goggles, face shields or other protective eyewear must be shatter resistant. Goggles must be worn at the start of each event.

12.16.7 Boots must be at least 8 inches high.

12.16.8 Knee and Elbow pads must be worn

12.16.9 FIM approved Gloves must be worn

12.16.10 Devices designed solely for the purpose of reducing wind resistance may not be attached to the rider's apparel.

12.16.11 Ride jerseys must be long sleeve and made of durable material that will protect the rider. Short sleeves or ¾ sleeves are not permitted.

12.16.12 A chest/back protector must be worn over the rider's jersey

12.16.13 All vehicles must have a fire extinguisher of minimum 1kg

12.16.14 Pants must be full length and made of a material that will help protect the rider.

12.16.15 Riders must present a clean and neat appearance.

12.17 RIDER RESPONSIBILITY

12.17.1 It is the responsibility of the rider to select a helmet and apparel which will provide appropriate protection. Although KMSF requires their use, they do not endorse nor guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.

APPENDIX D: KARTING 2024

1. INTRODUCTION

Kart: A small four-wheel racing vehicle with a rigid frame and no suspension of the wheels. The engine(s) drive the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The Driver will be seated with feet to the fore.

2. ADMINISTRATION

2.1 The National Karting Championship is administered under the provisions of these National Competition Rules (NCR's), other Regulations and instructions which may from time to time be issued by the Karting Commission and the Additional Supplementary Regulations (SR's) published for each race meeting/event.

2.1.1 A blue card can be given by the Motorsports Council on recommendation of the Karting Commission to an event organizer if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organizational structure, etc.) is observed. To be included in the following year's calendar, the organizer must accept and implement the action list decided by the Karting Commission.

2.1.2 A yellow card can be given by the Motorsports Council on recommendation of the Karting Commission to an event organizer if a serious lack of safety in the races is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event organizer that has been given a yellow card on the following years calendar.

2.2 CONFLICT BETWEEN NCR's AND SR's
In general, individual event SR's may not be in conflict with these NCR's unless for reasons of safety or as a result of force majeure.

2.3 VARIATION
Any variation/amendment of these NCR's approved by the Commission will be advised by means of Bulletin or, in cases where such variation/amendment affects an individual event, by way of the event SRs for the affected race meeting.

2.4 CIRCUIT FACILITIES

- Electrical power supply (Mains or Generator)
- Public address system.

- Secretarial control.
- Place of inspection by competitors of practice times and race results.
- Medical facilities. (Minimum requirement an equipped mobile Ambulance)
- Scrutineering area.
- Refueling area.
- Weighing area.
- Parc Ferme for technical inspections.
- Toilet facilities.
- Spectator Area or Grandstands.
- Refreshment areas.
- Car parks for officials and competitors.

2.5 OBLIGATORY CIRCUIT INSTALLATIONS/SERVICES:

- The timekeeping, magnetic timing strip (where electronic timing is to be used), lap scoring, public address and secretarial areas must afford protection from the elements and be suitable for the intended purpose.
- Pits, pre-race paddock, weighing area, refueling area, Scrutineering bay, secured Parc Ferme area of hard standing.
- Toilet facilities for male and females.
- Minimum 6 x 5kg fire extinguishers.
- Ambulance.

2.6 MANDATORY EQUIPMENT

Signaling equipment shall be provided as follows:

- For the Clerk of the Course (Clerk of Course): Red, Green, Blue, Black & White divided diagonally, Black with an Orange circle, Black and White Chequered flags. Blackboard.

- For each Flag Marshal: Red, Green, Yellow and Blue flags.
- For the Starter: As per Clerk of Course plus Green flag with a Yellow Chevron.
- For the Chief Paddock Marshal: A shrill whistle or hooter. Red and Green flags.

2.7 OFFICIALS

2.7.1 CLERK OF COURSE

The Clerk of Course has the right to exercise his discretion in all matters and is ultimately answerable to the Stewards for all matters relating to the event.

2.7.2 STEWARDS

The Clerk of Course and appointed Stewards, of which there shall be a minimum of 2, are the ultimate authority for the safe running of the event as well as compliance with, and interpretation of, the Regulations (NCR's and event SR's).

2.7.3 JUDGES OF FACT

The Clerk of Course may appoint additional officials as Judges of Fact to assist him and the Stewards by closely observing the racing to provide inter alia an objective account of incidents.

2.7.4 Eligibility inspection for all drivers and their karts and safety gear is MANDATORY. The event Chief Scrutineer (also referred to as Scrutineer) shall be a member of the Technical commission and shall be appointed by the Karting commission. He/She will then be considered as eligibility Judge of Fact. He/She will liaise with the Clerk of the Course and will be responsible for all technical matters. The findings of the Chief Scrutineer, may upon deliberation with the Stewards be reported to the KMSF who may take further action, including referring the matter to the appeals board. The Chief scrutineer shall furnish the Clerk of the Course duly filled and signed off Scrutineering forms for the respective event (round) for each Competitor by Class.

2.8 RIGHTS AND DUTIES OF ORGANIZERS

2.8.1 EVENT DOCUMENTATION

All events held under KMSF regulations are required to produce all official documentation to the secretariat.

- Stewards report
- Signing on forms
- Scrutineering forms

- Weighing Sheets
- Time sheets
- Official results

2.8.2 AMALGAMATION

Amalgamation of classes may take place. The amalgamation does not upgrade a competitor to a higher class and shall not serve to help meet the minimum number of starters for any class for the purpose of eligibility for championship points.

2.8.3 CHANGE OF DRIVERS AND EQUIPMENT

The organisers may:

- Permit a change of driver(s) or kart or engine where permitted by the Regulations, from that nominated in an entry, provided only a change of driver(s) or kart/engine is involved, and not both, and provided the request is made more than 30 minutes before official practice. Any such permission does not prevent the participation of a reserve entry. A kart shall not be driven by more than one nominated driver during an event or series of races forming one competition except in an Enduro where more than one driver is permitted as per the event SR's.
- Permit a change of chassis from the one originally submitted at pre-race scrutiny provided the request is made more than 30 minutes before official practice.
- In the event of a competitor's chassis being damaged beyond immediate repair as the result of an incident during Practice, Qualifying or any race, permit a change of chassis of any make for the following sessions and/or races, provided the Clerk of Course, in conjunction with the Scrutineer, is satisfied as to the non-reparability of the chassis and the circumstances in which it was damaged and that the kart conforms to the class entered and is scrutineered for conformity and safety. The substitution and use of spare engines during an event is restricted to 2 engines only, subject to approval by the Scrutineer.

- 2.9 SUPPLEMENTARY REGULATIONS**
The organisers shall issue SR's specifying, inter alia,
- the date,
 - timing/programme,
 - and Format of the event.

Supplementary Regulations must be submitted

- at least 6 weeks before the date scheduled for an event in the national calendar.
- Any delays in submission of the regulation must be notified in writing to KMSF no later than six weeks and any cancellation / postponement of an event must be notified to KMSF in writing no later than four weeks to the event.
- Failure to observe these timelines will incur a penalty of not less than Kshs. 20,000.00.
- Any modification or supplementary provision to the regulations of a competition shall be introduced by the clerk of course in respect to the NCRs by the inclusion of numbered bulletins which will become an integral part of the Supplementary Regulations.

Any such bulletin issued prior to scrutineering will be approved by KMSF and any bulletin issued after Scrutineering will be approved by stewards of the event.

- 2.10 LICENCES**
ALL Competitors must be in possession of a valid KMSF Competition licence allowing the driver to take part in Karting events and a valid membership of a KMSF affiliated Club. No competitor with a KMSF licence may participate in an event not sanctioned by KMSF through issuance of a permit.

- 2.11 WITHDRAWAL FROM AN EVENT OR RACE**
If for any reason an entrant who has entered an event, even provisionally, withdraws before the start, the organisers must be informed at the earliest opportunity. Failure to do so shall make the entrant liable for payment of the full entry fee.

- 2.12 RACING NUMBERS**
Racing numbers will **may** be issued by the Commission. Numbers shall be;
- White on black background for Bambino,
 - Black on yellow background for Cadet,
 - White on yellow background for Mini Max,
 - White on green background for Junior Max,

- Black on red background for Senior Max
- White on a red background for Senior Max 180

These must be displayed on the front and rear of the kart. Number 1 will be reserved for the preceding year's champion in each class.

3. CIRCUITS

- 3.1** Two types of circuit will be approved, i.e., permanent, and temporary.
- A permanent circuit is one the main features of which can only be changed by physical reconstruction.
 - A temporary circuit is one defined by markings that can be readily moved.

- 3.2** Plans for new circuit projects or modifications to existing circuits must be sent to the KMSF Karting Commission for its approval prior to any works being undertaken. Failure to do so may result in the circuit/modifications not being approved by KMSF.

- 3.3** All new permanent circuits intending to stage national or international events are required to be built to conform fully to the CIK circuit regulations for at least a "C" grade circuit (in the case of national events), or the appropriate grade of CIK licence applicable for intended international events.

- 3.4** A 1:500, or larger scale, dimensioned plan of every circuit shall be submitted to KMSF. In the case of temporary circuits, a plan must accompany each application for a permit. In the case of permanent circuits, a dimensioned plan, drawn roughly to a scale of 1:500, or larger must be filed with KMSF on application and, after inspection and approval of the circuit, a circuit licence will be issued at an annual fee. At least 8 weeks' notice must be given when applying for a permanent circuit licence.

- 3.5** Measurement of circuit length shall be made along the right-hand edge. Circuits used for karting events, whether permanent or temporary, must have a minimum length of 900 meters. For permanent circuits built prior to 31.12.1990, a minimum length of 600 meters is permitted.

- 3.6 CIRCUIT SURFACE**
Surface must be regular throughout the length of the track, i.e. sealed or sealed, durable and well graded, and free of holes, rough spots, or loose particles.

- 3.7 CIRCUIT EDGES**
Both edges of a permanent circuit shall be clearly marked by a continuous painted

yellow line at least 100mm wide, but not exceeding 150mm wide, and shall be laid in such a manner as not to constitute a hazard to competitors. There must be no drop between the edge of the circuit and the verge adjoining the circuit.

3.8 MULTIPLE CIRCUITS/TRACKS CONFIGURATIONS

The event organizers will where possible not use the same circuit or track configuration in more than 3 rounds a year.

3.9 PARC FERME

3.9.1 Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.

3.9.2 As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations may apply for the area between the Finish Line and the entrance to the Parc Fermé.

3.9.3 The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

3.9 KERBS

Kerbs, at the point that they meet the track surface, should have a sloped vertical rise of 40mm to 60mm and be smooth and not cause damage to the kart. The outer edge of the kerb must be level with the verge for at least 3 meters then slope away gradually not exceeding more than 5%.

3.10 RUN-OFF AREAS

All run-off areas shall be level, compact, and free of stones, erosion gullies and other obstacles. All hazards to a kart leaving the circuit such as poles, ditches, etc. shall be cushioned or protected. Any object used as a marker shall be of such a size and weight that it will not constitute a hazard.

3.11 GRANDSTAND AND SPECTATOR AREAS

Grandstand and spectator areas shall be separated from the circuit by efficient restrictive barrier (fencing), the minimum height of which shall be 1 meter. Such fencing shall be a minimum distance of 6 meters from the circuit edge on any straight and 8 meters on any corner. There must be a safety barrier (min. a straw bale wall) on the circuit side of the fence if the fence is less than 10 meters from the edge of the track.

3.12 SAFETY BARRIERS

Safety barriers will consist of straw bales (as a minimum) or tyres bound together in

the prescribed manner (details of which are available from FIA-CIK web site).

The tyres shall generally be stacked four high with one row overlapping the other by 50%. One row of the safety barrier shall be the minimum approved protection, unless otherwise stated. The face of the safety barrier shall not be less than 3 meters from the circuit edge, except in exceptional cases where KMSF's circuit inspectors have approved to the contrary. Track owners are encouraged to face the tyre barriers with conveyor belting, suitably attached to the tyres with bolts. At points where karts may be expected to exceed 65 km/h and the runoff area is less than 6 meters the safety barrier shall consist of two rows, the rows being separated by a distance of 3 meters, unless the face of the tyre wall is protected with conveyor belting. Greater safeguards may be required if an area is considered hazardous, or in the vicinity of Karts travelling at high speeds. In all cases, the maximum possible space must be allowed in head-on situations and through any corner. The barrier must be incapable of deflection away from the track if struck by a Kart travelling at the maximum speed likely to be achieved at that portion of the track.

3.13 ENCLOSURES

No unprotected enclosure / construction shall be less than 10 meters from the circuit unless there is the approved type of safety barrier between the enclosure and the circuit. Any enclosure / construction protected by a safety barrier shall not be less than 8 meters from the edge of the circuit and not less than 3 meters from the safety barrier.

3.14 PITS

The pits shall be protected (fenced if possible) and shall have a firm surface. The entry to the pits from the circuit shall be immediately preceded by a chicane or bend to reduce the speed of a kart substantially. There shall be an entrance to the circuit from the pits, controlled by officials.

3.15 PRE-RACE PADDOCK

There shall be an area in which karts can be assembled prior to a race. The pre-race paddock must be able to accommodate at least 20 karts. A line is to be painted across the pit road at a reasonable distance after the exit from the pre-race paddock but before entry onto circuit, to indicate the end of the pit lane.

3.16 WEIGHING AREA

A covered, controlled area must be provided adjacent to the pit entrance for the weighing of karts. The entry lane leading to the weighing area, and the

weighing area itself, must be controlled and access must be restricted to officials and relevant competitors only.

3.17 **PARC FERME**

The Parc Ferme shall be immediately adjacent to the weighing area or connected to it in a manner capable of being controlled. Access to this area must be restricted to officials only.

4. **SAFETY**

4.1 **SAFETY RACE WEAR**

4.1.1 During unofficial and official Practice sessions, Qualifying and all racing, drivers shall wear:

a properly fitting, positioned and secured crash helmet of approved design with visor in position. Gloves which cover the hands completely. A protective suit of either one piece or two-piece design. Boots to cover and protect the ankles.

4.1.2 Clothing/equipment bearing a CIK Level 2 label are acceptable unless damaged, but use of any other non-homologated clothing/equipment shall be at the discretion of the Clerk of Course.

4.1.3 For drivers under the age of 15 years Snell-FIA CMH homologated helmets are required.

4.1.4 **NECK BRACE**

Neck braces are mandatory in all classes for competitors below 18 years of age.

4.1.5 **RIB CHEST PROTECTOR**

Rib Chest protectors are mandatory in all classes other than Senior. An FIA approved chest guard is highly recommended

4.2 **SAFETY PROCEDURE WHEN ENTERING/DRIVING IN PADDOCK AREA AND PITS**

4.2.1 When entering and driving within the pits and paddock area, drivers must restrict their speed to walking pace. Failure to observe this rule may result in a fine.

4.2.2 During unofficial and official practice sessions and all racing, drivers intending to leave the track in order to enter the paddock area or pits must indicate their intention in good time by raising one arm and must leave the track on the side that will give them an uninterrupted run into the paddock area or pits without crossing the path of a following kart.

4.2.3 It is prohibited to scrub tyres in the pits, pre-race paddock or the starting grid by the action of running and revving the

engine with the kart stationary and the tyres skimming the ground.

4.3 **DRIVING ON TRACK**

4.3.1 Wild, disorderly, and dangerous driving, deliberate sudden changes of direction and intentional bumping or pushing of other competitors are prohibited. Any competitor found guilty of such actions shall be liable to a penalty and/or possible exclusion from the session/race and/or event.

4.3.2 Under no circumstances may a kart be driven or pushed in any other direction than the racing direction.

4.3.3 Any competitor stopping on the circuit for any reason must rejoin only when it is safe to rejoin and must not hinder the progress of any other competitor.

4.3.4 Any driver deliberately jeopardizing another driver's lap time will be penalized accordingly.

4.4 **FLAGS**

The minimum size of signal flags is 60 cm by 60 cm. Flags will be used during both practice and the race itself and will have the same meaning. They shall always be respected by the competitors. Any competitor failing to acknowledge or act upon a signal conveyed to him/her personally, or to a group of competitors of which he/she forms a part, engaged in a practice or a race, by an authorized official using any of the flag listed herein, shall be guilty of an offence which may be dealt with by the Clerk of the Course.

4.4.1 **START**

Shall be given by the KMSF flag or Green flag. The signal to start will be the lowering of the flag which, for standing starts, should not be raised until all vehicles are stationary, and in no case for more than 10 seconds.

4.4.2 **FINISH: Black and White Chequered Flag**

This flag MUST be waved. It signifies the end of practice session or race.

4.4.3 **RED FLAG**

This flag must be waved at the start line when

- it has been decided to stop a practice session or race,
- it is waved under the direction of the Clerk of the Course, at all marshal points around the circuit, (except that immediately prior to the incident which shall show waved yellow flags),
- indicates that the practice or race has been terminated and all competitors

must stop their practice or race immediately and proceed to the pits, or place stipulated by the SRs for the event, exercising extreme caution and being prepared to stop at any time if necessary.

- It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.
- The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

4.4.4 BLACK FLAG

This flag should be used to inform the driver concerned (by showing his kart number on a board) that the competitor

- must stop at their pit or at a place designated in the Supplementary Regulations on the next approach to Parc Ferme entrance.
- If a driver fails to comply for any reason, this flag should not be shown for more than four (4) consecutive laps.
- A driver who has been shown the Black Flag shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points.

The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

4.4.5 BLACK FLAG WITH ORANGE DISC

Shown together with a number board indicates that the vehicle concerned has a potentially dangerous defect and must stop at the pits at the end of that lap.

4.4.6 BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES

Shown by the Clerk of the Course together with a number board indicates to the driver whose number is shown that

- he/she is warned for unsportsmanlike behavior and placed under observation for the balance of the race meeting/event in question.
- A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course and disqualified from the meeting/event.

These last three flags (4.4.4, 4.4.5 & 4.4.6) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed.

These flags may also be displayed at places other than the start line should the Clerk of Course deem necessary.

Normally the decision to show the last two flags (4.4.5 & 4.4.6) rests with the Clerk of Course; however, it may be taken on the request of the Stewards in order to impose a sporting sanction.

4.4.7 YELLOW FLAG

This is a signal of danger and should be shown to Drivers in two ways.

- Single Waved: reduce your speed, do not overtake, and be prepared to change direction. There is a hazard on the edge or part of the track.
- Double Waved: reduce your speed, do not overtake, and be prepared to change direction and stop. There is a hazard wholly or partly blocking the track

Yellow flags should normally be shown only at the Marshals' post immediately preceding the hazard. Overtaking is not permitted (under the pain of sanction) between the first yellow flag and the green flag displayed after the incident.

4.4.8 GREEN FLAG

This flag should be used to indicate the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of Course to signal the start of a warmup lap or the start of the practice session.

Shown motionless denotes:

- When shown on first lap of practice or outlap of a race that the sector being entered is clear, and or that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag, and or used to start a warmup or parade lap or practice session under direction of the Clerk of Course.
- Shown waved at the start/finish line denotes that a Safety intervention has ended, and racing may continue once the competitor passes the Green Flag at the start/finish line.

4.4.9 BLUE FLAG

To be shown:

- In cases of obvious obstruction by a competitor, and or when the slower vehicles are being overtaken by the leader
- and or when a faster vehicle making up time is working its way through the field.

It is not necessary to show the blue flag:

- during the first lap of a race when vehicles are still grouped together
- and or when two or more drivers are racing wheel to wheel over several laps,

- and or when, by his actions, a driver is aware he is about to be overtaken. The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.
- 4.4.10 GREEN FLAG WITH A YELLOW CHEVRON**
Will be used to signal a false start.
- 4.5 RECOVERY**
In case of a breakdown no outside assistance will be allowed except designated recovery vehicles, or personnel authorized by the Clerk of Course.
- 4.6 FIRE EXTINGUISHERS**
Each competitor shall be required to have a dry powder fire extinguisher at their designated pit bay. The extinguisher must be of at least 2kg capacity and be marked in a permanent fashion with the competitor's name and competition number. It must bear evidence of having been serviced within the previous 12 months. Throughout an event the extinguisher must be kept close at hand in the competitor's pit bay.
- 4.7 MEDICAL EVACUATION**
Competitors are required to provide the organisers with the designated hospitals where they can be evacuated by the ambulance provided.
- 5. CONDUCT**
- 5.1 GENERAL**
All persons, (competitors, parents, guardians, family members and service crew) shall conduct themselves in an orderly and sporting manner. Any disorderly or un-sporting conduct, failure to obey instructions from the organisers and officials, verbal abuse, or bad language (either in person/public or via social media), rude gestures, fist shaking, or breach of the Regulations shall make the competitor concerned liable to a penalty and/or possible exclusion from the session/race and/or event as well as possible further disciplinary by the Commission. Competitors are reminded of their responsibility over their parents, guardians, family members and service crews should any of these be in breach of any regulations.
- 5.2 DRIVING:** See 4.3.1 above.
- 6. NATIONAL KARTING CHAMPIONSHIP - GENERAL FORMAT:**

- 6.1 NUMBER OF ROUNDS**
The National Karting Championship shall consist of 40 12 Rounds.
- 6.2 NUMBER OF COUNTED ROUNDS**
To be declared champion, a driver must have taken part in at least 8 10 of the 40 12 rounds if all the 40 12 rounds are run. All the 40 12 rounds shall count towards the championship.
- 6.3 SHORTENED CHAMPIONSHIP**
In the event that for any reason all 40 12 Rounds do not take place:
All Rounds will count towards the Championship if only 8 10 Rounds or less take place. A minimum of 6 8 rounds will constitute a Championship.
- 6.4 CLASSES, AGE AND WEIGHT LIMITS**
A National Championship series shall be held for the following classes:
- 6.4.1 BAMBINO COMER CLASS**
- Engine 50cc Comer C50 Only
 - Open to eligible drivers from the year of their 5th birthday to 31st December of the year in which their 8th birthday occurs.
 - To be considered as eligible, a driver must satisfy the commission as to his/her competence.
 - Minimum mass of kart and driver – 65 kg
- 6.4.2 CADET COMER OPTION**
- Engine 60cc Comer W60/04 or Zip Comer W60 Only
 - Open to eligible drivers from the year of their 8th birthday to 31st December of the year in which their 13th birthday occurs.
 - To be considered as eligible, a driver must satisfy the Commission as to his/her competence.
 - Minimum mass of kart and driver – 99 kg
- CLASS DISCONTINUATION CADET COMER CLASS may cease to run after 31st December 2023
- 6.4.3 CADET IAME OPTION**
- Engine 60cc Iame Gazelle
 - Open to eligible drivers from the year of their 8th birthday to 31st December of the year in which their 13th birthday occurs.
 - To be considered as eligible, a driver must satisfy the Commission as to his/her competence.
 - Minimum mass of kart and driver – 105 kg.
- 6.4.4 ROTAX MINI MAX CLASS**
- Engine Rotax FR125 Junior Max with Restrictors

- Open to eligible drivers from the year of their 11th birthday to 31st December of the year in which their 15th birthday occurs.
- To be considered as eligible, a driver must satisfy the Commission as to his/her karting experience.
- Minimum mass of kart and driver – 135 kgs

6.4.5 ROTAX JUNIOR MAX CLASS

- Engine Rotax FR125 Junior MAX
- Open to eligible drivers from the year of their 13th birthday to 31st December of the year in which their 18th birthday occurs.
- To be considered as eligible, a driver must satisfy the Commission as to his/her karting experience.
- Minimum mass of kart and driver – 148 kg.

6.4.6 ROTAX SENIOR MAX CLASS

- Engine Rotax FR125 MAX
- Open to eligible drivers from the year of their 16th birthday.
- To be considered as eligible, a driver must satisfy the Commission as to his/her karting experience.
- Minimum mass of kart and driver – 160 kg.

6.4.7 ROTAX SENIOR MAX 180 CLASS

- Engine Rotax FR125 MAX
- Open to eligible drivers from the year of their 32nd birthday.
- To be considered as eligible, a driver must satisfy the Commission as to his/her karting experience.
- Minimum mass of kart and driver – 180 kg.

6.5 Drivers may enter two classes on the day in different karts as long as they are in the same age bracket.

6.6 **Class option amalgamation:**
As per 6.4.2 cadet corner option and 6.4.3 cadet lame option these two options will run as one class. = The Cadet class championship.
Under no circumstances for safety reasons may a driver be allowed to enter in a class under or above the age group

6.7 NOVICE DRIVERS

A driver shall be classified as a Novice if he/she has no prior karting experience. **Should a driver have prior karting experience gained from outside of Kenya, then the driver will have to produce a letter from the ASN where the experience was gained. Otherwise the driver will be treated as a NOVICE.** On application for a competition Licence from KMSF, the licence will be Stamped NOVICE. At the

time of application for a competition licence, Novice drivers must apply for a Novice card from KMSF.

The Novice card must be signed by the Clerk of Course in at least 6 entered events. Any incidents involving the driver will be entered in the Novice Card. Once a Novice has completed 6 race meetings (club or national) his/her competence will be assessed by the karting Commission who will either (if satisfied) upgrade the driver to full status or (if not satisfied) extend the Novice classification on a rolling/event by event basis. The criteria to upgrade the status of the driver shall not be onerous but safety incidents will be a key consideration in the decision to upgrade the driver. Under Format A or B Novice drivers shall start at the back of the grid, until they have achieved full licence status.

6.8 PROMOTION ONLY

If a driver moves up from the Bambino class to the Cadet class or from the Cadet class to the Rotax Mini/Junior MAX class in a competition year, he/she will not be eligible to move back to the lower (more junior) class.

6.9 PROOF OF AGE

Proof of age is required at the time of application for a competition licence for the respective classes. Where a temporary licence is issued, proof of age must be provided, and such proof forwarded to KMSF for verification and record. Drivers issued with temporary licence will be treated as novices unless they can provide documentation from an affiliated Karting association or motor sport governing body.

6.10 COMPETITION LICENCE

For the avoidance of doubt, any reference to Licence in these Rules refers to a competition licence issued by KMSF for Karting Drivers and does not extend to other licenses issued by KMSF for other disciplines.

6.11 RACE DISTANCE

6.11.1 Race distance will be stipulated in the event SR's.

6.11.2 Race distance per National Championship races shall be (even when a race is timed) Bambino – minimum 3km & maximum 5km
Cadet - minimum 8km & maximum 14km.
Rotax Classes: - minimum 10km & maximum 20km.

7. EVENT FORMAT

7.1 RACING FORMAT

Each race meeting will consist of one of the following Formats, as indicated in the SR's:

FORMAT A – QUALIFYING TYPE	FORMAT B – RANDOM GRID TYPE
Unofficial Practice	Unofficial Practice
Signing on	Signing on
Scrutineering	Scrutineering
Drivers' Briefing	Drivers' Briefing
Official Practice	Official Practice
Qualifying	Heat 1
Heat	Heat 2
Pre-Final	Heat 3
Final	Final
Award presentation	Award presentation

7.2 SIGNING ON

Signing on will commence at the beginning of the event at the time stipulated in the event SR's. Drivers must present their valid KMSF license, KMSF affiliated Club Membership Card and Medical Insurance to be verified by the organisers before being allowed to sign on.

Drivers who are unable to produce these will not be permitted to take part in the race meeting.

The organisers will retain custody of the medical evacuation cards during the event.

7.3 SCRUTINEERING

Scrutineering will take place in a predetermined area and at the time specified in the event SR's. Drivers must present themselves along with their race wear, engine Logbook(s) and kart (which must be ready to race save that the fuel tank must be empty) to the Scrutineer at the allotted time for a basic safety and technical compliance inspection.

Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

A driver shall not be allowed to change his/her equipment (chassis and/or engine) after it has been identified at Scrutineering except with permission of the Clerk of Course and Scrutineer.

Post-race Scrutineering will be conducted at the discretion of the Scrutineer in conjunction with the Clerk of Course. Drivers are solely responsible for the technical compliance of their kart, engine and race wear at the time of inspection.

7.4 DRIVERS' BRIEFING

The Drivers' Briefing is a meeting organised by the Clerk of Course for all drivers entered in the event, and in the case of the Bambino and Cadet classes must also be attended by the driver's parent or guardian.

The presence of all concerned is mandatory throughout the Briefing.

Attendance will be monitored and failure to attend without prior authorization from the Clerk of Course may result in a penalty, including a fine or possible exclusion from the event. Attendance Sheets shall be signed.

The aim of the Briefing: To remind the entrants and drivers of the specific points of the Supplementary Regulations concerning the organization of the competition; to remind them of safety notions, either generally or specific to the circuit used; to give any clarification concerning the interpretation of the regulations.

7.5 OFFICIAL PRACTICE

~~The length of this session will be stipulated in the race schedule set out in the event SR's, a minimum time of 15 minutes per class must be allocated.~~

~~The official practice session is mandatory. Failure to participate in this session may result in a penalty being applied by the Clerk of Course including possible exclusion from the remainder of the event.~~

All classes will have Official Practice for 10 minutes. The session starts when the first kart enters the track and ends with the waving of the chequered flag 10 minutes later.

7.6 QUALIFYING SESSION: (FORMAT A ONLY)

The length of this session (in minutes) will be stipulated in the event SR's.

The results of the Qualifying session will determine the starting positions for the Heat in terms of the best lap time classification.

In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second-best lap time set by each individual in order to determine priority, and so on.

In the case of one or more drivers failing to participate in the Qualifying session, it will be at the discretion of the Clerk of Course as to whether to allow them to race or not. If such competitors are allowed to race, they will start behind all the other competitors that entered the Qualifying session and as per their racing number.

7.7 HEAT: (FORMAT A ONLY)

The length of this race (in laps) will be specified in the event SR's.

The winner of the Heat is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in order in which they cross the finish line.

No Championship Points are awarded. The results of the Heat will determine starting positions for the Pre-Final.

7.8 HEATS: (FORMAT B ONLY)

Grid positions for each of the three Heats will be determined in advance by a specialized grid calculation programme according to the list of confirmed entries. Late entries (if accepted) and Novice drivers will start at the back of the grid. The length of each Heat (in laps) will be specified in the event SR's. The winner of each Heat is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The accumulation of results in the three Heats will determine the starting positions for the Final.

7.9 PRE-FINAL: (FORMAT A ONLY)

The length of this race (in laps) will be specified in the event SR's. The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The results of the Pre-Final will determine the starting positions for the Final.

7.10 FINAL

The length of this race (in laps) will be specified in the event SR's. The winner of the Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. For the avoidance of doubt classification is based on the order in which drivers cross the finish line not Championship Points.

7.11 AWARD PRESENTATION

Trophies will be presented to the top drivers in each class according to the official finishing positions in the Final. Results do not become official until 20 minutes "protest time" has elapsed without objection.

Prize winners are to ensure that race suits are worn and zipped up with collar closed. Race boots should also be worn.

8. POINT SCORING

8.1 Championship points will be awarded to holders of a KMSF license. For the avoidance of doubt, holders of temporary and Novice licenses will be awarded championship points.

8.2 OVERALL SCORE

Championship Points are only awarded for

- Final starting grid positions and
- Final finishing positions at each Round.

- In the case of Format B "Heat Points" are allocated but only to determine start positions for the Final. Heat points do not contribute to Championship Point totals.
- In case a Pre-Final (or all 3 Heats in the case of Format B) is cancelled because of "force majeure," no points will be awarded for Final starting grid positions.
- In case a Final is cancelled because of "force majeure," no points will be awarded.
- In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges.

If this procedure fails to produce a result, the Commission will nominate a winner according to such criteria as it deems fit.

8.3 HEAT POINTS: (FORMAT B ONLY)

Heat Points are only used to determine Final starting grid positions. They do not contribute to Championship Point totals. The lower the Heat Points total, the higher the Final starting grid position (e.g., in Format B a driver winning all 3 Heats will receive 1 Heat Points and will start on pole position for the Final). In the event that two or more drivers have the same number of total Heat Points the higher Final starting grid position will be awarded to the driver who had the best result in the Heats. In the event that this does not resolve the tie the higher Final starting grid position will be awarded to the driver who had the better result in the last Heat.

Heats Points are awarded for each of the 3 Heats, as follows:

1 st Place	1 points
2 nd place	2 points
3 rd place	3 points
4 th place	4 points
5 th place	5 points

and so on down to the last place finisher.

8.4 FINAL STARTING GRID POINTS

Championship Points are awarded as follows:

1 st place	25 points
2 nd place	24 points
3 rd place	23 points
4 th place	22 points
5 th place	21 points

and so on down to the last place starter.

8.5 FINAL FINISHING POSITION POINTS

Championship Points are awarded as follows:

1 st place	75 points
2 nd place	65 points
3 rd place	57 points
4 th place	50 points
5 th place	44 points
6 th place	39 points
7 th place	35 points
8 th place	32 points
9 th place	30 points
10 th place	29 points
11 th place	28 points
12 th place	27 points

and so, on down to the last place finisher.

8.6 CLASS BONUS POINTS

8.6.1 5 Bonus points will be awarded to the driver of each class for the fastest lap of the event (in any of the officially timed sessions, other than Official Practice).

8.7 CLASSIFICATION OF A FINISHER

After the winner has received the Chequered flag, any driver who has not completed the full number of provided laps, even if he/she does not finish the race, will be classified according to the number of laps he/she has actually covered, provided he/she has completed at least 75% of the race distance (rounded down to the nearest whole number of laps completed by the winner) and provided he/she crosses the finish line after the winner has received the Chequered flag. No kart may be pushed over the finish line.

8.8 DID NOT START :(DNS)

DNS is used to classify any driver who fails to cross the start line at the time of the start signal.
For the Final a driver classified as DNS shall be awarded only his/her Final Starting Grid Points.

- In the case of Pre-Final DNS (Format A), Final Starting Grid points will be 8 points less than those of the last classified position.
- In the case of exclusion from the Pre-Final (Format A only), Final Starting Grid Points will be 0.

Under Format A in the event of multiple drivers being classified as DNS they shall start the subsequent race in the same order, relative to each other, as they were to have started the race in which they were classified as DNS.

8.9 DID NOT FINISH: (DNF)

DNF is used to classify any driver who fails to cross the finish line to receive the Chequered flag.

- A driver who receives a Black flag shall be classified as DNF.
- A driver classified as DNF (Format A) in a Pre-Final, shall start the Final in last position and shall be awarded 5 points less than those of the last classified position for the Final Starting Grid Points, except in cases where the DNF is as a result of a Black flag or exclusion in which case no points shall be awarded.
- In the event of more than one driver being classified as DNF in a Pre-Final the higher starting position for the Final shall be awarded to the driver(s) who completed the greater number of laps in the Pre-Final.
- In the case of the multiple Heat DNF (Format B) Points will be 5 points more than those of the last classified position.
- For the Final a driver classified as DNF shall be awarded only his/her Final Starting Grid Points except in cases where the DNF is as a result of a Black flag or exclusion in which case no points shall be awarded.
- In the case of multiple drivers being classified as DNF, drivers will be classified in the order of the number of laps completed, and drivers completing the same number of laps will be classified in the order in which they last crossed the finish line.

8.10 PENALTIES

Drivers receiving a Black flag may be subject to further penalties including, but not limited to, points deductions and fines.

8.11 RACE STOPPAGE

Should it be deemed necessary to stop the race on the grounds of safety due to an accident or for any other reason the results will be formulated as follows:

- If 60% or more of the RACE distance has been completed it shall be deemed a race and the result will be

- the finishing order at the end of the lap preceding the stopping.
- If less than 60% have been completed, the race shall be re-run in full and the first start declared null and void. Only the original drivers will be entitled to take part in the re-start, and they will take up their original start positions. The restart time will be at the discretion of the Clerk of Course.
- 8.12 MINIMUM NUMBER OF DRIVERS**
If fewer than 2 eligible drivers (and to clear any doubt, this includes holders of a Novice or a Temporary Licence) in a class entitled to start an event, no National Championship Points will be awarded.
- 9. RACING – GENERAL REGULATIONS**
- 9.1** In the interest of safety, a kart and driver may not enter the track prior to being Scrutineered.
- 9.2** Only the officially nominated driver shall drive a kart on the track during pre-race practice, Qualifying and racing, The Clerk of Course shall not have discretion to change this.
- 9.3** Drivers may pass on either the left or the right side, providing the maneuver does not obstruct or endanger other competitors, crowding other competitors out of their line and abnormal or deliberate sudden changes of direction to other competitors are prohibited. Any competitor found guilty of such actions shall be liable to a penalty and/or possible exclusion from the session/race and/or event.
- 9.4** Drivers must act on all signals made to them by officials. Failure to do so may result in such penalty as the Clerk of Course may decide.
- 9.5** Under no circumstances may a kart be driven or pushed in any direction other than the direction of the course, either during unofficial or official practice sessions or during a race meeting. Failure to observe this rule shall mean exclusion from the entire event.
- 9.6** Any driver stopping on the track or its verges, whether voluntarily or involuntarily shall remain there until it is safe to re-join the race and shall do so without causing any obstruction to other competitors.
- 9.7** If a competitor leaves the track as a result of loss of control or in order to avoid a collision, he/she shall then re-join the race in the position he/she would have occupied having passed only those karts that had been brought to a standstill in the incident.

No competitor shall travel any greater distance off the track than is reasonable to re-join the track.

- 9.8** Pole position (where applicable) will be on the side of the track corresponding to the inside of the first corner after the start. However, subject to the approval of the Clerk of Course (and where no Pole Position Mark exists on the track) a competitor being in pole position may elect to start from the opposite side of the track. This will not affect the grid position of any other competitor except No. 2 on the grid.
- 9.9** If under Format A an electronic timing system is not available, a normal stop watches one lap timing system (out lap, timed lap, in lap) will be used for the Qualifying session.
- 9.10** The installation of transponders is mandatory where the timing of the event is electronic/. These are obtained from the organisers A transponder hire fee may be payable for an event and such fees will be prescribed in the Supplementary Regulations of the event.
- 9.11 ROLLING STARTS - CADET & ROTAX MAX CLASSES**
All karts and drivers must be in the pre-race paddock area, ready to race and, in the case of races, lined up in accordance with their starting order, at the time announced for the Practice session, qualifying session or race.
The grid position of non-starters shall be left empty, and all other competitors shall retain their original allocated grid positions. The attention of all competitors is drawn to Article 2.20a of the General Prescriptions of the CIK-FIA General Regulations.
On display of the Green Flag indicating that karts are under Starters orders, the karts will leave the pre-race paddock and proceed in two parallel rows in grid order directly to the 25-meter steady speed point or complete a lap or part thereof as instructed by the Clerk of Course depending upon the nature of the circuit or the size of the field.
No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun. A steady speed point must be indicated by markers on either side of the track at a suitable point (within the ambits of the circuit), but not less than 25 meters before the start line, and when the pole position driver reaches this point, he must set and maintain a reasonable and constant speed slow enough to allow the field to form and bunch up while the driver in No. 2 position must at this stage without delay position himself level with the pole driver.

The rest of the field must then bunch up in their allocated positions behind the two leading drivers, in two parallel lines. Any driver who is unable to take up his correct grid position prior to the field reaching the 25 meters steady point must take up position at the rear of the field. The No. 2 driver must maintain position level or slightly behind the pole driver as they approach the start line. At any point between the 25-meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead, and the majority of the field is in position, well bunched up and in two parallel lines, the starter may give the starting signal. At this point the entire field will remain in grid order one behind the other and it is forbidden to move either to the left or the right or improve grid position until such time as the start signal has been given and the karts have passed the start line. A minimum of 3 bollards will be placed in the middle of the track from the 25-meter line to the start line to maintain the parallel formation of the karts on their approach to the start line. Should the Starter or the Clerk of Course not be satisfied with the disposition of the field as the leading karts approach the start line, it may be indicated that the field must complete another warmup lap, or a false start may be notified to the drivers by means of showing the false start flag. Drivers will then proceed round the circuit and repeat the starting procedure. Should the start signal have been given and the race has in fact begun, then any competitor guilty of a starting offence may be penalised and will be notified accordingly after the race. The onus is on each competitor to ensure that he/she complies with the starting procedure. In the event of the pole driver not being able to take up his correct position, the No. 2 driver will be responsible for setting the pace from the 25-meter steady point. If either of the front row grid positions are vacant as the field approaches the start line, then the Starter may start the race based on the position of the remaining front row kart(s) alone. A penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of Course should a driver commit any of the following actions which will be classed as starting offences should the start signal have been given and the race in fact has begun. Crossing the demarcated lines of the track prior to the start signal being given, except where the driver has a problem and signifies this by raising his/her arm and pulling off to the outside or inside of the track. Should it be possible for the driver to continue, he/she may rejoin the field from

behind once the last competitor has crossed the start line.

When approaching the start line subsequent to passing the 25-metre steady point, intentionally altering speed either slower or faster prior to the start signal being given.

Improving grid position (overtaking) or moving out of the parallel grid formation either to the left or the right before passing the start line, and the start signal having been given. Any position left vacant in the field due to a non-starter must be maintained vacant until the start signal has been given.

Touching the bollard(s): Any penalty imposed as a result of the above must be advised to the competitor after completion of the race and the race results must be immediately amended to allow the starting order for subsequent races to be calculated correctly.

Except for races with starts <<from pit lane>>, karts with air-cooled engines will cover approximately one formation lap and karts with water cooled engines will cover approximately two laps before the start may be given. The field will proceed at a pace which will be decided by the driver on pole. If a driver does not arrive on time or drops out, the driver's grid spot must be left open on the formation lap(s) until the formation line has passed the last formation lap. Once past the formation line on the last Formation lap, open spots should be filled by each driver in the line moving up.

In the case of a rolling start, a driver who is delayed will have the possibility of regaining his grid position ONLY if the maneuver does not impede other drivers and in all cases before having reached the Formation line. If the driver has not attained his starting position when he has reached the Formation Line, he will move into a position corresponding to his location in the field at the point of the Formation Line and on the same of the Formation that he was gridded.

9.12 **STANDING STARTS – BAMBINO 50CC CLASS ONLY**

All karts and drivers must be in the pre-race paddock area, ready to race and, in the case of races, lined up in accordance with their starting order, at the time announced for the Practice session, Qualifying session or race.

On display of the Green flag, the karts will leave the pre-race paddock area and proceed at an orderly pace to the starting grid where they will stop in either staggered or parallel formation as instructed by the Starter with engines running and in their allocated positions. The grid position of non-starters shall be

left empty, and all other competitors shall retain their original allocated grid positions. When satisfied the Clerk of Course will signal the Starter to start the race. Should the Clerk of Course be dissatisfied with the disposition of the field for any reason he may send them round for another lap after which they will re-form again on the grid. Any driver who is not stationary at the moment the starting flag is raised must stop immediately.

A place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of Course should any of the following actions occur which will be classed as starting offences should the start signal have been given:

Starting further forward than the allocated grid position or ahead of the demarcated line on the grid.

Moving prior to the start signal being shown.

The imposition of a penalty because of the above must be advised to the competitor after completion of the race, and the race results must be immediately amended accordingly to allow the starting order for subsequent races to be calculated correctly.

9.13 SIGNAL TO START A RACE - ALL CLASSES

A race shall be started by the lowering of the green flag or as indicated by the Clerk of Course during Drivers' Briefing. In the case of a false start, the Clerk of Course may have the field return to the pre-race paddock and penalize the guilty driver accordingly. Should the Clerk of Course allow the field to re-form for another lap and a starting offence is again committed, the race will continue, and the guilty party may be penalised accordingly after the end of the race. Should a penalty be imposed, that penalty will be a place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence. Any penalty imposed as a result of the above must be advised to the competitor after completion of the race or heat and the race results must be immediately amended to allow the driver's accumulated points for the day to be calculated correctly.

9.14 SIGNAL TO FINISH THE HEAT

It shall be obligatory for the Chequered flag to be shown after the last lap board. After receiving the end of the race (or practice) signal, which shall be the displaying of the Chequered flag, each driver shall continue at a reduced speed to the paddock entrance. If, during a race, the Chequered flag is advertently displayed before the race is scheduled to end (in

terms of the SR's or as amended), the race will nevertheless be deemed to have ended. If, during a race, the Chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

9.15 ASSISTANCE AT START

At no time shall more than one assistant per driver be permitted on the track, and then only prior to the start.

9.16 STOPPING THE RACE

Should it be deemed necessary to stop the race due to an accident on the grounds of safety or for any other reason, the Red flag shall be shown by the Clerk of Course to indicate the race has been stopped. All drivers will immediately stop racing and continue slowly to the start line, being prepared to stop at any point if requested to do so by an official. On reaching the start line, the competitors shall be required to stop. **The following procedure will be followed in the award of points if the race cannot be re-started:**

9.16.1 Less than 2 laps. No Points will be awarded.

9.16.2 More than 2 laps but less than 75% of the distance/laps scheduled for the race (rounded up to the nearest whole number of laps), half the points will be awarded if the race cannot be re-started..

9.16.3 75% or more of the race distance/laps scheduled for the race (rounded up to the nearest whole number of laps). The Karts shall be sent directly to Parc Ferme and the Race will be deemed to have finished when the leading kart crossed the line at the end of the lap prior to that during which the Race was stopped. Full Points will be awarded.

9.9.17 OUTSIDE ASSISTANCE

No driver may receive outside help on the track once the karts have left the grid for the start of a race. The only exceptions to the rule regarding assistance on the track are:

Marshals may assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors. The starting of engines or pushing (by Marshals only) is permitted in all classes when deemed safe (by the marshal). From the commencement of Practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular Qualifying session or race.

9.18 RESTARTING A RACE AFTER STOPPAGE

When the race is stopped, working on karts will be allowed only in the Service Pits. The only persons allowed to intervene on a kart are the driver and ONE mechanic. If the regulations permit, it will be allowed to introduce spare equipment (only the equipment identified in the case of chassis or engine) in the Service pits. Refueling will be allowed.

9.18.1 If less than 2 laps have been covered a new start will be given within 30 minutes after presentation of the red flag. The length of the race shall be the full original race distance. The original start will be deemed null and void. The starting grid will be same as for the original race.

9.18.2 If more than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag. The length of the race will be equal to the difference between the scheduled number of laps and the number of laps covered. Grid position shall be determined by the finishing order at the end of the lap before the one on which the race was stopped. The result of the race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

9.19 NEUTRALIZATION OF A QUALIFYING HEAT OR RACE

9.19.1 The Clerk of Course may decide to neutralize a Qualifying Heat or Race. This procedure will be used ONLY if the track is obstructed, or if the Drivers or Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the race.

9.19.2 When the order is given to neutralize the Qualifying Heat or Race, all observers' post will display Yellow flags which shall be maintained until the neutralization is over.

9.19.3 All competing karts MUST then line up behind the leading kart and overtaking is strictly prohibited. (Overtaking will be permitted ONLY if a kart slows down because of a serious problem.)

9.19.4 During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all other karts must remain in as tight a formation as possible.

9.19.5 Karts may enter the repair zone during neutralization, but they may rejoin the track ONLY when authorized to do so by a marshal. A kart rejoining the track shall proceed at a moderate speed until it

reaches the end of the line of Karts behind the leading line.

9.19.6 When the Clerk of Course decides to end the neutralization, he will indicate by hand signal; this will be the signal to the Drivers that the race will resume next time the Start Line is crossed. In the last Neutralization lap, yellow flags will be immobile.

9.19.7 At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of Course will signal resumption of the race by means of a waved Green Flag. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Heat or Race. The Yellow flags at the Observers' Points will be withdrawn and replaced with waved green flags for a maximum of one lap.

9.19.8 Each lap completed during neutralization will be counted as a racing lap.

9.19.9 If a race finishes during the neutralization, the karts will take the chequered flag as usual and in the order of they run during neutralization. Overtaking will only be permitted if a kart slows down because of a serious problem.

10. SCRUTINEERING

10.1 Prior to the commencement of an event all karts must satisfy the Scrutineer of the event as to their suitability for racing, taking into account all details of their design and construction. In addition, it must be evident, both from a static examination and from its behavior on the track, that a kart will present no hazard to the driver or to other competitors or to spectators. Checks may be carried out at any time to ensure that only permitted components are being used. Any part found not to comply with the Regulations, and which is incapable of being brought back into specification in a permitted manner, may be confiscated by the organizers to prevent its continued use on the day.

10.2 After an event, the Clerk of Course may instruct that karts shall be placed in possession of the organisers for examination by the Scrutineer to determine if they comply with the Regulations. Refusal to submit a kart for scrutiny as directed shall result in automatic exclusion from the entire event and further disciplinary action.

10.3 In the event that the Clerk of Course or Scrutineer suspects that a competitor is under the influence of alcohol or drugs, the

competitor will be subjected to medical examination.

10.4 WEIGHING

- 10.4.1** Scale of the day will be the instrument to be used.
- 10.4.2** The kart is to be weighed with the driver and all race safety equipment.
- 10.4.3** It is compulsory that immediately after any official timed session, Qualifying, heat or race that all drivers and their karts in race trim, are weighed prior to entering the paddock. No outside assistance is allowed until the kart and driver have weighed, unless instructed by the Clerk of Course.
- 10.4.4** A tolerance of 500 grams will be allowed from the stated class weight.
- 10.4.5** Any driver and their kart found underweight 500grams to 1kg will face a time penalty of 5 seconds, and 5 seconds for every 500 grams thereafter up to 2kg. If underweight by more than 2kg he or she will be disqualified from the qualifying, heat or race. If the cart and the driver shall underweight at the time of scrutineering, the scrutineer shall ensure that sufficient weights are added and secured on the kart before the cart is allowed to race. Any such underweight kart shall be subject to special weight scrutiny after every race.

10.5 IDENTIFICATION OF EQUIPMENT

- 10.5.1** Engines must be sealed prior to Scrutineering, practice or racing. Any spare engine declared at scrutineering will be identified by its seal number and will only be installed under the supervision of the scrutineer during an event. The Clerk of Course will only approve the participation of a kart on the advice of the scrutineer which shall also be notified to the stewards.
- 10.5.2** Engine sealing at venue (on the day of practice and the race) is prohibited.
- 10.5.3** In all Rotax classes it is compulsory for every engine which is to/may be used in National Championship race meetings to have a Logbook which indicates engine number, seal number and name/signature of the relevant KMSF authorized sealing agent
- 10.5.4** When an engine is overhauled. The KMSF authorised sealing agent will ensure it meets the relevant engine regulations as per class fiche, enter the new seal number and sign the Logbook.

- 10.5.5** The Logbook for each engine which is to or may be used at an event must be presented during pre-race Scrutineering, failing which use of the engine will not be permitted.

11. PENALTIES

- 11.1** Any breach of these NCRs, or the SRs for any competition, whether or not any penalty is specified therein, may be subject to penalties laid down by the Commission.
- 11.2** Any contravention of the technical Regulations and specifications will generally result in automatic exclusion from the relevant Qualifying Session/race (where appropriate) or the entire event.
- 11.3** As a general guide, the offences listed below will result in penalties as follows:
- Fail Scrutineering: disqualification from event.
 - Disorderly driving: 1st warning - Black/White flag; 2nd warning - Black Flag.
 - Persistent disorderly driving: exclusion from event and possible future race ban.
 - Disorderly conduct: a ban on attendance of two future events.
 - Tampering with seals, deliberate non-conformity with Technical Regulations and use of illegal performance enhancements: disqualification and a ban from two future events.
 - Refusal to submit to technical verification or medical examination: disqualification.
- 11.4** The penalties set out above are neither exhaustive nor binding on the officials who retain discretion to increase or reduce the severity of the penalty as well as to impose penalties for other offences as they deem fit.

12. PROTESTS

Protests shall be in writing and must be delivered to the organisers. Any protest filed by a competitor must identify which article of the NCRs has been breached to avoid frivolous protests and must be accompanied by a protest fee. The competitor may use GoPro camera evidence to make their case. The stewards shall only use available video evidence (presented by the competitor protesting or in defense by the competitor against whom the protest is aimed at) as well statements from track marshals to make any determination on a protest.

12.1 FEES

A fee of Kshs. 20,000/- must accompany protests. If a protest entail dismantling of

an engine or fuel analysis, a further Kshs. 50,000/- shall be payable to cover the cost of shipping the engine to the UK or South Africa to be checked by the official engine representative JAG-UK or authorized agent for Rotax) or the cost of fuel analysis, as the case may be. If the stewards uphold a protest and rule in favor of the driver protesting, the Protest Fee shall be refunded to the competitor promptly on determination of the protest. All protest fees paid and not refunded shall be deposited in the accounts of KMSF.

12.2 COSTS OF ENGINE VERIFICATION

If the subject engine is found to be legal the protester shall pay all costs associated with the dismantling, inspection, and rebuilding by an approved engine sealer, as well as airfreight and all other import costs for the engine to be returned to Kenya in addition to the protest and shipping fees described in 12.1 above. Failure by the protester to promptly pay these costs at the time of filing a protest to facilitate the immediate return of the engine shall automatically lead to the protesting competitor being excluded from participating in any karting event organized by the Commission for a minimum of one year. Thereafter the protester may be considered for readmission at the sole discretion of the Commission.

In case the engine is found to be illegal the owner shall be responsible for all the costs incurred by the protester to validate the protest.

In the event that the Clerk of Course, Scrutineer or Stewards have reason to suspect the Technical Regulations are being breached, or the use of illegal performance enhancements are being used, they will impound any suspected item/part. If the said item/part is deemed to be illegal after verification, the said item/part will be confiscated. Any cost associated to the repair or rebuild of the said item/part will be borne to the competitor.

12.3 OFFICIALS' DECISION FINAL

The decision of the Clerk of Course and Stewards on any protest shall be subject to appeal as per the KMSF Judicial Process as defined in the NCRs. The stewards shall notify a competitor of their right to appeal whenever any decision is taken by the stewards. The decision of the stewards shall become immediately binding if it concerns questions of safety (including infringements to the regulations applicable to alcohol testing). As a safeguard, if a competitor appeals, excluding cases involving safety, the penalty will be suspended in particular to determine any handicap rule having an influence in a later competition.

The suspensive effect resulting from the appeal does not allow the competitor or driver to take part in the prize-giving or the podium ceremony nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor or the driver will be re-established if they win their appeal before the appeal courts unless this is not possible due to passage of time.

The penalties applied via respective flag infringements and the penalties specified in these regulations where these are expressly stated are not susceptible to appeal.

Points if they are to be applied as penalties should not be deducted separately from drivers and competitors save in exceptional circumstances.

13. GENERAL TECHNICAL SPECIFICATIONS

13.1 TYRES

13.1.1 The following are the ~~only makes~~, tyre sizes and compounds of tyres permitted for all classes.

CLASS	SIZE
Dry Weather Slicks	
Bambino	F10 x 4.00 - 5
	R11 x 5.00 - 5
Cadet	F10 x 4.00 - 5
	R11 x 5.00 - 5
Rotax Mini MAX	F10 x 4.60 - 5
	R11 x 7.10 - 5
Rotax Junior MAX	F10 x 4.60 - 5
	R11 x 7.10 - 5
Rotax Senior MAX	F10 x 4.60 - 5
	R11 x 7.10 - 5
Wet Weather Slicks	
Bambino	NOT ALLOWED
Cadet	F10 x 4.00 - 5
	R11 x 5.00 - 5
Rotax Classes	F10 x 4.20 - 5
	R11 x 6.00 - 5

13.1.2 Any modification to the tyre is forbidden. In all categories, the heating, and cooling of tyres by any method, and remolding or treating the tyres with any chemical substance are forbidden.

13.1.3 The number of dry weather slick tyres each competitor may use is restricted to a maximum of ~~two~~ **one** sets of four for each event, from the start of Qualifying (Format A) or Heat 1 (Format B). The same applies in respect of the number of wet weather

tyres that may be used. Declared tyres for the race day will be marked by the Scrutineer prior to start of Timed Qualifying Practice.

13.1.4 Should at least one marked front tyre be damaged, unsafe and/or unusable, the same should be presented to the Scrutineer for assessment. If the Scrutineer is satisfied that the front tyre is damaged, unsafe and/or unusable, then the Clerk of Course upon the advice of the Scrutineer may authorize the use of replacement pair of front tyres which then should be presented to the Scrutineer for tyre marking. For avoidance of doubt, the replacement tyre can be either one front or a pair of front tyres only. In any case, it will be at the discretion of the driver to either change one or both front tyres.

13.1.5 Should at least one marked rear tyre be damaged, unsafe and/or unusable, the same should be presented to the Scrutineer for assessment. If the Scrutineer is satisfied that the rear tyre is damaged, unsafe and/or unusable, then the Clerk of Course upon the advice of the Scrutineer may authorize the use of replacement pair of rear tyres which then should be presented to the Scrutineer for tyre marking. For avoidance of doubt, the replacement tyre can be either one rear or a pair of rear tyres only. In any case, it will be at the discretion of the driver to either change one or both rear tyres.

13.1.6 Should at least one marked front and one rear tyre be damaged, unsafe and/or unusable, the same should be presented to the Scrutineer for assessment. If the Scrutineer is satisfied that both the front and the rear tyres are damaged, unsafe and/or unusable, then the Clerk of Course upon the advice of the Scrutineer may authorize the use of replacement of at most a pair of front and a pair of rear tyres which then should be presented for marking. For avoidance of doubt, the replacement of the entire set of tyres is only allowed only if at least one front and one rear tyre are damaged, unsafe and/or unusable. In any case, it will be at the discretion of the driver to either change some or all tyres.

13.1.7 The organisers reserve the right to implement controls to enforce the restriction set out in Art. 13.1.3.

13.1.8 Should a tyre become damaged due to an accident during the event, the Clerk of Course may approve an additional replacement. The damaged tyre must be deposited with the Scrutineer.

13.1.9 WET RACE

The use of wet weather tyres in a race will not be permitted unless the Clerk of Course has declared a Wet Race (including Practice or Qualifying sessions). Likewise, the Clerk of Course may withdraw authorization of use of wet weather tyres if the circumstances warranting the use of other types of tyres become applicable

13.1.10 New or used tyres can be used.

13.1.11 It is prohibited to artificially enhance the performance of tyres by use of chemical treatment, pre-heating, or any other means at any stage during an event.

13.1.12 The Clerk of Course in consultation with the Scrutineer and the Stewards shall reserve the right to require replacement of one or more of any competitor's tyres with a substitute tyre or tyres should they believe such action to be warranted.

13.1.13 The only substance that may be used to inflate tyres is normal air (compressed or otherwise). The organisers reserve the right to require competitors to deflate their tyres on request and re-inflate them under supervision using normal air. The use of any tyre inflation substance other than normal air and/or the failure to respond to a request to deflate/re-inflate tyres as above shall be deemed a contravention of the Regulations and shall be dealt with accordingly.

13.1.14 The use of remolded or retreaded tyres of any type is strictly forbidden.

13.1.15 The simultaneous use of wet and dry weather tyres is expressly prohibited.

13.2 WHEELS

13.2.1 Front wheels shall have ball or roller type bearings. Wheels shall be secured to the axle by means of self-locking nuts, nuts with split pins or a secure clamping device.

13.2.2 The maximum diameter of rims shall not exceed 5 inches (126mm) for all classes.

13.2.3 The permitted width of wheel rims (maximum measurement to inside of rim flange, minimum measurements to inside of rim flange) shall be:

- Bambino Class and Cadet Class
- Front Maximum 11.5 cm
- Rear Maximum 15.0cm Minimum 13.0cm
- Rotax MAX Classes
- Front Maximum 13.5cm
- Rear Maximum 21.5cm

13.3 BODYWORK AND CHASSIS – GENERAL

- 13.3.1** Karts in all classes must be fitted with CIK approved bodywork and fitment attachments as per CIK homologation. All bodywork must be securely and safely fixed to the chassis/frame so as not to become dislodged. Nose cones may have additional non-metallic fastenings (e.g. cable ties) to assist in ensuring that they do not become dislodged.
- 13.3.2** All bodywork on CIK-homologated chassis must be used as CIK-homologated kits, i.e. no 'mix and match' sets are permitted.
- 13.3.3** No part of the bodywork, wings, end plates may be:
- Higher than 60cm from the ground
 - Nearer the ground than the floor tray unless otherwise stated
 - Extend laterally by more than 20mm beyond the line drawn on each side through the outside of the rear and front Wheels (in the straight-ahead position), which maximum width shall not exceed 115cm for the Bambino and Cadet class, 138cm for Rotax Mini Max, and 140cm for all other Rotax classes (except in the case of wet weather tyres being used when the bodywork is permitted to extend by more than 20mm beyond the lateral line).
- 13.3.4** In the event of loss of the front fairing (nose cone) during a race, the competitor must pit within 2 laps to have the fairing replaced. Failure to do so will result in the exclusion of the competitor from the race concerned. If the front fairing is lost on the last lap the competitor may retrieve the fairing for weighing purposes.

13.4 SAFETY

- 13.4.1** On the grounds of safety, no hole may be bored in the frame, steering assembly (excluding those bored by the manufacturer in the steering wheel), seat supports or bumpers, for the purpose of reducing the weight of the kart, or for any other reason other than required for normal fixing.
- 13.4.2** The threads of bolts or studs fitted with self-locking nuts must protrude fully through the nuts, no further than 5 thread lengths.

13.5 SUSPENSION

Any method of suspension either by elastic material or by pivots is prohibited.

13.6 WEIGHTS

Only solid weights of a maximum individual mass of 5kg are permitted. These must be attached to floor pans, seats, or frame. They must be bolted on using a minimum of two bolts and secured with self-locking nuts to the satisfaction of the Scrutineer.

13.7 FLOORING

- 13.7.1** There must be a floor made from rigid material that stretches from the front of the seat to the front chassis member of the kart. It must be edged on each side by a tube or a rim to prevent the driver's feet from sliding off the floor. The floor tray shall be basically of flat construction and shall not, together with any other part of the bodywork, resemble a skirt.
- 13.7.2** No additional holes, other than those made by the manufacturer for the purpose of securing the floor and a hole drilled for the purpose of fitting a lap sensor, may be cut into the floor tray for the purpose of reducing the weight of the kart.
- 13.7.3** Any extension of the above specified floor tray either forwards or rearwards will be classed as bodywork.
- 13.7.4** Carbon Fiber and Kevlar floor trays are not permitted.

13.8 BRAKES

Only rear brakes are permitted as follows:

- Bambino Class - mechanical
- Cadet Class - mechanical or hydraulic (CIK Homologated)
- Rotax MAX Classes – hydraulic (CIK Homologated)

13.9 STEERING

Flexible steering controls by cable or chain are prohibited. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts, or burred bolts).

13.10 TRANSMISSION

- 13.10.1** The drive of the transmission shall always be to the rear wheels only.
- 13.10.2** With the exception of the Bambino Class the gearing ratios (engine and axle sprockets) are free provided no differential is incorporated.

13.11 SEAT

The kart seat must be rigidly located on the chassis. It must be so designed that the driver is securely located to resist movement when cornering or braking and shall not be cracked or damaged in such a way as to pinch, lacerate, be insecure, not provide the driver with adequate

protection, or endanger a driver in any way.

13.12 CHAIN GUARD

A chain guard is compulsory and must effectively cover the engine sprocket and the axle sprocket down a line at least level with the center of both front and rear sprockets.

13.13 PEDALS

Whatever the position of the pedals, they must not protrude forward of the chassis, including the front bumper

13.14 ACCELERATOR

The accelerator must be pedal operated and equipped with a return spring to close the throttle when released.

13.15 EXHAUST

No part of the silencer or exhaust pipe shall protrude rearwards beyond the chassis of the kart or bumpers and sideways beyond the fenders/side pods.

13.16 FUEL TANK

13.16.1 Must be firmly and adequately fixed to the chassis or flooring and not by a temporary system of attachment. It must be constructed in such a way that neither it nor the fuel pipes, which must be flexible, present any danger of leakage during a competition.

13.16.2 Pressurized tanks are prohibited.

13.16.3 No side or rear mounted tanks are permitted.

13.16.4 Fuel tanks must be readily removable.

13.16.5 The maximum tank capacity of the kart shall not exceed:

- Bambino Class – 1 litre.
- Cadet Class – 5 litres.
- Rotax MAX Classes – 10 litres.

13.17 BUMPERS

13.17.1 There shall be front, rear and side protection. Side pods or any side bumper incorporated in the side pods shall comply with the CIK specification or shall not project by more than 20mm beyond the line drawn through the outside of the rear wheels and the front wheels in the straight-ahead position, but this may be exceeded when using wet weather tyres. Bumpers shall be constructed from metal tubing and must be firmly welded, bolted, or clamped to the chassis in such a manner so as to prevent dislodging in the event of a collision.

13.17.2 FRONT BUMPER

Shall comply with the CIK specification or consist of a single fixed horizontal tube of minimum 15mm diameter with adequate wall strength attached to the chassis at each rear extremity and supported at the front by at least one direct vertical support attached to the front chassis cross tube. This support attaching the bumper to the chassis front cross member must be independent of the front spoiler mounting system so that, in the event of the spoiler becoming dislodged, the front bumper still retains its attachment integrity. The bumper's shape and position must be such that it surrounds the driver's feet from the front and side when the pedals are depressed and must be level with, or project forward of the front chassis cross member in the vertical plane. The height of the horizontal tube at the front is recommended to be a minimum of 20mm measured from the ground to the underside of the tube with the front wheels in the straight-ahead position.

13.17.3 REAR BUMPER

Shall comply with the CIK specification or consist of at least a single tube of minimum 18mm diameter with minimum 2mm wall thickness, attached to the outer chassis rails at their extremities. It must incorporate a horizontal tube, which is to be at a height from the ground of between 12cm and 26cm measured to the top of the tube, and this tube should be level with, or protrude rearwards from any part of the bumper structure in the vertical plane when viewed from the side. All parts of the bumper must be bolted or welded together. In addition, all karts must be fitted with horizontal "bumper bars", bolted to the rear of the chassis or bumper, and complying with the following minimum dimensions: Diameter – 16mm, Wall Thickness – 1.2mm.

Permitted widths of rear bumpers are:

- Bambino Class – Minimum width 850mm and must cover at least 50% of each rear tyre
- Cadet Class – 890mm ± 20mm
- Rotax MAX Classes – Maximum 1200mm

New rear plastic bumper as supplied by manufacturer or official dealer are also allowed.

If not supplied by the manufacturer or official dealer the rear bumper must be approved by the Scrutineer, provided it conforms in all aspects with the foregoing.

13.18 ENGINES

13.18.1 By engine is meant the propelling unit of the kart in running order, including cylinder block, casing and possible gearbox, ignition system, carburetor (no injection system), and exhaust. Only one engine

unit is permitted as the propelling unit of the kart.

13.18.2 For all engines, any form of variable ignition (advancing or retarding whilst in motion systems) is strictly forbidden except where such type of ignition is specifically allowed by the class Regulations. For all engines, all systems of electronic engine management, which may be varied while the kart is in motion, are forbidden.

13.18.3 All engines used for racing must have the official manufacturer's identification markings.

13.18.4 Coating, including painting, of cylinder heads or other external parts of an engine is not permitted unless supplied as such by the original manufacturer.

13.19 MASS

The mass prescribed shall be deemed as being the minimum at all times, including during the Qualifying sessions and all races, and will include the mass of the driver equipped for racing with helmet, boots, gloves and protective clothing. Any infringement found during a random check during or at the end of a Qualifying session or race, will result in the competitor concerned being excluded from the particular Qualifying session or race.

13.20 FUEL AND OIL

Competitors shall provide their own fuel/oil (where none is provided by the organisers), the organizers reserve the right to impose control measures to ensure that fuel/oil ratio mixtures used are within the regulations. The organizers reserve the right to remove any competitor's fuel. If the organizers request a competitor to remove or replace fuel/oil mixture, it is at the competitors' cost.

- Bambino Class 20:1 (4.8%)
- Cadet Comer 25:1 (3.8%)
- Cadet lame 32:1 (4.0%)
- Rotax Classes 50:1 (2.0%)

13.21 TITANIUM

The use of titanium for any part of a kart is forbidden.

13.22 TELEMETRY/DATA LOGGING/RADIO COMMUNICATION

Any form of telemetry or radio communication with the kart or driver, while they are in motion on the track, is prohibited. However, data logging in respect of cylinder head or water temperature, exhaust temperatures and RPM is permitted for all classes.

13.23 USE OF CAMERAS

Use of Go Pro or similar cameras is NOT compulsory in any the 60cc Cadet and

Rotax MAX classes and is permitted in the 50cc class. Cameras must be securely mounted to the Kart (Steering column fairing, Side pod or Radiator). The Clerk of Course and Scrutineer may require the removal of improperly mounted cameras. The video logging of the camera shall not be used by the stewards to make a determination in any racing incident; however, the driver can use the evidence from their video logs as the basis of their protest or defense or appeal whenever a protest is filed.

14. BAMBINO COMER 50cc CLASS SPECIFICATIONS

14.1 The following technical Regulations are in addition to those stated elsewhere in these NCR's.

14.2 PERMITTED MAKE/MODEL OF CHASSIS

The Bambino class Shall be 75cm to 77cm.

All measurements shall be taken between the centers of the front and back axles.

14.3 MODIFICATIONS

- The chassis must remain as homologated, and no modifications are permitted unless specifically allowed by the Regulations.
- All components must be the same make and/or type as supplied as original equipment except for hubs, wheels, sprockets, and carriers (provided these are aluminum), seats, bearings (provided these are of the same type), steering wheel and bumpers.
- Studs, bolts, nuts, tie rods and washers may be replaced with non-standard parts of different dimension provided these are similar and perform the same function as the original.
- The rear axle bearing hangers may be slotted for the purpose of aligning the axle.
- It is also permitted to slot the engine mounting plate on the chassis to accommodate the proper fitment and alignment of the engine to the chassis.
- The fitting of non-standard additional seat stays/supports is NOT permitted.
- It is NOT permitted to fit castor/camber washers to the front stub axle.
- It is permitted to add additional base gaskets for the purpose of achieving correct combustion chamber capacity. The base gasket must be of a type and fitted in such a way (adhesive on not more than one side) that it will not become damaged upon removal and re-fitment of the cylinder during

scrutineering checks. In the event that damage does occur and, upon re-fitting of the cylinder using the damaged gasket, the combustion chamber volume is found to be less than the permitted minimum, the competitor will automatically be excluded.

- Metallic engine spacer plates may be fitted between the engine and chassis mounting plate to permit proper alignment between the engine and chassis. The combined maximum thickness of the plate or plates may not be more than 20mm.
- It is permissible to drill two holes, one in the barrel casing and the other in the crank half assembly for the purpose of fitting engine builder seals.
- Suitable cross-drilled bolts must be fitted to accommodate the sealing of engines.
- The air cleaner system is free. A maximum of six holes may be drilled in the original air filter.
- Choice of carburetor main jet size is free.
- The carburetor gauze fuel filter quadrants may be cut open and removed. It is recommended to install an inline fuel filter should the gauze filter be removed, or portions cut out.

14.4 APPLICABLE TECHNICAL REGULATIONS

The MSA Technical Fiche shall apply with regard to engine homologation.

14.5 ENGINE: COMER C50

- The engine as raced must always conform in all aspects with the homologation fiche. Compliance with the fiche may be checked at any time during an event.
- The engine numbers and seal numbers must match the information held on the KMSF database and on the engine's official logbook.
- All parts must be standard genuine Comer parts as listed on the parts list.
- The engine must always be used with the exhaust cover fitted
- No addition of, or other change of material is permitted.

No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted by the KMSF:

- Repair of damaged threads with Heli coils is permitted. The repair of the cylinder spark plug thread and/or coil mounting threads is not permitted. (As long as the squish volume is within the homologation parameters).

- The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.
- The spark plug used must be unmodified and must always use the washer supplied
- Gaskets may be trimmed for alignment of parts.

14.6 CARBURETTOR

- Dell Orto SHA 12/14 L as per the current homologation fiche.
- The carburetor must remain unmodified and conform in all aspects to the official homologation fiche.
- An intake restrictor, part no: C050-071, must always be fitted, as detailed on the current homologation fiche.

14.7 TRANSMISSION

Only one fixed engine/axle ratio and chain type is permitted:

- Engine sprocket 10 teeth
- Axle sprocket 89 teeth
- Chain pitch 7.76 (type 219).

14.8 AXLES

The axle shaft must be 25mm diameter solid or hollow magnetic material. Chrome plating of the axle is not permitted. The length of the axle can be reduced to a minimum of 800mm.

14.9 IGNITION

Only standard type factory fitted blue, or black colored Selletra ignition coils may be used. Alternative plug caps however may be used. Retaining cap screw diameter may not be reduced from standard. The setting of the appropriate ignition coil gap is open.

14.10 EXHAUST

Exhaust silencers shall be standard units as supplied by the original equipment manufacturer and must conform to the specification sheet for this class. The protective metal or plastic exhaust silencer heat shield may be removed and dispensed with.

14.11 SPARK PLUGS

Only the following spark plugs are permitted: Bosch WS5F or Champion RCJ7Y.

- 14.11.1** The standard type of spark plug gasket washer must be used with the Mychron CHT. No modifications, other than electrode gap settings, may be made.

15. CADET COMER & IAME 60cc CLASS SPECIFICATIONS

15.1 The following technical Regulations are in addition to those stated elsewhere in these NCR's.

15.2 PERMITTED MAKE/MODELS OF CHASSIS

All 900mm and / or 950mm ± 5mm wheelbase CIK-FIA homologated chassis are permitted.

15.3 MODIFICATIONS

- The chassis must remain as homologated, and no modifications are permitted unless specifically allowed by the Regulations.
- All components must be the same make and/or type as supplied as original equipment except for hubs, wheels, sprockets, and carriers (provided these are aluminum), seats, bearings (provided these are of the same type), steering wheel and bumpers.
- Studs, bolts, nuts, tie rods and washers may be replaced with non-standard parts of different dimension provided these are similar and perform the same function as the original.
- The rear axle bearing hangers may be slotted for the purpose of aligning the axle.
- The fitting of non-standard additional seat stays/supports is NOT permitted.
- It is permitted to fit two castor/camber washers (one at the top, one at the bottom) to each front stub axle.

15.4 ENGINE - COMER W60/04 OR ZIP COMER W60

- Comer W60 60cc two stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburetor, air box and exhaust system. The power unit, as raced must conform in all aspects with the homologation fiche. Compliance with the homologation fiche may be checked at any time during an event.
- Sealing of the engine is required.
- No addition of or change of material is permitted.
- No modification or tuning for whatever purpose is allowed except for those listed below or where expressly permitted by KMSF. Where specific dimensions are not given for the engine and its supplied accessories in the homologation fiche, the dimensions will be checked against a control engine.
- Procedures for taking measurements and details of measuring gauges are defined in the measurement guidelines document available on the web site.

The following repairs are permitted.

- Repair of damaged threads in the crank cases and cylinder with Heli coils. The repair of cylinder head spark plug thread is not permitted. (As long as the squish volume is within the homologation parameters).
- Should the throttle cable bracket on the crankcase be broken the original bracket may be welded back in its original position.

The only replacement parts which will be allowed are those supplied by the manufacturer and listed on their parts list for the W60 60cc homologated engine (except for plug cap which may be replaced by parts of other commercial manufacture, and which must be directly equivalent).

Engine ignition timing is free, provided that when it is set, and locked timing cannot be varied at all when the kart is in motion. Both original equipment SEM and BOSCH-DUCATI ignitions are permissible and must be raced as supplied. In order to prevent the fan from rubbing against the plastic plate inside the starter cover, it is permitted to:

remove material from the back of the plastic plate to enable it to be fitted deeper into the cover; or space out the cover from the engine by the insertion of washer(s). Only single row, deep groove metal cage type main bearings are permitted. It is permitted to add additional base gaskets for the purpose of achieving the correct combustion chamber capacity. The deck/overall height of the barrel is free of restriction. Engine spacer plates (fitted between the engine and the engine mounting bracket), may be used as ballast. The maximum thickness permitted is 25mm, and the mounting faces of the spacer must be machined parallel.

15.5 CARBURETTOR

Tryton ZC001 as per the current homologation fiche for the Comer W60 engine.

It must remain unmodified and conform in all aspects to the official manufacturer's fiche.

It is permitted to mount the Tryton carburetor in a downward facing position (i.e., fuel pipe fitting at the bottom).

15.6 AIR BOX

- A gauze filter may be fitted on the intake trumpet.
- A wet box may be attached to the air box during a Wet Race (as declared by the Clerk of Course) provided it in no way modifies the shape or size of the intake trumpet or creates a ram effect.

- The air box may not be modified to aid in the attachment of the wet box and the attachment must be of a non-permanent type i.e., tape or cable ties.
- 15.7 SPARK PLUGS**
The following spark plugs are permitted only: Bosch W2AS, Bosch W08AS.
- 15.7.1** The standard type of spark plug gasket washer must be used with the Mychron CHT. No modifications, other than electrode gap settings, may be made.
- 15.8 EXHAUST**
Exhaust silencers shall be standard units as supplied by COMER as original equipment, with the exception that the silencer block may be removed. The homologated exhaust material must be of magnetic steel sheet metal, thickness must be 0.75 mm minimum.
- 15.9 APPLICABLE TECHNICAL REGULATIONS**
The MSA Technical Fiche shall apply with regard to engine homologation for COMER W60/04 OR ZIP COMER W60.
- 15.10 ENGINE, IAME PARILLA GAZELLE 60cc UK SPEC**
IAME Parilla Gazelle 60cc U.K. Two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburetor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official homologation fiche and must bear the relevant official IAME markings as shown in the homologation fiche.
The machining of ANY surface is strictly prohibited. Compliance with the homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by the KMSF. Any engine used must have its individual identification number registered with KMSF.
- 15.11 TRANSMISSION**
Direct from the engine to the rear axle via a single length of chain
The clutch must be as supplied by IAME for the Parilla Gazelle 60cc U.K. engine and must always comply with the homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

- 15.12 INLET SILENCER**
The inlet silencer (part no: A-61742) must be used unmodified as supplied by IAME for the Parilla Gazelle 60cc U.K. engine. The use of a gauze filter on the inlet trumpet is permitted.
- 15.13 CARBURETTOR**
- Tillotson HL 394A, laser marked 'IAME'.
 - The carburetor must remain unmodified and conform in all aspects to the official homologation fiche. Two inlet gaskets (part no: A-61822), one on each side of the thermal block, must be used.
 - The use of any additional gasket is prohibited.
 - The jet protector plate (part no: A-10913-P) must always be correctly mounted, as shown in the homologation fiche. Any parts fitted must be original parts as shown on the spare parts list in the homologation fiche and must remain unmodified. The only gasket set permitted is the orange type as supplied as new (part no: DG6 HL).
 - The paddle spring is free but must be the original Tillotson part and remain unmodified.
 - Only one inlet tension spring may be fitted at any time, and it must be an original Tillotson part as listed on the homologation fiche and remain unmodified.
- 15.14 EXHAUST RESTRICTOR**
- The exhaust flange restrictor as defined in the homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: A-60360) must be used.
 - The use of any additional gasket is prohibited.
 - All exhaust gases must pass through the restrictor.
- 15.15 SPARK PLUG**
The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted.
Permitted spark plugs:
- DENSO
 - IW25
 - IW27
 - IW29
 - IW31 or NGK
 - GR9DI-8 or -9.

15.16 APPLICABLE TECHNICAL REGULATIONS

The MSA Technical Fiche shall apply with regard to engine homologation for IAME PARILLA GAZELLE 60cc UK SPEC.

16. ROTAX FR125 SENIOR MAX & 180 CLASS SPECIFICATIONS

16.1 The following technical Regulations are in addition to those stated elsewhere in these NCR's.

16.2 CHASSIS

All 1040mm \pm 5mm wheelbase CIK-FIA homologated chassis are permitted.

16.3 MODIFICATIONS

Neither the engine nor any of its ancillaries may be modified in any way.

"Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed.

This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official Rotax MSA fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e., carburetor and exhaust valve adjustment screws. The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining, or lightening of any component is forbidden unless otherwise stated. The addition of material to any component is not allowed unless otherwise stated. All parts used in or on this engine must be of original manufacture or source as supplied by Rotax except where expressly allowed.

The engine is to be used with air box, carburetor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax for the FR125 Max unless otherwise stated.

Position and method of mounting the battery, wiring loom and exhaust system are free unless otherwise stated providing they are securely fixed to the satisfaction of the meeting's scrutineers and / or in accordance with CIK regulations.

Filing of crankcase to allow easy fitting of water connection is allowed.

Fitting of Heli coils and inserts to repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage.

Minor damage to the cylinder or crankcase may be repaired by welding but only to restore the component to the original specification.

The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed. Replacement connectors to repair wiring loom are permitted.

Repairs to starter motor are also allowed.

16.4 ENGINE

The only engine permitted in this class is the ROTAX FR125 MAX

This engine is a single cylinder, liquid cooled, reed valve two stroke with a power valve. All engines must be sealed between cylinder and crankcases with an official seal to prevent modification. All engines are issued with an official identity card. It is always the competitor's responsibility to ensure the numbers inscribed on the engine and seal correspond with those on the identity card. Engine sealing can only be carried out by an authorized KMSF agent. The identity card must be filled in and signed by KMSF agent.

The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineer. The card may be held over the period of the event and collected by the competitor at the end of the race meeting. Engine Sealing can only be carried out by an authorized KMSF Agent. The engines are to be sealed with "KMSF stamped seals" and the seal number entered in the Engine's identity card.

By means of a steel cable, the ending MUST be sealed on one Allen Screw of the Intake, on one Stud Screw of the Cylinder and one Allen Screw of the Cylinder head cover.

16.5 CARBURETTOR

Dell'orto VHSB 34 QD, QS or XS.

All parts of the carburetor including the body are to be unmodified and run as supplied by Rotax.

The carburetor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body).

All parts must comply with the official fiche.

The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided.

QD and QS carburetor: Needle jet atomizer FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr.

Atomizer Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used.

Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations:

Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr.

Combination 2: Idle jet 60, idle jet emulsion tube 60, floats 3.6gr.

The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi.

XS carburetor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45.

Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr.

The venturi insert must have 12.5 stamped on the top.

Throttle cable and adjusters are free.

It is permitted to use a single length of vent tube looped across the two air vents of the carburetor with a hole or slot cut in the side of the vent tube at the top of the loop.

FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No:277 400), the float arms must both fit between the gauge slot without touching. The carburetor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburetor without gasket.

16.6 FUEL PUMP

Only Mikuni – Fuel Pump DF 44-210 may be used.

The fuel pump must be fitted to the bottom or side of the standard air box bracket.

Only a single length of pulse tube from crankcase connector to fuel pump may be used.

Only a single length of fuel line from fuel pump to carburetor may be used.

It is permitted to use an in-line fuel filter as supplied by Rotax between the fuel tank and fuel pump.

An Internal fuel tank filter is also permitted. No restrictors, fuel returns, or additional reservoirs are permitted.

16.7 INTAKE SILENCER

Only Type 2 may be used.

The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place.

The two halves of the airbox must be securely screwed together using 4 M6 screws.

All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together.

Intake silencer tube and airbox-to-carburetor socket must be marked with "ROTAX".

In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box.

The air box must be securely fitted in a manner to prevent rotation.

16.8 EXHAUST SYSTEM

Only Type B or EVO exhaust may be used.

The exhaust system and silencer may not be modified in any way except for the addition of brackets to allow easy fitting.

The pop rivets securing the silencer end plate may be replaced with screws.

The use of a jubilee clip to secure the end plate pop rivets or screws is allowed.

These modifications are allowed providing there is no benefit in performance.

It is permitted to paint the exhaust system with black paint.

The use of any other coating or plating is not allowed.

It is permitted to make minor repairs by welding or braising to the exhaust system providing there are no alterations to the original dimensions.

EVO exhaust system with separate silencer with 90° elbow outlet.

EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet.

Gasket ring must be fitted between exhaust system and silencer.

Type B exhaust system must use perforated silencer tube and end plate with straight outlet.

16.8.1 EXHAUST VALVE

Pneumatic exhaust valve must only be used in conjunction with the Denso ignition system. The EVO electronic exhaust valve must only be used in conjunction with the EVO Dell'orto ignition system.

16.9 RADIATOR / COOLING SYSTEM

The radiator must be fitted to the right-hand side of the engine using standard hoses and connections as supplied by Rotax.

Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket. It is permitted to use the thermostat cooling system with or without the thermostat in place.

The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original

components other than simple attachment.

Minor repairs to the radiator are allowed.

16.10 IGNITION UNIT

DENSO digital battery ignition, variable timing with no adjustment. Ignition coil must have "129000" and "DENSO" moulded on the case. The ignition coil must have three-pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210 mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA" or alternative red rubber version marked "NGK", as described on the official Rotax / MSA fiche

Ignition switch can be either On-Off type, or Automatic fuse type.

The only lead acid battery permitted is as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA YT7B-BS and ROTAX BATTERY FX7-12B. ONLY the ROTAX lithium iron phosphate battery RX7-12L or RX-12B may be used as an alternative to lead acid batteries.

The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line. EVO Dell'orto ignition system:

Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official MSA fiche.

Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the MSA fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat.

Only YUASA YT7B-BS (with and without Rotax branding) and ROTAX RX7-12B or RX7-12L (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.

16.11 SPARK PLUG

The only spark plugs permitted are as listed below and must be unmodified with sealing washer in place. Denso IW25, IW27, IW29, IW31.

16.12 TRANSMISSION

Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward.

The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11-tooth sprocket. An 11-tooth sprocket must be fitted with a plain bearing with or without an O-ring seal.

16.13 BRAKES

Hydraulic disc brake operating on rear wheels only as CIK homologation.

16.14 APPLICABLE TECHNICAL REGULATIONS

Technical Specification of ROTAX engine type FR 125 MAX which can be found on the homepage www.maxchallenge-rotax.com.

17. ROTAX FR125 JUNIOR MAX CLASS SPECIFICATIONS

17.1 The following technical Regulations are in addition to those stated elsewhere in these NCR's.

17.2 PERMITTED MAKES/MODELS OF CHASSIS

All 1040mm \pm 5mm wheelbase CIK-FIA homologated chassis are permitted.

17.3 MODIFICATIONS

The chassis must remain as homologated, and no modifications are permitted unless specifically allowed by the Regulations.

17.4 ENGINE

The only engine permitted in this class is the ROTAX FR125 JUNIOR MAX. The Junior Max adheres to the Senior ROTAX FR125 Max fiche plus extensions for the Junior including the cylinder differences. The cylinder is to be of non-Power Valve type. The engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification.

- 17.5 APPLICABLE TECHNICAL REGULATIONS**
Technical Specification of ROTAX engine type FR 125 MAX which can be found on the homepage www.maxchallenge-rotax.com.
- 18. ROTAX FR125 MINI MAX CLASS SPECIFICATIONS**
- 18.1** The following technical Regulations are in addition to those stated elsewhere in these NCR's.
- 18.2 PERMITTED MAKES/MODELS OF CHASSIS**
All 1040mm ± 5mm wheelbase CIK-FIA homologated chassis are permitted.
- 18.3 MODIFICATIONS**
The chassis must remain as homologated, and no modifications are permitted unless specifically allowed by the Regulations.
- 18.4 ENGINE**
The only engine permitted is the ROTAX FR125 JUNIOR MAX
The ROTAX FR 125 JUNIOR MAX with extensions. The cylinder is to be of non-Power Valve type. The engine is a single cylinder, liquid cooled, reed valve two stroke. The extensions included restrictors on the Inlet and exhaust. The restrictors must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed.
All engines must be sealed between cylinder, crankcases, cylinder head and

the reed valve block with an official seal to prevent modification.

18.5 THROTTLE RESTRICTOR

Inlet throttle restrictor must be in place at all times.

Restrictor must be as supplied by J.A.G. and comply with the official MSA fiche, no modifications allowed.

18.6 EXHAUST RESTRICTOR

Exhaust restrictor must be always in place.

Restrictor must be as supplied by J.A.G. and comply with the official MSA fiche, no modifications allowed.

Exhaust flange restrictor, 20.3mm maximum round bore, all exhaust gases must pass through this restrictor.

18.7 APPLICABLE TECHNICAL REGULATIONS

Technical Specification of ROTAX engine type FR 125 MAX which can be found on the homepage www.maxchallenge-rotax.com

APPENDIX E: TARMAc RACING 2024

1. INTRODUCTION

Tarmac racing is an amalgamation of Time Trials, Drag racing and Gymkhana slalom/Motorkhana slalom.

1.1 Time Trials (hereby referred to as Format A race) a competitive Motorsport event (as in auto racing) in which individuals are timed over a set distance on an asphalt circuit.

1.2 Drag racing (hereby referred to as Format B race) is a form of competitive motorsport event (as in auto racing) in which more than one contestant race on an asphalt track from a standing start side by side over a set distance. Both elapsed time (in seconds) and final speed (in kilometer per hour; kph) are recorded, although for most races the winner is simply the first to cross the finish line.

1.3 Gymkhana slalom (hereby referred to as Format C race) is a form of competitive Motorsport in which drivers compete on a defined track in a time based or speed-based race. The drivers race between obstacles and over a tight, twisting track marked out by pylons/cones or similar devices. Penalties are preferred to drivers who do not meet the racing regulations such as but not limited to brushing a pylon/cone or going off the track. The race may include driving forward or in reverse. Gymkhana slalom and Motorkhana slalom can be used interchangeably to refer to the same discipline.

2. ADMINISTRATION

2.1 The National Tarmac Race Championship is administered under the provisions of these National Competition Rules (NCR's), other Regulations and instructions which may from time to time be issued by the Tarmac Racing Commission by Supplementary Regulations (SR's) published for each race meeting / event.

2.2 **CONFLICT BETWEEN NCR's AND SR's**
In general, individual event SR's may not be in conflict with these NCR's unless for reasons of safety or as a result of force majeure.

2.2.1 A yellow card can be given by the Motorsports Council on recommendation of the Tarmac and/or Safety Commission to an event organizer if a serious lack of safety in the races is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event

that has been given a yellow card on the following years calendar.

2.3 VARIATION

Any variation/amendment of these NCR's approved by the Commission will be advised by means of Bulletin/s or, in cases where such a variation / amendment affects an individual event, by way of the event SRs for the affected race meeting.

2.4 SUPPLEMENTARY REGULATIONS

The organizers will issue SR's specifying, inter alia, the date, timing/program, and format of the event. Supplementary Regulations must be submitted at least 3 weeks before the date of the scheduled event as indicated the national sporting calendar. Any delays in submission of the regulation must be notified in writing to KMSF no later than six weeks before a scheduled event, whereby any cancellation or postponement must be notified to KMSF in writing. Failure to observe these timelines will incur a penalty of not less than Kshs. 5,000.00.

Any supplementary provision to the regulations of a competition shall be introduced by the clerk of course in respect to the NCRs by the inclusion of numbered bulletins which will become an integral part of the Supplementary Regulations. Any such bulletin issued prior to scrutineering will be approved by KMSF and any bulletin issued after Scrutineering will be approved by stewards of the event.

2.5 OFFICIALS

Mandatory officials present during the running of an event.

2.5.1 CLERK OF COURSE (CofC) *

The Clerk of Course has the right to exercise his discretion in all matters and confers with the Stewards for all matters relating to the event. The clerk of the course may appoint additional officials and / or judges of fact if deemed necessary.

2.5.2 STEWARDS *

Minimum of two (2), One (1) appointed by the ASN/ Commission, others by the CofC

2.5.3 Secretary of the Event

Administrative duties

2.5.4 Chief Safety Officer *

2.4.5 Starter / Finisher *

2.5.6 Competitors Relations Officer *

All communication between the Competitors and race stewards must be conveyed through this official

- 2.5.7 **Chief of Marshals**
- 2.5.8 **Chief Timekeeper**
- 2.5.9 **Chief Results Officer**
- 2.5.10 **Scrutineer ***
- 2.5.11 **Chief Medical Officer**
- 2.5.12 **Media Officer**
- 2.5.13 **Security Officer**

* Must be well versed with NCR's and SR's.
All officials must sign-on on the official documents / sheets. These will be submitted to KMSF together with the signed results within forty-eight (48) hours of the event conclusion.

2.6 **RIGHTS AND DUTIES OF ORGANIZERS**

2.6.1 **EVENT DOCUMENTATION**

All events held under KMSF regulations are required to produce all official documentation to the secretariat.

Entry Forms
Signing on sheets
Scrutineering forms
Time sheets
Signed Official Results
Event Bulletins
Competitor Information
Stewards report

3. **LICENCES**

3.1 **Competition License**

ALL Competitors must be in possession of a valid KMSF for the prescribed discipline/s.

3.2 **Temporary License**

Temporary Licenses obtained from KMSF are applicable. Temporary licenses are valid for one event only.

3.3 **Club Membership** a valid membership of a KMSF affiliated Club.

3.4 No competitor with a KMSF license may use their competition license to participate in any event not sanctioned by KMSF.

4. **CIRCUIT AND ASPECTS**

4.2 **APPOVED CIRCUITS**

4.2.1 Only permanent asphalt circuits will be approved to hold events

4.2.2 A permanent circuit is one where the main features can only be changed by physical reconstruction.

4.2.3 Plans for all new circuit projects or modifications to existing circuits must be sent to the Commission for approval prior to any works being undertaken. Failure to do so may result in the circuit being excluded from KMSF sanctioned events.

4.3 **CIRCUIT SURFACE**

Surfaces must be regular throughout the length of the track, i.e. well-sealed, durable and well graded, and free of holes, rough spots or loose particles.

4.4 **CIRCUIT EDGES**

Both outside edges of a permanent circuit shall be clearly marked by a continuous painted yellow line at least 100mm wide, but not exceeding 150mm wide, and shall be laid in such a manner as not to constitute a hazard to competitors. There must be no drop between the edge of the circuit and the verge adjoining the circuit.

4.5 **KERBS**

At the point that they meet the track surface, should have a sloped vertical rise of 40mm to 60mm and be smooth and not cause damage to the kart. The outer edge of the kerb must be level with the verge for at least 3 meters then slope away gradually at an angle not exceeding 5 degrees.

4.6 **EDGES, VERGES AND LATERAL AREAS**

All edges, verges and lateral areas should be level with the edge of the track and all areas behind a kerb should be filled in and level. In all grass covered areas, the grass should be kept trimmed; dry grass and all vegetation should be removed. Vegetation should be removed from gravel beds. All lateral areas, up to the first protection, should be kept clear of any obstruction

4.7 **PROTECTIVE MEASURES**

When determining measures to be implemented for intended use of the protection of spectators, drivers, race officials and service personnel during events, the characteristics of the circuit should be taken into consideration circuit layout, profile; topography, racing trajectories, adjacent areas, buildings, and constructions as well as the speeds attained at any point of the circuit. In order to absorb a car's energy and/or provide conditions for the driver to regain control, various deceleration systems and energy-dissipating and stopping barriers may be installed to constitute a first line of protection. The installation may include, grass bales, tyre barriers (as per stipulated construction), sealed surface run-off areas, deceleration beds filled with appropriate aggregate, stopping barriers, energy-

absorbing barriers, or a combination of these measures. As a general principle, where the estimated impact angle is low a continuous, vertical barrier is required, and where it is high energy, dissipating devices and/or stopping barriers are used. Where provided, run-off areas will be principally situated on the exterior of the corners and may typically have varied depths, according to the approach and cornering speeds expected on the track. In addition, supplementary measures for the protection of public areas, which should be placed at the same level as or higher than the track edge, may be required.

4.8 ENCLOSURES

No unprotected enclosure / structure shall be located less than 10 meters from the circuit unless there is an approved safety barrier between the enclosure and the circuit.

4.9 PITS

Restricted area of firm surface adjacent to the circuit, demarcated into bays, where competitors and nominated crews make repairs and adjustments to the racing vehicle. The entry to the pits from the circuit shall be immediately preceded by a chicane or bend to reduce the speed of the vehicle substantially. The speed limit in the pits is limited to a walking pace. Cooking, open fires and smoking are not permitted in the pits. The pit area, entry and exit will be manned and controlled by race officials at all times during the event.

4.10 HOLDING

A restricted area located between the pits and the circuit for purposes of assembling competitors, prior to their entry on to circuit to avoid delays in the flow of the event. Competitors not in the holding area in time to enter the circuit at the starters signal will be reported to the CofC for further action. The competitor can have one crew member in this area primarily to assist with vehicle and driver safety equipment. The crew member if present will exit this area immediately the competitor is signaled to enter the circuit. No fueling and repairs are permitted in this area. The area will be controlled by race officials at all times during the event.

4.11 SCRUTINEERING

An area clearly demarcated for use by the scrutineer team to conduct checks on vehicles and driver safety equipment. Access to this area must be restricted to the competitor or one nominated crew member.

4.12 REFUELING

Restricted area for purposes of fueling only. The process conducted on an environment mat, with the engine switched off and Competitor outside the vehicle throughout.

The area covered from the elements by a permanent or temporary structure (gazebo) of minimum dimensions 5 meter by 5 meter with an adjacent area designated as a fuel storage area (dump). Fuel jerricans should not exceed a capacity of 30 Litre. Proper fueling funnels to be used to avoid spillage. Competitors to cater for their own fuel and refueling. Organizer to cater for at least three 9kg dry powder fire extinguishers

4.13 MARSHAL LOCATION

Flag marshals and or dedicated fire marshals should be positioned at predetermined points along the circuit, ensuring they are out of harm's way. Each marshalling point should be equipped with the relevant signal flags and don a reflective tabard at all times. It is recommended that each point have a 9kg dry powder fire extinguisher.

4.14 SPECTATOR AREAS

4.14.1 Spectator areas should be separated from the circuit and officials' areas by an efficient restrictive barrier, the minimum height of one (1) meter.

4.14.2 The buffer area between the circuit and the barriers should be a minimum 6 meters on the straights and 8 meters at the outer perimeter corners.

4.15 RECOVERY

In case of a vehicle breakdown no outside assistance will be allowed except by designated recovery vehicles and personnel on authorization by the Clerk of Course.

4.16 MEDICAL SERVICES

The Chief Medical Officer determines the course of action required in incidents where medical intervention is required. In cases where evacuation is required, patients will be transported to the nearest medical facility as specified by the CMO or indicated as indicated in the safety plan. The organizer will provide for at least two ambulances at the event. An event may not run without an ambulance or medical staff present.

4.17 TRACKSIDE ADVERTISING AND ADVERTISING STRUCTURES

Advertisement signs and hoardings, video screens and other trackside structures must be stable and secure. Location and characteristics of advertising should be such as not to interfere with drivers' and officials' visibility and not to produce an

adverse or misleading optical effect (e.g., bewildering repetition of brightly contrasting posters, badly placed hoarding inducing visual misjudgment, etc.). No form of advertising or decoration is permitted on the track surface. Any advertising on or decoration of the surface of a paved run-off area must be of a nature, such that there is no reduction of its skid resistance value. Advertising between the track and the first protection barrier is general prohibited, with the exception of advertising panels approved by the clerk of the course, or race director in the presence of an ASN delegate. For each specific construction and location, all such signs must be designed to break if impacted by a vehicle into lightweight, harmless pieces, but also able to withstand the wind turbulence generated during the race. All positioned so as to in no way obstruct the vision of marshals or drivers during a race, installed only on the exterior side of the circuit, and must not be situated less than 3 m from the track edge. Use of metallic materials is strictly prohibited. Recommended materials are non-flammable expanded polystyrene or similar, with a maximum thickness of 100 mm. Tethers must not be used; ties should be of a lightweight fabric.

5. CIRCUIT MANDATORY EQUIPMENT

5.1 CIRCUIT FACILITIES

Electrical power supply (Mains and backup Generator)
Public address system.
Secretarial control.
Place of inspection by competitors of practice times and race results.
Medical facilities.
Scrutineering area.
Refueling area.
Parc Ferme.
Toilet facilities.
Spectator Area
Refreshment areas.
Car parks designated for officials, competitors, and spectators.

5.1.2 OBLIGATORY CIRCUIT

INSTALLATIONS/SERVICES:

Precision timekeeping equipment, lap scoring, public address and secretarial areas must afford protection from the elements and be suitable for the intended purpose.
Pits, holding area, refueling area, Scrutineering Bay, Parc Ferme of hard standing.
Toilet facilities for male and females.
9kg dry powder fire extinguishers.

5.1.3 NOTICEBOARD

For posting official documentation, heat times and result

5.1.4 FIRE EXTINGUISHERS

5.1.4.1 ORGANISER

The organizer to position Dry Powder fire extinguishers (minimum 9kg) at strategic marshaling points, in the recovery vehicle, Pits Entry and Exit points, Holding and Refuel area.

5.4.1.2 COMPETITOR

It is recommended that each competitor have a dry powder fire extinguisher (minimum 5kg) at their designated pit bay. The extinguisher must be kept in close at hand throughout the event. It must carry a valid inspection certificate.

5.1.4.3 VEHICLE

Should carry onboard while on the circuit, a dry powder extinguisher, minimum 1Kg, secured with a quick release mounting. The preferred location is the passenger side footwell.

5.2 SIGNALING EQUIPMENT

5.2.1 CLERK OF THE COURSE (COFC)

Red, Green, Black and Orange, Black & White divided diagonally.

5.2.2 STARTER / FINISHER

Green flag, Black and white Chequered flag

5.2.3 FLAG MARSHALS

Yellow and Red

5.2.4 PITS AND HOLDING

A shrill whistle and / or megaphone speaker. Red and Green flags.

5.3 FLAGS DEFINED

The minimum dimensions of signal flags is 60 cm by 60 cm.

Flags will be used during the event to signal the competitors.

Competitors must the respect and obey the flag signals.

Competitors failing to acknowledge or act upon a signal conveyed to them, will be guilty of an offence and reported to the Clerk of the Course.

5.3.1 START (GREEN)

Used by the designated start official. The action of raising above head with an outstretched arm then lowering to knee level signals the start.

5.3.2 FINISH: Black and White Chequered Flag

Used by the designated finish official standing at a predetermined finish point on the circuit, to signal the finish, by action of several waves of the flag.

- 5.3.3 YELLOW FLAG**
Signals danger and should be shown to Competitors by continuous waving. The flags are displayed by the flag marshals. Competitors should reduce speed immediately.
- 5.3.4 RED FLAG**
- 5.3.4.1** This flag must be waved at the start / finish and by flag marshals signaling an unprecedented termination of the race. The flag is waved at the direction of the CofC. Competitors must stop their run immediately and proceed at a reduced speed to the pits, or place stipulated by the SRs for the event, exercising extreme caution and being prepared to stop at any time if necessary.
- 5.3.4.2** The red flag will then be shown motionless under the direction of the Clerk of the Course to close the circuit.
- 5.3.5 BLACK FLAG WITH ORANGE DISC**
Displayed to the Competitor, indicates that the vehicle, concerned has a potentially dangerous defect. Return to the pits immediately following the proper circuit direction.
- 5.3.6 BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES**
- 5.3.6.1** Displayed to the Competitor warning them for unsporting behavior and for circuit infringements. Refer to the penalties clause 14. The competitor must report to the Clerk of the Course immediately after the race. Failure to do so may render offenders liable to additional penalties or disqualification from the event.
- 6. DRIVER SAFETY EQUIPMENT**
- 6.1 EQUIPMENT (MANDATORY)**
At all times while on the circuit drivers must wear the following:
- 6.1.2 CRASH HELMET** Proper fitting correctly positioned and secured, with visor in position or race goggles (where applicable).
- 6.1.3 TOP**
Long sleeved
- 6.1.4 TROUSERS**
Ankle length
- 6.1.5 SOCKS**
Long socks
- 6.1.6 SHOES**

Rubber soled, fully laced shoes. Open shoes are not permissible.

- 6.2. RECOMMENDED**
- 6.2.1 FIA APPROVED FIRE-RESISTANT ATTIRE**
Carrying a validity date where applicable
- 6.2.2** This is clause will be treated as "Mandatory" for Competitors in the 2wd Junior class, 2wd class 16 to 18 years old and Frame Piped Vehicles in all categories
- 6.2.2 UNDER WEAR**
Balaclava, Long Sleeve Top, Ankle Length Pants, Long Socks
- 6.2.2.2 PROTECTIVE SUIT**
One piece construction, minimum 2 layers of fire-resistant material
- 6.2.2.3 BOOTS**
Auto racing ankle length.
- 6.2.2.4 NECK SUPPORT / RESTRAINT**
Auto Racing Neck Brace / Support (padded)
or
Auto Racing FIA Homologated HANS, FHR, or Hybrid FHR device.
- 6.2.2.5 GLOVES**
Auto racing gloves carrying no modifications from the original construction
- 7. CONDUCT**
- 7.1 GENERAL**
All persons with the event venue (competitors, crew, and spectators) will conduct themselves in an orderly and sportingly manner. The Competitor/Team is responsible for actions of persons they are associated with within the event venue. Any misconduct or breach of the regulations will lead to ejection. The Competitor is liable to penalties, fines and/or possible exclusion from the session/race and/or event. These incidents will be reported to the Commission by the organizer for further action
- 7.2 CIRCUIT ETIQUETTE – ENTRY, DRIVING AND EXITI**
- 7.2.1 ENTRY**
When entering the circuit from the holding area, drivers must restrict their speed to a walking pace, following the directions of a race official at all times.
- 7.3 DRIVING**
- 7.3.1** Wild, disorderly, and dangerous driving by competitors is prohibited. The competitor

responsible will be cautioned. Any subsequent incidents will result in penalties, fines and/or possible exclusion from the session / heat or expulsion from the event.

7.3.2 Under no circumstances may a vehicle be driven or pushed in any direction contrary to the racing direction.

7.3.3 Any competitor stopped on the circuit for any reason must await instructions from the flag marshal/s or race officials before they resume movement.

7.4 **EXIT**
When exiting the circuit into the pits, Competitors must substantially reduce vehicle speed while obeying signals from the officials.

8. NATIONAL TARMAC RACE CHAMPIONSHIP - GENERAL EVENT STRUCTURE:

8.1 **NUMBER OF ROUNDS**
The National Tarmac Race Championship will consist of seven (7) rounds and as stipulated on the KMSF calendar. These rounds will consist of
Three (3) Format A races
Two (2) Format B races
Two (2) Format C races

8.2 **NATIONAL CHAMPION**
To be declared the national champion, a competitor must have participated in at least five (5) of event rounds run in the calendar year. All the event count towards the championship.

8.2.1 **SHORTENED CHAMPIONSHIP**
In the event that for any reason all 7 Rounds do not take place:

8.2.3 All Rounds will count towards the championship if only 5 Rounds take place. A minimum of 5 rounds will constitute a championship.

8.3 **DEAD HEAT IN A CHAMPIONSHIP**
For drawing up the final and/or provisional classification of a Championship, the rule for deciding between drivers who have scored exactly the same points total shall be:

8.3.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classification on their respective Championship, counting only those events which have served to make up their points total.

8.3.2 According to the greater number of highest places achieved in the final classifications

of their respective Championship, taking into consideration only those events in which all of the drivers and/or co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.

8.3.3 In the event of a further tie, KMSF itself will decide the winner and decide between any other tying drivers, on the basis of whatever other considerations it thinks appropriate.

8.4 **CLASSES**
A National Championship series consists of the following classes
Refer to clause 16 of the regulations for technical information.

8.4.1 **Open Class**
Over 18 years of age
Under 18 should have a competition license

8.4.2 **Two (2) Wheel Drive (Rear/Front)**
Over 18 years of age
Under 18 should have a competition license

8.4.3 Competitors must produce a valid driver's license during scrutineering.

8.4.4 Road legal vehicles to carry a valid insurance certificate.

8.4.5 Refer to clause 16 for Vehicle Technical Specifications.

8.4.6 Organizers can only run the classes stipulated in these regulations

8.3 **PROOF OF AGE**
Proof of age must be provided to KMSF on application for a competition and/ or temporary license.

8.4 **COMPETITION LICENCE**
Any mention in these Regulations referring to a competition license is for the participation in Tarmac Racing and is not extend to any other disciplines.

9. EVENT PROGRAM

9.1 **CIRCUIT DISTANCE**

9.1.1 The aspects and length of each run in a Heat (in laps) will be clearly specified in the event SR's.

9.2 **SIGNING ON**

9.2.1 Signing on will commence at the beginning of the event at the time stipulated in the event SR's. Written or electronic method

- 9.2.2** Drivers must physically or electronically present the following documents Valid KMSF license, KMSF affiliated Club Membership Card and Medical Insurance
- 9.2.3** Drivers who are unable to produce these will not be permitted to take part in the event.
- 9.3 SCRUTINEERING**
- 9.3.1** The Timing, Location and Procedure as indicated.
- 9.3.2** Competitors must allow free access to their bay, to duly appointed scrutineers at any time during the Event.
- 9.4. SIGHT LAP** Defined in the SRs
- 9.5 PRACTICE (Optional)** Specified in the SRs under the event program.
- 9.5.1** A timed session for all competitors, these times do count towards the final race results.
- 9.6 DRIVERS' BRIEFING**
A short mandatory meeting organized by the Clerk of Course for purposes of highlighting:
- 9.6.1** Specific points of the Supplementary Regulations concerning the organization of the event.
- 9.6.2** Safety notions, either generally or specific to the circuit.
- 9.6.3** Any clarification concerning the interpretation of the regulations.
- 9.6.4** Failure to attend may attract a penalty, a fine or possible exclusion from the event or all.
- 9.6.5** Publication of the start list
- 9.7 START PROCEDURE** Defined in the SRs as i) A rolling Start ii) A standing start
- 9.8 RUN**
- 9.8.1** A Competitor's timed session within a Heat
- 9.8.2** Components of a Run are defined in the SRs stating the i.e., warm up lap, number of laps that count as hot laps (timed laps) and cool down lap slow lap.
- 9.8.3** Competitors will follow the order of the published start list.
- 9.9 HEAT**
- 9.9.1** The number of heats per event will be specified in the SRs

Note: 9.7 to 9.9, referred to as the race format, defined in the SR's of each round event.

- 9.9.2** Changing of cars within an Event/ between heats: A Driver can change cars only up until completion of Heat 1, if Heat 2 has finished and the Drivers car breaks down, they will not be allowed to change cars.

10. RESULTS

- 10.1. DID NOT START (DNS)**
A Competitor who fails to attempt or make it to the start of the heat in progress. *No Time allocated*
- 10.2 DID NOT FINISH (DNF)**
A Competitor who fails to cross the finish line to receive the Chequered flag after started their run of the heat in progress. *No Time allocated*
- 10.3 Disqualified (DQ)**
A Competitor who for gross unsporting conduct is withdrawn from the circuit or refused participation in a heat or event. *No Time allocated*
- 10.3.1** This decision lies solely with the CofC after prior warning.
- 10.3.2** An Appeal by the Competitor involved should be made in writing for adjudication by the Stewards.
- 10.4 HEATS**
Heat times are posted after every heat, on the Notice board and electronically
- 10.5 FINISHER**
A finisher is a competitor who has completed the stipulated number of enough heats required to produce a result.
- 10.6 PROCEDURE**
Total cumulative times of the Competitors best heats.
- 10.7 PROVISIONAL RESULTS**
posted immediately after the last heat.
- 10.7.1** Posting of the provisional results marks the start of a 20-minute window for compilation of the final results and lodging of any protest by a competitor.
- 10.8 CLASSIFICATIONS**
done per class, with the fastest being declared the winner, second fastest being second and so on until all finishers are classified.
- 10.9 AWARD PRESENTATION**
Awards will be presented to the top (3) Three drivers in each class. More awards

may be presented at the discretion of the organizing club.

11. POINT SCORING

11.1.1 All Competitors who have generated a result heats score championship points

11.2 CHAMPIONSHIP POINTS

11.2.1 License holders both yearly and temporary licenses holders are awarded championship points.

11.3 CLASS BONUS POINTS

Bonus Points will be awarded per Format as stated in article 11.5.

11.4 OVERALL SCORE

Championship Points are only awarded for the Final finishing positions at each Round as stipulated in article 11.5. The ultimate Kenya National Tarmac Champion will be the one with the highest total accumulated points, subject to article 8.0.

In case a Final is cancelled because of "force majeure," no points will be awarded.

In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges. If this procedure fails to produce a result, the Commission will nominate a winner according to such criteria as it deems fit. At the conclusion of the season, ALL the Round scores for each driver will be used to determine an ultimate Championship total.

11.5 EVENT POINTS ALLOCATION

Championship Points are awarded as follows:

11.5.1 FINAL TIME TRIAL FINISHING POSITION POINTS

Championship Points are awarded as follows:

1 st place	45 points
2 nd place	38 points
3 rd place	35 points
4 th place	32 points
5 th place	30 points
6 th place	28 points
7 th place	26 points
8 th place	24 points
9 th place	22 points
10 th place	20 points
11 th place	19 points
12 th place	18 points
Fastest lap time of the day	2 points (Bonus points)
Finishers	1 point

11.5.2 FINAL DRAG RACING FINISHING POSITION POINTS

Championship Points are awarded as follows:

1 st place	40 points
2 nd place	35 points
3 rd place	32 points
4 th place	30 points
5 th place	28 points
6 th place	26 points
7 th place	24 points
8 th place	22 points
9 th place	20 points
10 th place	19 points
11 th place	18 points
12 th place	17 points
Fastest Quarter Mile	2 points (Bonus points)
Finishers	1 point

11.5.3 FINAL GYMKAHA SLALOM FINISHING POSITION POINTS

Championship Points are awarded as follows:

1 st place	45 points
2 nd place	38 points
3 rd place	35 points
4 th place	32 points
5 th place	30 points
6 th place	28 points
7 th place	26 points
8 th place	24 points
9 th place	22 points
10 th place	20 points
11 th place	19 points
12 th place	18 points
Fastest lap time of the day	2 points (Bonus points)
Finishers	1 point

11.6 MINIMUM NUMBER OF DRIVERS

If fewer than 3 drivers in a class start an event no Championship Points will be awarded.

12. RACING – GENERAL REGULATIONS

12.1 In the interest of safety, a vehicle and driver may not enter the track prior to Scrutineering.

12.2 Only the officially registered Competitor can drive the vehicle on the Circuit.

12.3 Competitors must obey all signals made to them by officials.

12.4 Under no circumstances may a vehicle be driven or pushed in any direction other than the direction of the course during an Event.

12.5 Any driver stopping on the Circuit or its verges, whether voluntarily or involuntarily

- will remain there until it instructed by a race official
- 12.6** If an electronic timing system is not available, a normal stopwatch lap timing system (timed lap) may be used
- 12.7** Following publication of the start list, Competitors must be in the *holding area* at their designated slot, ready to race and awaiting the starters orders.
- 12.7.1** The competitor is permitted only one crew member in the holding area. The assistant must exit the area once the competitor enters the circuit
- 12.8 START**
- 12.8.1** When the vehicle passes a predetermined point on the circuit, whereby timing starts.
- 12.8.2** The green flag is shown to the competitor.
- 12.9 FINISH**
- 12.9.1** When the vehicle passes a predetermined point on the circuit at the end of the last lap, whereby timing stops.
- 12.9.2** It is obligatory for the Chequered flag to be shown to the Competitor.
- 12.10 OUTSIDE ASSISTANCE**
- 12.10.1** No competitor may receive outside assistance once they left the holding area onto the circuit.
- 12.10.2** In the case of an incident while on the circuit, only authorized personnel on direction from the CofC may offer assistance.
- 12.10.3** In medical cases the CMO will give direction, whilst keeping the CofC informed at all times.
- 13. SUBSTANCE ABUSE**
- Alcohol, Drugs and is of substances that may impair judgement during the Event by Competitors and Crew members is prohibited and considered a serious offence.
- 13.1** Competitor and Crew members are prohibited from consuming alcohol during the event.
- 13.1.1** In the event that a Competitor or Crew member is found or suspected to be under the influence of alcohol or drugs at any time during the event, the person/s may be subjected to a medical examination on direction from the CofC.

- 13.2** Penalties under this clause are immediate exclusion from the event. The CofC will then forward a detailed report to the Commission for further adjudication.
- 14. PENALTIES**
- 14.1** A Competitor is liable for actions of their Crew members
- 14.2 Fail at Scrutineering**
This includes both vehicle and driver safety equipment. Action: Exclusion from event.
- 14.3** As a general guide, Circuit offences listed below will result in penalties.
- 14.4 Disorderly Conduct on the Circuit**
Include and not limited to not following the circuit as defined, hitting cones and other circuit markers, not being in full control of the vehicle at all times, not obeying flag signals.
- 14.5** Two (2) wheels leaving the circuit 2 second penalty.
- 14.6 Flags**
- 14.6.1 First warning** Black/White flag Caution
- 14.4.2 Second warning** - Shown the Black/White flag plus possible time deletion for the run.
- 14.4.3 Third Warning** – Shown the Black/White flag – Adjudication by the Stewards. Probable disqualification from the Event.
- 14.5** The penalties set out above are neither exhaustive nor binding, the officials will retain the discretion to penalize Competitors as they deem fit.
- 15. PROTESTS**
- 15.1** All Protests are lodged in writing and must be delivered to the organizers through the CRO, providing evidence to make their case
- 15.2** Must be accompanied by a protest fee of Kshs. 5,000/=
- 15.3** The Stewards will adjudicate on the matter and respond to Competitor. The Stewards decision is final.
- 15.3.1** If the Stewards uphold a protest and rule in favor of the protesting Competitor, the protest fee will be refunded to the competitor.
- 16. VEHICLE TECHNICAL SPECIFICATIONS**

For this discipline the following definitions will refer to

16.1. A Car
A vehicle as built by the manufacturer, with all body and design features in place.

16.2 Vehicle

16.2.1 A car, whereby original body features have been modified, removed, or replaced with a tubular structure / s.

16.2.2 A vehicle built and constructed using tubes.

16.2.3 All Body Panels of a car to be well fitted (Including Doors, Bonnet, Trunk etc.)

CLASSES

16.3. OPEN CLASS

Description	A car, A Piped Frame vehicle **
Specification	Open
Capacity	Open
Drive	2-wheel drive or all-wheel drive
Age	18 years and above.

16.3.1 The category is open in regard to engine capacity, transmissions, drive trains and modifications to ECU, Fuel Injection system, turbos and turbines are permitted

16.3.2 It is recommended that Competitors use Drivers Safety Equipment

17. VEHICLE SAFETY EQUIPMENT

17.1 MANDATORY

17.1.1 Battery
Maintenance free and securely mounted

17.1.2 Seats
Securely mounted have no play at the base plate, head rest in place, in the upright position whilst on the Circuit.

17.1.3 Safety Belts
Minimum 3-point safety belt, properly secure to the vehicles frame, functioning lock /release mechanism, show no signs of fraying.

17.1.4 Fuel Tank
Securely mounted, Pressurized tanks are not permitted, proof of a functional venting device.

17.1.5 Fuel Lines
Properly secured and routed, away from any hot areas in the engine bay. Must not be frayed or cracked

17.1.6 Wiring

Properly sheathed and tethered. Additional cable ties may be used to reduce sagging

18. VEHICLE PLATES AND ADVERTISEMENT

The vehicle will carry to mandatory plates as indicated below

18.1 COMPETITOR NAME

Is the responsibility of the competitor. This is affixed to the rear window or vehicle side panels

Format for the first name, first letter only in Caps, surname only first letter in caps, followed by the blood group
Wording is white, Helvetica font, 6 cm high and with a stroke width of 1.0 cm.

18.2 NUMBER PLATE

Will be issued by the event organizer, featuring the competitors race number, size approx. A4 in size, white numbers and may organizer advertisement. The plate cannot be altered in any way. Discrepancies may attract a fine.

18.3 ADVERTISEMENTS (Optional)

Competitors may carry advertisements as long as it does not in any way obstruct the Competitor name and number plates.

18.3.1 These advertisements do not carry an offence message, is not religious or political in nature, do not interfere with the Competitors vision through the front windscreen or side windows.

19. FUEL

19.1 PERMITTED FUELS

19.2 Any pump fuel

19.3 Avgas

19.4 FIA approved race fuel

19.5 KMSF reserves the right to monitor and test all fuels at any time

20. TYRES

20.1 PERMITTED

20.1.2 Legal Road Tyres

20.1.3 Track tyres

20.1.4 Slick Tyres

20.1.5 Dry weather or wet weather tyres

20.2 NOT PERMITTED

20.2.1 Gravel, rally, or a tyre of aggressive open block tread design.

- 20.2.2** No retreads permitted
- 20.3 TREAD, INFLATION, HEATING**
- 20.3.1** Tyres may only be inflated with air or nitrogen.
- 20.3.2** Tyres must be in a good physical condition.
- 20.3.4** Use of Chemical treatments / compounds not permitted.
- 20.3.5** Use of tyre heating / heat retention devices are prohibited.

- 21. SAFETY**
In the interest of Safety, the Commission will closely monitor and regularly make amendments, in regard to Driver and Vehicle Safety Equipment.
- 22. RACE FORMAT**
- 22.1** Time Trail (Format A)
- 22.2** Drag Racing (Format B)
- 22.3** Gymkhana slalom/Motorkhana slalom (Format C)

APPENDIX F: 4 X 4 REGULATIONS 2024

1.0 EVENT FORMAT

1.1 The Kenya National 4x4 Challenge 2024 is designed to bring 4-wheel drive enthusiasts together from Kenya, with the ultimate aim of successfully completing an off-road adventure, competition special stages are included to test drivers and riders to their limits in extreme off-road conditions.

2.0 OFFICIALS

2.1 Chairman

2.2 Events Director

2.3 Clerk of Course

2.4 Deputy Clerk of Course

2.5 Secretary of Event

2.6 Technical Delegate

2.7 Chief Safety Officer

2.8 Chief Medical Officer

2.9 ASN Steward

2.10 Club Steward

2.11 Chief Results Officer

3.0 CHAMPIONSHIP

3.1 4x4 National Beginner championship for driver and co-driver

3.2 4x4 National Intermediate championship for driver and co- driver

3.3 4x4 National Expert championship for driver and co-driver

3.4 4x4 National Super Expert championship for driver and co-driver

4.0 EVENTS TO COUNT TOWARDS THE CHAMPIONSHIP

4.1 The 4x4 championship series will consist of six (6) rounds as per the 2024 motorsports calendar all of which will count towards the championship. Event Stages are set out as:

4.1.1 Beginners

4.1.2 Intermediate

4.1.3 Experts

4.1.4 Super Experts

4.2 The Stages results will determine the overall champions, 1st Runners up and 2nd Runners up in each class.

4.3 Scoring will be a combination of elapsed time, less any penalties incurred by competitors, as specified, in the competition rules.

4.4 Stages will be varied with a major emphasis on safety.

4.5 The competition sections will be designed to test 4-wheel driving and recovery skills first and foremost.

4.6 A "Team Trophy" will be awarded to the team with the highest points computed by aggregating the points of three (3) vehicles of the team completing the event each team will comprise of at least three (3) vehicles and these will have to be declared during scrutineering and no changes will be allowed subsequently.

4.7 One team can share a vehicle and must be declared at documentation.

4.8 Other awards may include Most Unique 4x4 Ladies Team and Special Awards.

5.0 VEHICLE CLASS AND SCRUTINEERING

5.1 There will be three classes and one overall ranking as below:

5.1.1 Beginners

5.1.2 Intermediate

5.1.3 Experts

5.1.4 Super Expert

5.1.5 Clubman Class

This class is designed for first time competitors who want a feel of the competition and will have 2 stages designed for them and will choose a further 3 stages from the beginner class. They will however be required to purchase a temporary competition license and follow all regulations. They will NOT be scored or seeded in the national competition results.

5.2 Vehicles and all equipment are required to be available for scrutineering at designated time and place. A competitor's

- representative must be present during these checks.
- 5.3** Vehicle must be presented in a ready to start condition including all compulsory equipment, drivers' licenses, insurance papers and registration papers. The competition official's emphasis on safety aspects of the vehicle and its condition to successfully complete the event. It is the competitor's responsibility that the compulsory equipment is in good working order and that they are self-sufficient to complete the event.
- 5.4** Scrutinizing may again take place at any time in between two stages, start or at the end of a stage on grounds of safety. Any vehicle or equipment that is deemed not to be in good condition will be excluded.
- 5.5** Competitors who are entering vehicles for the first time are encouraged to consult the Kenya 4x4 commission.
- 5.6** Late scrutineering may be allowed but must be arranged with the technical steward beforehand.
- 5.7** Competitors must present helmets, protective clothing, medical kits, safety blanket for inspection at scrutineering.
- 5.8** After scrutineering is closed no change of vehicle will be permitted.
- 6.0** **PARC FERME**
- 6.1** All vehicles must be in parc ferme 30 min before starting time of the event.
- 6.2** As soon as they arrive at the end of event and remain there until expiry time for protest or until permission is given by the clerk of the course.
- 6.3** After parking the vehicle in the parc ferme the competitors are only allowed 5min to leave the park which from then on may not be entered without authority.
- 7.0** **VEHICLE SPECIFICATIONS**
- 7.1** This event is open to all road registered 4-wheel drives, provided the vehicle currently or previously has been sold to the general public or the government by their manufacturer.
- 7.2** The event is also open to non-road registered ATV's (All Terrain Vehicles having seating for two people side by side with a steering wheel similar to that in a car or truck and not a handlebar system).
- 7.3** Chassis of a production type 4x4 vehicle and a bulkhead of a production type 4x4 vehicle is compulsory.

- 7.4** Chassis can be strengthened and modified to allow fitting of non-standard engines and suspension systems. Front and rear overhang can be modified. Shortening of the chassis is allowed.
- 7.5** Space frame 4-wheel drive vehicles can be considered for entry any vehicle failing to comply with any of the rules and regulation contained in this event guide is required to apply for exemption in writing to the C of C stating the regulations that the vehicle fails to comply with each request will be considered on its merit. **7.6** An exemption will only be granted when the Competition Committee is satisfied that the vehicle has no unfair advantage over other competing vehicles and no safety aspects have been ignored. Failure to apply for an exemption may exclude the competitor from starting the event.
- 7.7** Disc brake conversions acceptable (from drum to disc)
- 7.8** All modifications are subject to approval by competition committee and following guidelines must be followed.
- 7.9** A competitor's vehicle should be able to be identified as declared model and any one of the following original sections or parts of the declared model will be considered as a qualifying criterion:
- 7.9.1** Front Grill with light assembly
- 7.9.2** Engine compartment and bonnet
- 7.9.3** Driver and passenger cabin with A-Pillar, B-Pillar, bulkhead, doors, roof, floor, and windscreen.
- 7.9.4** When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts, winch/winchers or winch cable/cables will be visible.
- 8.0** **ELIGIBILITY OF VEHICLES**
- 8.1** **Beginner.** Showroom vehicle with straight axle and no modification. If the vehicle is modified, it should be driven by age from 10 to 14 years or has factory fitted differential locking systems these should be disengaged and NOT be used in the beginner category.
- 8.2** **Intermediate.** Daily use vehicle with standard or solid axles with moderate modifications and to be driven by ages 16 and above

- 8.3 Expert.** Modified purpose-built vehicle with straight or solid axles driven by ages 16 and above.
- 8.4 ATV All-terrain vehicle** is a category of its own but compete within the above classes and calculated separately in the championship as ATV class.
- 8.5** Any **ATV** expert or super expert vehicle can be entered into a lower category, however, will start each stage with 50 points to level the score board due to the advantages of gear reduction and ground clearance.
- 8.6** Vehicles with portal axles as standard from the manufacturer will be classified as specialized class Standard production means that the manufacture has produced over 50 vehicles to sell to the general public.
- 8.7** Extreme class will include privately modified vehicles with undue advantage like portal axles, rear steering, height adjustable suspension, electrostatic transmission, suspension travel of over 12inch
- 8.8** No earth moving, construction works vehicles or alike will be allowed to compete, no tyer chain allowed.
- 8.9** Any vehicle using aviation fuel (avgas) will be required to be fitted with FIA approved fuel cell with none spill filling nozzle and end to end metal braided fuel lines
- 8.10** Any vehicle using avgas must be fitted with FIA approved automatic fire suppression unit in Addition to 8.6
- 8.11** Automatic fire extinguisher nozzle are to be fitted as follows
- 8.11.1** (Two) 2 on fuel tank
- 8.11.2** (Two) 2 on engine compartment
- 8.11.3** (Two) 2 on cockpit and directed to the driver and one to the navigator
- 8.11** Compulsory Requirements for Vehicles:
A recovery point painted red or yellow on the front and rear of the vehicle.
- i. Mud type tread pattern non-agricultural tyres classified for road use with maximum 44" diameter and at least 60% tread depth.
 - ii. Flare material, extending the whole length of the wheel arch to sufficiently cover wheel and tyre combinations protruding past the vehicle body.
 - iii. Upright laminated windscreen.
- iv. Bonnet covering the engine and rotating pulleys.
 - v. Doors with half doors to beat least 150mm above the highest part of seat swab.
 - vi. Crew name and blood group stickers on both front fenders.
 - vii. Bulkhead between passenger compartment and the engine bay.
 - viii. Working wipers and horn, revers warning beeper and light.
 - ix. Soft top vehicles to have roof protection to protect the crew from intrusions consisting of
 - a) Minimum 3mm thickness aluminum or 2mm thickness steel plate or high impact plastic panel extending the full width of the vehicle from the windscreen frame to the roll over protection and terminating behind the heads of the crew.
 - b) Open backed vehicles to have a wire mesh cargo barrier of minimum 3mm thickness aluminum or 2mm thickness steel (with maximum openings of 50x50mm) fitted immediately behind driver and co-driver seats. Cargo barrier to be secured in at least 4 places by clamps or bolt on brackets.
 - c) If equipment such as radiator/wet batteries are relocated from the engine bay to behind driver or co- driver, a steel, poly carbonate or Perspex wall must be fitted to the entire opening and sealed from the cabin.
- 9.0 COMPULSORY EQUIPMENT**
- 9.1** Minimum 5000kg recovery strap 6-9 meters in length.
- 9.2** 4 shackles (min 0.75 inch) rated at 3250kg or better.
- 9.3** ISI / FIA / FIM Standard crash helmets. Helmets for driver and co-driver for all categories the minimum accepted specification of these helmet is EN12492/1078 :(or equivalent standard) which is for rock climbing / mountaineering the recommended is full FIA certified motorsport rally helmet (not in date acceptable). **9.4** Helmets to be labeled with name and blood group
- 9.5** 2 x pair finger enclosed leather or material gloves.
- 9.6** 2x1kg (dry weight) cable dampeners (500mmx900mm recommend size).

- 9.7 Two valid minimum 2kg powder fire extinguishers mounted within easy reach of the driver and co-driver.
- 9.8 Comprehensive First Aid Kit.
- 9.9 All equipment carried on board must be securely mounted to remain in place while the vehicle is in motion.

10.0 ADVERTISING

- 10.1 Competitors are allowed to fix any kind of advertising to their vehicles provided that:
 - 10.1.1 Prior written permission is addressed to the Competition Committee. It is not offensive (political or religious).
 - 10.1.2 Does not interfere with the crew's vision through the window.
 - 10.1.3 It does not encroach into areas reserved for event sponsors, competition numbers and event labels.
- 10.2 Failure to put on event sponsors advertising will result in penalties imposed by the Competition Committee.

11.0 REGULATIONS FOR STAGES

- 11.1 Starting order for the first group of stage will be by ballot, thereafter by accumulation of points obtained. Competitors must start in their respective ballot or designated order unless the Competition Committee grants prior permission for a change in the running order. Any vehicle not ready to start at the time the previous vehicle leaves the stage may be deemed a non-starter and a DNS recorded.
- 11.2 Driver and Co-Driver are the only persons allowed in the competing vehicle during a stage. Use of communication equipment except between driver and co-driver is prohibited. The driver must have a valid driver's license and co-driver will wear identity cards and/or event safety vests, fully enclosed footwear, sleeved shirt, long pants, securely fastened helmets and seat belts while in a moving vehicle during a stage.
- 11.3 Driver and co-driver combination will remain the same for the entire event, alternating between driver and co-driver for any particular stage is allowed. A crew member may be changed once during the event in exceptional circumstances arising due to injury or sickness prior approval of the competition committee and execution of indemnity will be required.
NOTE: The new crew member may not be covered by any personal accident

insurance and will have to accept the risk arising out of the same.

- 11.4 Timing will be done by the marshal in charge of the stage, in the event of any difference in the timing done by the competitor and the marshal, the timing taken by the marshal shall be taken as the final timing of the stage.
- 11.5 Timing of the stage will cease when the vehicle has come to a complete stop after crossing the finish line. Cable dampeners, recovery straps and winch extension strap/rope can be carried inside the vehicle. Any item provided in the stage must be restored to its original position.
- 11.6 Stage can be marked by pegs, bamboos, cones, bunting or staked as a formed track. Holding or pushing bunting by a crew member to improve line of vehicle will result in penalties, provided however it can be held and removed in case it is entangled with the vehicle breaking bunting or knocking down peg will result in penalties. Specially designated pegs or bunting marking a stage, if broken will incur a penalty if a competitor or other equipment (excluding vehicle) breaks the bunting or knocks over a peg during winching operations, the crew will be no penalty provided a reasonable attempt to repair damage is made prior to entering the finish garage. A DNF will be recorded if 4 wheels of the vehicle cross the course boundary to gain an advantage.
- 11.7 Competitors in the first batch of vehicles for the day in any stage may be offered to walk the track along with an official as and when allowed.
- 11.8 Competitors must prevent deterioration of the track from excessive wheel spine specially while driving on soft surfaces like mud and slush.
- 11.9 Competitors when directed by a stage marshal or official must immediately remove themselves and their vehicle from the course.
- 11.10 Use of gloves by the driver/co-driver is compulsory for handling winch cable/rope. Stepping over/under live cable/rope i.e., once it is secured at both ends irrespective of whether winching has started or not, is prohibited a cable dampener must be used on both steel cable and synthetic rope and positioned in the center third at the start of winching. The cable dampener can be put on a live cable/rope but before start of winching. Handling a live cable/rope or the cable dampener or any protective sleeve without stopping winching and/or driving is prohibited except that the cable/rope

Can be held to remove slack and guide it in. Cable dampeners can be left attached to the cable/rope at the finish of a stage but must be removed before reporting for the start of a stage. Cable/rope can be wrapped or spooled onto horns at the finish of a stage but must be wound back before reporting for the start of a stage. Winch cable/rope hooks must be secured at all times unless they are removed.

11.11 The Competition Committee with the approval from the Event Director, reserves the right to modify or add Supplementary Rules and Regulations, and decide on matters not specifically covered in the Rules and Regulations and allocate the penalty points at his discretion provided however that no penalties shall be imposed, or rules changed respectively, and no rules shall be amended without prior notice to all competitors.

11.12 After a vehicle has been involved in a roll (two wheels off the ground and unable to

12.0 PENALTIES

INFRINGEMENT	PENALTY
Re-entering a control (any direction)	3000
Do not present vehicle at start of special stage	2000
Nonstarter (DNS) after the stage has been closed)	2000
Did Not Finish (DNF)	1000
Do not reach the designated stage finish line	500
Outside assistance	500
Exceeding time allowed	500
Failure to wear seat belts correctly	200
Crossing tape marker 2 wheels	200
Failure to wear helmet correctly	200
Failure to wear seat belts correctly	200
Touching barrier tape marker	50
Reversing	20
If 3 wheels of the vehicle cross stage boundary	DQ
Riding on outside vehicle	DQ
Failure to stop when signaled to stop by a marshal	DQ
Failure to follow course/event directions or rules	DQ
Continuing any unsafe practice	DQ
Holding or pushing tape (bunting) to improve line of vehicle	DQ
Excessive wheel spine and falling to remove vehicle on direction	DQ

12.1 After an official warning a minimum forty (40) point penalty up to event disqualification will apply for:

12.1.1 Verbal abuse of Marshals, Spectators or Competitors. Seek favor, influence interfere with Marshals duties.

12.1.2 Tampering with other competitor's vehicle.

12.1.3 Using alcohol narcotic drugs during the Stage. (DISQUALIFICATION)

12.1.4 Littering the campsite or trail.

12.1.5 Appropriate clothing is to be worn to all briefings. At least one crew member will be at roll call unless approval has been obtained from Competition Committee, Roll call will commence after the welcome message. A 10-point penalty for non-

recover on its own), that vehicle must be re-inspected for safety reasons and signed off by the Scrutineer before it will be allowed to enter the next obstacle. A vehicle that has not been signed off by the Scrutineer will not be eligible to score points in any subsequent obstacles.

11.13 The cut-off time for a group of competitors starting a new obstacle will be under the judgment of the COC.

11.14 The Clerk of the Course (CoC) may at his / her discretion exclude any vehicle deemed unsuitable for this type of event or deemed damaging to the obstacle course because of excessive weight, construction, or any other reason. The decision to exclude such a vehicle will be made in consultation with the Chief Scrutineer. The entry fee of any competitor excluded in this manner will be refunded in full. Any objection against such a decision will become the subject of a Protest.

compliance of these conditions will apply after warning is given.

12.1.6 Breakdown and repairs must be completed in the designated area (service park) if advised by the Competition Committee failing which penalties may be levied.

13.0 SCORING

13.1 Competitors that complete the stage will be allocated points in order of merit from fastest to slowest as follows:

13.1.1 Timing will be scored to a second.

~~**13.1.2** Stage awards will be calculated on highest points scored Penalties will be deducted for infringements including from DNF score.~~

13.1.2 Number of rounds

The National 4x4 championship shall consist of 5 rounds.

~~**13.1.3** If 2 or more competitors finish a stage with the same elapsed time, they shall be awarded equal points and placing in the stage the competitor with the next fastest time shall be placed according to their own finishing positioning in that stage. The placing left vacant due to the tie will not be allocated.~~

13.1.3 Number of counted rounds to be declared champion, a driver must have taken part in at least 4 rounds out of the 5 rounds if all the 5 rounds are run. All the 5 rounds shall count towards the championship.

~~13.1.4~~ In case of a tied score in major awards, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred if this fails to break the tie, then both will be tied as winners in their placing.

13.1.4 If a driver does not complete at least 3 stages out of the 5 stages the driver won't be classified on the final classification and no championship points will be awarded. In the case of a tie at an event, for the purpose of the prize giving the competitor's positions will be determined by taking into account firstly the number of obstacles on which full score has been achieved and progressing down the scoring line until the tie is broken.

14.0 PROTEST

14.1 Written protests will only be accepted from a competitor handed directly to the C of C or CRO of the competition at end of stage and before start of next stage before scores being posted for the particular stage in question.

14.2 Vehicle related protests must be received by the end of the event

14.3 Every protest which must be in written, must include the ground of the protest, must be signed by the party making the protest and accompanied by the protest fee of Kenya shilling 5,000, it must be launched with the c of c or his deputy within appropriate time limit. 30 minutes after the finish of the competition

14.4 The Chairman of the stewards and the c of c shall be required to judge on any formal protest and must have a 2/3rd majority for the protest to be upheld. However, in the interest of the overall good of the event, the final say rests with the event stewards appointed by the committee after hearing all the views.

14.5 A pre-selected representative from the competing team will be allowed to sit in on any protest proceedings but will have no voting rights.
Ref KMSF National competition regulations 2024 judicial protest article 5.0 (protests)

15.0 APPEALS

15.1 Any entrant or competitor shall have the right of appeal to the stewards of the meeting against any penalty or decision given by the clerk of the course or another official of the meeting except that there shall be no appeal against the report of a judge of fact.

15.2 Ref KMSF National completion regulations 2024 section C judicial appeals article 6.0 (appeals)

16.0 RECOVERY/PROHIBITED BEHAVIOR/BREAKDOWN ASSISTANCE

16.1 Stage commander will be in charge of any recovery operations in the stage by either controlling the recovery personally or by nominating an official as the recovery leader in the interest of safety all competitors must abide by the recovery.

16.2 Leaders Instructions. Only one recovery leader will be nominated for any situation.

16.3 In the event of a vehicle break down or disability, the competition committee will assist in getting the vehicle to the nearest accessible track
Where upon it's the competitors' responsibility to arrange the necessary repairs and to rejoin the event. If the repairs are not possible, they shall be deemed as non-finisher.

16.4 No other assistance shall be expected from the competition committee.
Competitors are to be self-reliant during the event.

17.0 SPORTSMANSHIP

17.1 The goal of 4x4Challenge is to promote a respectable adventure sport and sponsoring companies in a professional light.

17.2 If a competitor or team member (including support crew) promotes unsportsman like conduct, is rude or abusive too officials, landowners, fellow competitors, local authorities, sponsors, destroys property, displays drunken or disrespectful behavior, they and, or the entire team may be disqualified from the current event or future event

18.0 RIGHTS OF COMPETITION COMMITTEE

18.1 The competition committee can refuse any entry, without giving any reason whatsoever.

18.2 The competition committee can force majeure, cancel, postpone, or shorten the event without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancelling, postponement or shortening of the event.

18.3 The competition committee can cancel any stage at any time including when some competitors have already completed the section for any reason whatsoever.

18.4 The competition committee can disqualify any competitor who fails to abide by any rules set out in these Rules & Regulations and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund of entry fee.

19.0 INDEMNITY

19.1 The competition officials, events director, their founders, event sponsors landowners and anyone appointed by the competition officials will not be held liable in any accident-causing injury or loss of life, damage to the competitors or their vehicles during the course of the event including loss of personal belongings.

19.2 The competition officials, Events Director, their founders, event sponsors landowners and anyone appointed by the competition officials will not be held liable for any breach of laws or regulations.

19.3 The competitors will be entirely responsible for any accidents or breach of laws in which liability may arise and shall indemnify the competition officials, event director their founders, event sponsors, landowner and anyone appointed by the competition officials by signing the indemnity form before the start of the event. Failure to do so renders the participant ineligible to start with no refund of the entry fee.

19.4 All Competitors are advised to take personal accident insurance cover for mishaps or illness for pre and post event days.

20.0 ELIGIBILITY OF COMPETITORS

20.1 All competitors must be holders of a valid KMSF Annual 4x4 competition license.

20.2 All participants undertake to indemnify and hold harmless the organizing committee, officials, agents, employer's any and all liability to third party for any loss damage or injury of which he/she is jointly and severally liable.

20.3 Any unfair, incorrect, or fraudulent action by a competitor shall be judged by the steward who shall decide the penalty applicable in conjunction with the 4x4 commission.

20.4 The adult competitor with the junior must sign on as the principal driver of the vehicle with the junior being allowed to be the co-driver.

20.5 If an event is on a private land, then junior drivers may be permitted provided they are accompanied by an adult.

20.6 The above (20.5) will be at the discretion of the commission and a written application is to be submitted before the event.

21.0 ENTRIES

21.1 Any person wishing to take part in the 4x4 championship must produce a signed entry form accompanied by the amount of the entry fee to the secretariat.

21.2 All entrants under the age of 18 years must have the entry form countersigned by a parent or their legal guardian.

21.3 Entries will NOT be accepted after driver's briefing.

21.4 All competitors will be required to complete and sign the compulsory insurance form and pay.

21.5 This insurance will take effect on the start of the event and ceases on the finish of the event or abandonment of or disqualification of the event.

21.6 Entry fee will be refunded as follows.

21.6.1 To applicants whose entry has not been accepted. Full refund.

21.6.2 If the event does not take place (Full refund).

21.6.3 Entry fee will not be refunded to competitors who fail to pass scrutineering.

22.0 DOCUMENTATION

22.1 Administrative checks prior to the start of the event the following documents will include.

22.1.1 Valid driving license

22.1.2 Valid 4x4 competition license issued by KMSF.

22.1.3 Club membership.

22.1.4 Completed and signed entry form.

22.1.5 Signing In of the crews.

22.1.6 Signed insurance form.

22.1.7 Scrutineering form.

22.2 Competitors who have successfully completed the documentation and administrative checks may present their vehicles for scrutineering

23.0 CHAMPIONSHIP POINTS.

23.1 Points will be awarded to each competitor in accordance with the list below:

POSITION	POINTS
1 st	80
2 nd	60
3 rd	50
4 th	40
5 th	35
6 th	30
7 th	25
8 th	20
9 th	16
10 th	13
11 th	10
12 th	5
13 th	3
Finisher	1

23.2 All results are taken into account.

24.0 GENERAL

The event is presented with a safety-first approach which is sensitive towards man, machine, and the environment.

This is not a vehicle breaking challenge; thus, an element of fun will be part of it, whilst we measure different driving disciplines.

The principal judgment ruling, and decisions are final and no verbal or written correspondence will be entered into after the event.

24.0 SAFETY

A yellow card can be given by the Motorsports Council on recommendation of the 4x4 and/or Safety Commission to an event organizer if a serious lack of safety in the races is observed and upon a proposal from KMSF. The Motorsports Council may decide not to include an event that has been given a yellow card on the following years calendar.

APPENDIX G: SPORTING CALENDAR 2024



KENYA MOTORSPORT FEDERATION MOTORSPORT CALENDAR 2024 (FINAL VERSION)

	EVENTS								OTHER SANCTIONED EVENTS
	WORLD RALLY CHAMPIONSHIP	AFRICAN RALLY CHAMPIONSHIP	KENYA NATIONAL RALLY CHAMPIONSHIP	KENYA NATIONAL AUTOCROSS CHAMPIONSHIP	KENYA NATIONAL KARTING CHAMPIONSHIP	KENYA NATIONAL RALLY RAID CHAMPIONSHIP	KENYA NATIONAL 4 X 4 CHAMPIONSHIP	KENYA NATIONAL TARMAC CHAMPIONSHIP	
06-07 Jan									
13-14 Jan									
20-21 Jan									
27-28 Jan	Rallye Monte-Carlo								
03-04 Feb				Auto X 1 - SUC					
10-11 Feb					Kart 1 & 2 - RVMSC				
17-18 Feb	Rally Sweden		KNRC 1 - WKMSC						
24-25 Feb				Auto X 2 - RVMSC				Tarmac 1 - DELTA	
02-03 Mar						Raid 1 - RVMSC			
09-10 Mar							4x4 1 - KRT		Hilclimb 1 - SUC
16-17 Mar									
23-24 Mar									
30-31 Mar	Safari Rally Kenya		KNRC 2 - SAFARI RALLY						
06-07 Apr									
13-14 Apr				Auto X 3 - SUC					Drag 1 - DELTA
20-21 Apr	Croatia Rally				Kart 3 & 4 - KRT				
27-28 Apr									
04-05 May						Raid 2 - VECCOR			
11-12 May	Vodafone Rally de Portugal	Pearl of Africa Rally - Uganda		Auto X 4 - WKMSC			4x4 2 - MMSC	Tarmac 2 - DELTA	
18-19 May									
25-26 May			KNRC 3 - KRT						
01-02 Jun	Rally Italia Sardegna								Rhino Charge - RHINO ABK
08-09 Jun			KNRC 4 - NRIG						
15-16 Jun					Kart 5 & 6 - SUC/RVMSC				Hilclimb -2
22-23 Jun									
29-30 Jun	ORLEN Rally Poland	Mountain Gorilla Rally - Rwanda		Auto X 5 - NRIG					
06-07 Jul									
13-14 Jul			KNRC 5 - RVMSC					Tarmac 3 - DELTA	
20-21 Jul	Tet Rally Latvia						4x4 3 - KRT		Hilclimb 3 - SUC
27-28 Jul		Zambia International Rally		Auto X 6 - MMSC					
03-04 Aug	Secto Rally Finland								Drag 2 - DELTA
10-11 Aug			KNRC 6 - MMSC						
17-18 Aug									Mini Classic Rally - EASCR
24-25 Aug		Tanzania Rally		Auto X 7 - RVMSC			4x4 4 - MMSC		Hilclimb - 4
31 Aug-01 Sep					Kart 7 & 8 - SUC				
07-08 Sep	EKO Acropolis Rally Greece		KNRC 7 - KMSC					Tarmac 4 - DELTA	
14-15 Sep						Raid 3 - RVMSC			
21-22 Sep		Burundi International Rally		Auto X 8 - MMSC					
28-29 Sep	Rally Chile Biobio								Concours De Elegance - ABOC
05-06 Oct									Hilclimb - 5
12-13 Oct					Kart 9 & 10 - RVMSC				2024 Safari Drive
19-20 Oct		Equator Rally - Kenya	KNRC 8 - SUC						Drag 3 - DELTA
26-27 Oct				Auto X 9 - KRT					
02-03 Nov	Central European Rally								
09-10 Nov								Tarmac 5 - DELTA	
16-17 Nov					Kart 11 & 12 - EAMSC		4x4 5 - KRT		
23-24 Nov	FORUMS Rally Japan			Auto X 10 - KMSC		Raid 4 - VECCOR			
30 Nov - 1 Dec			KNRC 9 - SUC						
07-08 Dec									Hilclimb - 6
14-15 Dec									
21-22 Dec									
28-29 Dec									

4th January 2024