

EQUATOR Rally

2021

23-25

APRIL

Kenya

FIA
AFRICAN
RALLY
CHAMPIONSHIP



2021 ARC Equator Rally KENYA
Supplementary Regulations

2021 ARC EQUATOR RALLY KENYA

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2021 ARC EQUATOR RALLY KENYA



1. INTRODUCTION

1.1 General

2021 ARC EQUATOR RALLY KENYA

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2021 FIA Regional Rally Sporting Regulations, the Kenya National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced by numbered and dated Bulletins (issued by the organiser or the Stewards). Additional information will be published in the rally guide, issued before 31/03/2021.

The 2021 FIA Regional Rallies Championships Sporting Regulations can be found at: www.fia.com or www.africanrallychampionship.com

The supplementary regulations will be posted on the website www.motorsportkenya.com. The various documents will be written in English. In case of any discrepancy the English text will be binding.

GPS Position format for event: DDD° MM.MMM' DATUM: WGS84

1.2 Road Surface

All Competitive Stages – Gravel
Liaison - Gravel & Tarmac

1.3 Overall SS distance and total distance of the Itinerary:

Competitive :	207.42km (33.12%)
Liaison:	418.77km (66.86%)
Total:	626.19km
Sections 1 & 2	06 Special Stages
Sections 3 & 4	05 Special Stages
Total:	11 Special Stages
Number of days:	02 (Two)

2021 ARC EQUATOR RALLY KENYA

2. ORGANISATION

2.1 2021 FIA & KNRC Titles

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

National Titles

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

2.2 Visa numbers - FIA & ASN

FIA Visa no - FIA Visa no: 01ARC/150321 (subject to FIA approval of the COVID19 mitigation plan by Friday 20/03/2021)

ASN Visa no – 0351 (10/11/2020)

2.3 Organiser's name, address and contact details

Kenya Motorsports Federation (KMSF)
Gate 8/9 Moi International Sports Centre, Kasarani
P.O.Box Private Bag, Kasarani
+254 723 810000
+254 734 810000
www.motorsportkenya.com,
info@motorsportkenya.com

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2.4 Organisation Committee

Chairman of Organising Committee	Phineas Kimathi
Event Director	Jim Kahumbura
FIA Liaison	Surinder Thatthi
Clerk of Course	Gurvir Bhabra
Deputy Clerk of Courses	George Mwangi
	Nazir Yakub
Route Coordinator & Media Safety	Anwar Sidi
Event Secretary	Hellen Kagendo

2.5 Stewards

Chairman of Stewards	Willie Du Plessis	RSA
Observer/ FIA Steward	Christian Gakwaya	RWA
ASN Steward:	John Kamau	EAK

2.6 FIA Delegates & Observers

Technical Delegate	Musa Locho	EAK
FIA Safety Delegate	William Louw	RSA

2.7 Senior Officials

Clerk Of Course:	Gurvir Singh Bhabra)
Deputy Clerk of Course:	George Mwangi
	Nazir Yakub
Assistant Clerk of Courses:	Onkar Kalsi
	George Njoroge
	Chris Eden
	Raju Chaggar
Media Safety/ Route Liaison:	Anwar Sidi
Chief Medical Officer:	Dr. Raj Jutley
Chief Scrutineer	Musa Locho
Chief Safety Officer:	Norris Ongalo
Service Park Manager	Anthony Gatei
Chief Control Officer:	Harry Sagoo
Secretary of Stewards:	Wambui Kiiru
Secretary of Event:	Hellen Kagendo
Chief Results Officer:	Darash Patel
Chief Security Officer:	Comm. Julius Kabiru
Competitors Relation Officers:	Joan Nesbitt
	Jimmy Wahome
Communications Officer	Anita Eden
Environmental Officer	Peris Njoroge
Media Officer	Elias Makori
Covid Compliance Officer	Kevin Rodrigues

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2.8 Rally Office, HQ & Key Location/s Contact Details & Dates Rally Office:

Rally Office

+254 710 692777 / +254 710 694441
info@motorsportkenya.com
KWSTI, Naivasha
Wednesday 21 April to Sunday 25 April

Rally HQ:

+254 798 978911 / 798 978944
info@motorsportkenya.com
Thursday 22 April to Sunday 25 April

Service Park:

KWSTI, Naivasha
Monday 19 April to Sunday 25 April

2.9 Official Notice Board Location Rally Office, KWSTI, Naivasha

Digital notice board (DNB) is available on www.kenyamotorsports.com

3. PROGRAMME (in chronological order)

3.1 Schedule Before the Rally Week

Wednesday 16 March 2021

Publication of entry list 1200 EAT (+3hrs GMT), (DNB)

Wednesday 16 March 2021

Supplementary Regulations published & Open of Entries (Website only)

Thursday 25 March 2021

Closing date for Kenya Print Media, Internet Media, Radio & Photographers Media accreditation 1200 EAT (+3hrs GMT)

Wednesday 07 April 2021

Closing date of entries

Wednesday 14 April 2021

Publication of entry list 1200 EAT (+3hrs GMT), ONB

EMERGENCY NUMBERS FOR THE EVENT

0710-693-338, 0710-693-535, 0710-693-993

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3.2 Schedule During the Rally Week

Wednesday 21 April 2021

0800 to 1700	Scrutineering open (National classes)	KWSTI, Naivasha
0800 to 1700	Scrutineering, Sealing & Marking of components	KWSTI, Naivasha
0800 to 1800	Rally Office open	KWSTI, Naivasha
0800 to 1800	Administration Checks & Documentation	KWSTI, Naivasha
0800 to 1800	Service Park open	KWSTI, Naivasha
0800 to 1800	Collection & fitting of tracking devices to competing cars & Recce cars	KWSTI, Naivasha
0800 to 1700	Scrutineering open (National classes)	KWSTI, Naivasha
0800 to 1800	Media Centre Open	KWSTI, Naivasha
0800 to 1700	Media accreditation open	KWSTI, Naivasha

Thursday 22 April 2021

0700 to 1900	Rally HQ open	KWST, Naivasha
0730 to 1800	Reconnaissance	Refer to Appendix II
0800 to 1800	Administration Checks & Documentations	KWSTI, Naivasha
0800 to 1800	Service Park open	KWSTI, Naivasha
0800 to 1800	Collection & fitting of tracking devices to competing	KWSTI, Naivasha
0800 to 1700	Scrutineering open (Homologated/ARC classes)	KWSTI, Naivasha
0800 to 1800	Media Centre Open	KWSTI, Naivasha
0800 to 1700	Media accreditation open	KWSTI, Naivasha
1600 to 1700	Helicopter Pilot's briefing	Video conference
(By Video conference-link to be sent to required Attendees)		
1830	Free practice and qualifying time schedule	DNB
1900	MANDATORY Drivers/Co-drivers/Team	Video conference
Manager's briefing by Video Conference		
Link to be sent to required Attendees		

Friday 23 April 2021

0600 to 1800	Service Park open	KWSTI Naivasha
0600 to 1800	Rally Office open	KWSTI, Naivasha
0600 to 1800	Rally HQ Office open	KWSTI, Naivasha
0800 to 1700	Media Centre Open	KWSTI, Naivasha
0800	Free Practise and Qualifying	Ndulele, Naivasha
1237	First car into Parc Ferme after qualifying**	KWSTI, Naivasha
1530	Cars to report to Start Parc Ferme at Service Park.	KWSTI, Naivasha
1600	TC0 Parc Ferme	KWSTI, Naivasha
1625	1 st car into overnight Parc Ferme**	KWSTI, Naivasha
1730	Pre-Event press conference Media Centre,	KWSTI

**** (early check in permitted)**

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Saturday 24 April 2021

0500 to 1800	Rally HQ open	
0600 to 2100	Service Park open	KWSTI, Naivasha
0700	Start-Section 1 & 2	Parc Ferme,
KWSTI		
0800 to 1800	Media Centre Open	KWSTI, Naivasha
0800 to 1700	Media accreditation open	KWSTI, Naivasha
1830	End of Section 2	KWSTI,Naivasha
1830	Publication of Start List for Section 3	DNB

Sunday 25 April 2021

0500 to 1800	Rally HQ Open	KWSTI,Naivasha
0600 to 1800	Service Park open	KWSTI,Naivasha
0700 to 2000	Rally Office open	KWSTI,Naivasha
0800	Restart of Section 3 & 4	KWSTI
1500	Final Scrutineering	KWSTI,Naivasha
1530	Provisional Results	DNB
1600	Post Rally Press Conference	KWSTI,Naivasha
1700	Podium Ceremony at Service Park	KWSTI,Naivasha



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4. ENTRIES

4.1 Closing date for entries: Wednesday 07 April 2021 1200 EAT (+3hrs GMT)

4.2 Entry Procedure

4.2.1 Any person who wishes to participate in the 2021 ARC Equator Rally Kenya must send the attached application duly completed in block capitals to the KMSF permanent secretariat. Accompanied with relevant fees

4.2.2 If this application is sent by fax or email, the original must reach the organiser no later than Tuesday 13th April 2021

4.2.3 In order to score points in the Championships, competitors must register with the FIA, by using the registration form which can be found at

<https://registrations.fia.com/rally>

Competitors entered for the ARC, must hold a valid FIA International Competition Licence

Registration must be made only with the name of the Competitor (as it appears on the international Competitor's licence), at the latest before the start of the first rally in which he wishes to score points. However, points will not be awarded retrospectively. Non-ARC Competitors will require a valid Competition Licence to enter with a clearance letter from their respective ASNs

4.3 Number of competitors accepted & classes

4.3.1 The number of entries is limited to 50 vehicles. The Organising Committee reserves the right to refuse the entry of a Driver, Co-driver or a Competitor (Art.3.14 of International Sporting Code of the FIA).

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4.3.2 Classes and Groups

CLASSES		GROUPES / GROUPS
RC2	Groupe Rally2 Group Rally2	– Voitures du Groupe Rally2 conformes à l'Annexe J 2021, Art. 261 – Group Rally2 cars conforming to the 2021 Appendix J, Art. 261
	Groupe Rally2 Kit (VR4K) Group Rally2 Kit (VR4K)	– Voitures équipées du Kit R4 conformes à l'Art. 260E de l'Annexe J 2021 – Cars fitted with R4 Kit conforming to the 2021 Appendix J, Art. 260E
	Groupe NR4 de plus de 2000 cm ³ Group NR4 over 2000cc	– Voitures du Groupe N conformes à l'Art. 254 de l'Annexe J 2019 – Group N cars conforming to the 2019 Appendix J, Art. 254
	S2000-Rallye : atmosphérique 2.0 S2000-Rallye : 2.0 Atmospheric	– Voitures Super 2000 (Annexe J, Article 254A de l'Annexe J 2013) – Super 2000 cars (conforming to the 2013 Appendix J, Article 254A)
	Groupe R4 (VR4) (non valable en Europe) Group R4 (VR4) (not eligible in Europe)	– Voitures du Groupe R4 conformes à l'Art. 260 de l'Annexe J 2018 – Group R4 cars conforming to the 2018 Appendix J, Art. 260
RGT	Voitures RGT RGT cars	– Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2019 – Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2020 – Group RGT cars conforming to the 2019 Appendix J, Art. 256 – Group RGT cars conforming to the 2020 Appendix J, Art. 256
RC3	Rally3 (atmo entre 1390 et 2000 cm ³ et turbo entre 927 et 1620 cm ³) Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)	– Voitures du Groupe Rally3 homologuées à partir du 01/01/2021 et conformes à l'Art. 260 de l'Annexe J 2021 – Group Rally3 cars homologated from 01/01/2021 and conforming to the 2021 Appendix J, Art. 260
RC4	Rally4 (atmo entre 1390 cm ³ et 2000 cm ³ et turbo entre 927 cm ³ et 1333 cm ³) Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	– Voitures du Groupe Rally4 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2021 – 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 2021 Appendix J, Art. 260 – Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
	R3 (atmo entre 1600 cm ³ et 2000 cm ³ et turbo entre 1067 cm ³ et 1333 cm ³) R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	– Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260 de l'Annexe J 2019 – Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	R3 (turbo jusqu'à 1620 cm ³ / nominal) R3 (turbo / up to 1620cc / nominal)	– Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260D de l'Annexe J 2019 – Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D
	Groupe A jusqu'à 2000 cm ³ Group A up to 2000cc	– Voitures du Groupe A conformes à l'Art. 255 de l'Annexe J 2019 – Group A cars conforming to the 2019 Appendix J, Art. 255
RC5	Rally5 (atmo jusqu'à 1600 cm ³ et turbo jusqu'à 1333 cm ³) Rally5 (atmo up to 1600cc and turbo up to 1333cc)	– Voitures du Groupe Rally5 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2021 – Group Rally5 cars homologated from 01/01/2019 and conforming to the 2021 Appendix J, Art. 260
	Rally5 (atmo jusqu'à 1600 cm ³ et turbo jusqu'à 1067 cm ³) Rally5 (atmo up to 1600cc and turbo up to 1067cc)	– Voitures du Groupe R1 homologuées avant le 31/12/2018 et conformes à l'Art. 260 de l'Annexe J 2018 – Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260

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4.3.3 ADDITIONAL PROVISIONS

- Cars homologated as Kit Car and Super 1600 are not allowed.
- For drivers entered with a Rally2 car complying with 2021 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 2021 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 2021 Appendix J, Art. 256 must have a valid FIA RGT technical passport.

4.3.4 NATIONAL/REGIONAL CARS

Admissible variation from Article 4.1.1 to Article 4.3.5

FIA-approved cars with ASN homologations and ASN-approved cars will be permitted to take part and be shown in the entry list and score points in the FIA African Championship rallies.

These cars must, however, comply with the safety requirements as stipulated in Appendix J, Art. 253.

4.3.5 CARS ELIGIBLE TO ENTER ARC RALLIES

4.3.5.1 T4 Cross Country Cars (SSV/UTV) conforming to the 2021 Appendix J, Art. 286A are eligible to compete in the ARC rallies.

4.3.5.2 Requirements for cars to participate in the FIA ARC2 Championship

All cars must comply with the FIA Appendix J regulations for Groups N4 and R4 (VR4) cars.

4.3.5.3 Requirements for cars to participate in the FIA ARC3 Championship

All cars must comply with the FIA ISC Appendix J regulations for the RC4 and RC5 classes

4.3.5.4 Regional Rally Cars

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

4.3.6 National Rally Classes

Vehicles with expired homologation or non-homologated cars; FIA recently extended homologation of some expired vehicles, but the competitors had modified the vehicles and can't comply. KMSF has allowed these vehicles to run as national cars.

List of vehicles eligible can be sought from the Technical delegate of KMSF.

National cars are eligible to enter the championship in its respective class.

The national cars are classified as follows;

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4.3.6.1 Supplementary Class (S)

Production vehicles and touring vehicles (former FIA Group A8) run in total conformity with their FIA homologation papers but with turbo restrictors as currently valid in Group N (33mm restrictors).

4.3.6.2 Specially Prepared Vehicles Class (SPV)

- a) Any vehicle not in its original production form in respect to body and engine.
- b) Any vehicle using homologated engine type (OR similar in design) or part/s current or past has to run a 33mm turbo restrictor.
- c) Only road legal vehicles allowed.

4.3.6.3 Two Wheel Drive Class

Two-wheel drive vehicles, either rear or front wheel drive under 3000cc cubic capacity and normally aspirated, or upto 1300cc forced induction.
Classic class not permitted to enter this class.

4.4 Entry Fees

4.4.1 Fees

- Entry Fees \$500 (50,000/-)
- Without Organisers mandatory advertising: USD 1,000.00
- All Foreign* Entries are free. (This excludes the mandatory insurance cover, amounting to KShs 10,000.00 (USD100.00))
- Reconnaissance ONLY fee: KShs 30,000.00 / USD 300.00
- A crew will be eligible for scrutineering before the start provided it has fulfilled all of its obligations (financial, administrative) to the Organising Committee and/or to the Organizers.
- (Foreign*: Non Residents of Kenya)

4.4.2 Entry Package, ALL Entrants

- Vehicle Plates (Stickers): Service x2, Auxiliary x1
- Passes: Guest (tags) x2, Service (wrist bands) x6
- Administration: Road book x1, Rally Guide 2 x2, Route Map x2, Official Programme x2
- Service area: 10m x 10m

4.5 Payment Details

The fees must be paid at the latest by 14th April, 2021 into organisers bank account mentioning the names of the crew or at least the name of the first driver and the words "2021 Equator Rally Kenya"

Account Name: Kenya Motorsport Federation Ltd
Bank: Kenya Commercial Bank
Branch: Moi Avenue Branch - Nairobi
Ksh Account no: 1107562783
USD Account no: 1133160840
Swift Code: KCBLKENX

Mpesa Details: Buy goods and Services Till Number 141945

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4.6 Refunds

4.6.1 Entry fees will be refunded in full:

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

4.6.2 Refunds in the case of withdrawal

The Organizers may refund 50% of the entry fee to those competitors who, for reasons of "force majeure" - (duly certified by their ASN before the scrutineering), were unable to start the Rally.

The written declaration of the withdrawal of the crew must be submitted before the closing of the entries either by fax or by mail.

Acceptance of the withdrawal will be sent for confirmation by the Organizers to one of the members of the crew.

Full refund of the entry fees will be made by the Organisers within a period of 90 days after the end of the race.

If the written declaration of the withdrawal of the crew comes after the publication of the entry list, the refund of 50% of the entry fees will be made by the Organizers within a period of 90 days after the end of the race. The Organizers will take into consideration the withdrawal only if they receive a written document.

4.7 Tracking Device Deposit

A deposit of 250 USD must be paid in cash at the administrative check. Deposits are refunded in cash at sight when the equipment is returned to the organizer in working condition. The Safety Tracking System devices will be dismantled by the organizer in the last Parc ferme. If a crew retires the rally, it can dismantle the system without causing any damage to the hardware and return it to the HQ, where after checking of the condition of the device, the deposit will be refunded. This covers the Two (2) devices required per entry. One (1) for the Reconnaissance Car and one (1) for the Competing Car.

5. Insurance

5.1 Entrants, Competitors 'and/or drivers' attention is drawn particularly to the fact that Kenyan Law requires all vehicles driven on a public road to be insured against Third Party Risks. It is the Entrant's, Competitor's and/or Driver's responsibility to ensure that they are properly covered.

The official insurer for the event is ICEA INSURANCE;

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

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

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

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

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5.3 The Organiser also declines any liability for breach of Laws and Regulations of the Republic of Kenya. Competitors and/or Drivers will be entirely responsible for any accident or breach of laws in which they may be involved and will declare in writing to the Organiser particulars of any incident from which liability may arise and will indemnify the Organiser in regard to any liability to any person whatsoever.

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

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

5.5 Accidents

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

5.6 Liability

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

5.7 Insurance Cover

The insurance cover will be in effect for competitors running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started shall not be considered to have permanently retired. Refer to 21.2.3 of the 2021 FIA Regional Rally Sporting Regulations

5.8 Service Vehicles

The service vehicles, even those bearing special plates issued by KMSF, are not considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owners.

5.9 Public Liability

Amount: Kshs 150,000,000/-

5.10 Officials of the rally are all covered under the same policy

6. ADVERTISING AND IDENTIFICATION

6.1 SEASONALLY ALLOCATED NUMBERS

Applicable only for KNRC

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6.2 COMPETITION NUMBERS AND ADVERTISING

6.2.1 GENERAL

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

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

6.3 FRONT DOOR PANELS

6.3.1 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 the organiser.

6.3.2 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.

6.3.3 No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel. One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the bottom in the centre 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

6.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width 25 mm, coloured fluorescent orange (PMS 804), and may be reflective.

These numbers shall be placed on the rear side windows adjacent to the crew's name.

6.5 ROOF PANEL

6.5.1 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.

6.5.2 The organisers 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.

6.5.3 The organisers will distribute roof panel to all entries

6.6 FRONT PLATE:

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.

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6.7 RESTRICTIONS ON ADVERTISING

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

- It is authorised by the national laws and the FIA 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 Article 10.6.2 of the Code.

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

6.7.3 The text of any obligatory organiser advertising must be clearly indicated in the supplementary regulations, or in an official bulletin before the close of entries for the rally.

6.8 ORGANISER'S OPTIONAL ADVERTISING

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 described in Article 27.2.1.
- 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.

6.9 DRIVER'S AND CO-DRIVER'S NAMES

REAR SIDE WINDOWS

The first initial(s) and surname of the driver and the co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, 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 1.0 cm.

The driver's name shall be the upper name on both sides of the car.

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7. Tyres

The use of slick, studded or spiked tyres is prohibited under pain of exclusion. Drivers must use moulded tyres, in accordance with the to Art 13.1.2 of the 2021 FIA Regional Rally Sporting Regulations In addition, the quantity of tyres that may be used is open for this event

8. Fuel

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

- Shell Avgas 100 / Avgas 100LL

- Caltex Aviation Gasoline 100LL

(Technical specs attached in appendix VIII)

8.2 Competitors are entirely responsible for providing and distributing their own fuel throughout the event.

8.3 All refueling will be carried out in designated refueling zones local to the service parks & at remote fuel zones during the allocated liaison, transport section times.

8.4 All cars must have a minimum fuel autonomy enabling them to drive at least 80 km of special stages between visits to service parks or remote service zones
(Art 10.1.2 2021 FIA Regional Rally Sporting Regulations)

9. RECONNAISSANCE

Vehicles must conform to article 35.1 of the FIA 2021 FIA Regional Rally Sporting Regulations. Each vehicle will be fitted with a tracking device

9.1 Procedure for Registration

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

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

Only the crew is permitted in the vehicle during reconnaissance

9.2 Specific restriction and national speed limit on the Special Stages

During the reconnaissance the number of passages on the special stages is limited to one. Records of passage will be noted by Marshalls at start & finish of all stages

9.2.1 Speed limit

All reconnaissance of the rally route has to be done in accordance with the traffic rules, max 80kph on Special stages, national speed limit between Special stages.

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9.2.2 Infringements

Any infringement will result in a penalty as ruled by art. 12.1 and 12.2 of the International Sporting Code:

- 1st infringement: convocation by the Clerk of the Course
- 2nd infringement: a cash penalty of USD 250
- 3rd infringement: a cash penalty of USD 500 with report to the KMSF (2 & 3 are cumulative)
- 4th infringement: decision by the Stewards of the Meeting

9.2.3 Tyres

Refer to Art 35.2 b of the 2021 FIA Regional Rally Sporting Regulations

9.2.4

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

9.3 Reconnaissance schedule

For **all the crews**, the reconnaissance schedule is:

0700-1830 on Thursday 22nd April 2021

It is strictly forbidden to recce at any other time. Checks will be carried out by the Authorities and the Organizers. Collection & installation of speed control check & tracking devices Refer to **APPENDIX VII: Instruction & Fitting Manual for Tracking Devices**

Number of passes is limited to one (01)

10. ADMINISTRATIVE CHECKS

10.1 Documents to be presented

- Competitor license
- Driver and Co-driver competition license
- Driver's and Co-driver's valid driving license
- Driver and Co-driver passports for identification
- ASN authorization for all foreign competitors and co-drivers Completion of all details on the entry for
- Car insurance cover certificate
- Car insurance registration papers

10.2 Timetable

- Wednesday 21st April from 0800 to 1800hrs
- Thursday 22nd April from 0800 to 1900hrs

Time slots for each entry will be allocated and published via bulletin.

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11. SCRUTINEERING, SEALING & MARKING, TRACKING DEVICE

Any team taking part in the Rally must arrive at scrutineering with its full crew racewear and car in accordance with the published timetable. Any car reporting to scrutineering which is outside the prescribed time limits will not be allowed to start, excepted in the case of “force majeure” duly recognised as such by the Stewards.

11.1 Scrutineering Venue and Timetable

Venue : KWSTI, Naivasha

Timetable: Scrutineering schedule shall be announced via bulletin.

11.2 Mud flaps

The use of transverse Mud flaps is mandatory under these Supplementary Regulations & Accordance with FIA International Sporting Code, Appendix J, Article 252.7.7

11.3 Window/Nets

A windshield made of laminated glass is compulsory (Appendix J Art. 253.11)

11.4 Driver's safety equipment

All drivers and co-drivers must wear flame-resistant clothing including underwear, helmets and frontal head restraint. (FIA Appendix L Chap III art 2).

Approved neck restraint devices and flame-resistant clothing will be checked at scrutineering.

11.5 Noise level

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

11.6 Special National Requirement:

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

11.7 Installation of Safety Tracking System

All competitors must make provision in their cars (brackets correctly secured) for the installation of a Safety Tracking System as per Art 18.2 of the 2021 FIA Regional Sporting Regulations

APPENDIX VII: Installation Manual & Overview

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

11.8 Mandatory Documents to be presented at Scrutineering:

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

11.9 Sump Guards

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

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12. OTHER PROCEDURES

12.1 Ceremonial Start Procedure & Order

All crews members must be present at the start at TCS Parc Ferme at 15.30
The order of start will be as per the published start list

12.2 Finish Procedur

Finish Procedure as per Art 49 of the 2021 FIA Regional RallySporting Regulations

12.3 Permitted early check-in

The time entered on the time card will be the scheduled time of the rally,
not the actual time (Art. 44.2.11 2021 FIA Regional Sporting Regulations)
Crews may report before their due time at the following time controls:
TCPF, TCP, 6C & 11D

12.4 Super Special Stage procedure and running order:

Not applicable

12.5 Special procedure

12.6.1 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".



12.6.2 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.

12.6.3 The road book shall contain a page giving the accident procedure.

12.6.4 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.

12.7 Official time used during the rally

EAT (GMT+3)

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12.8 Repairs - Refueling

12.8.1 The Service Park is located at KWSTI, Naivasha Service is forbidden outside the Service Park (see road-book and itinerary Appendix I).

12.8.2 Two service vehicles are allowed per entered car. They may remain inside the service zone designed for the crews car. If these vehicles are not in the competing cars service area, they must be removed from the service park to the Auxiliary car park. "Assistance" and "Auxiliaries" plates must be applied on these vehicles.

These items will be given to crews at time of Administration

12.8.3 During repairs, the use of a floor tarpaulin/mat and the close proximity of an operational 9kg fire extinguishers are compulsory.

12.8.4 Only two mechanics and the crew are allowed in refueling zone during refueling operation

12.8.5 Air assistance and/or air communication are forbidden
(Art. 56.2.1 021 FIA Regional Sporting Regulations)

12.8.6 Outside the Service Park all repairs must be carried out exclusively by the crew, using only equipment carried on board the competition car
(Art.56.1 FIA Regional Rally Sporting reg.)

12.8.7 Any Service infringements will be reported to the Stewards.

12.8.8 The failure of any team personnel to follow the written or verbal Instructions of a Service Park official will lead to a report being presented to the stewards who may apply penalties (FIA ISC Art 12.1.1.i)

12.9 FREE PRACTICE / QUALIFYING

12.9.1 GENERAL

A Free Practice / Qualifying Stage will be organised for all ARC eligible drivers, in order to establish the rally start order for the first leg. This stage may become a Shakedown stage for other competitors after Qualifying is complete.

All ARC eligible drivers must participate in Qualifying.

The Free Practice / Qualifying stage shall:

- be run as if it were a stage run during the rally and include all the appropriate safety measures,
- form part of the rally programme, but not part of the rally results,
- be representative of the rally,
- ideally be of a distance between 3 km and 5 km.

12.9.2 RUNNING OF FREE PRACTICE

A Free Practice stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. The eligible drivers may complete a maximum of 2 passages of practice within the timeframe specified by the organisers.

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12.9.3 BREAKDOWN DURING FREE PRACTICE

A competitor whose car is unable to complete the Free Practice stage will be required to wait for the organisers to transport the car to the end of the stage after the Free Practice session has finished.

12.9.4 DISCLAIMER

Any passenger on board the car during Free Practice who is not entered for the rally is NOT permitted

12.9.5 RUNNING OF THE QUALIFYING STAGE

After the 2 passages allowed for practice, eligible drivers will start the Qualifying stage in the order of the current African Rally Championship for Drivers with a 2-minute interval between each car. The driver and co-driver entered must be on board the car throughout the Qualifying stage.

The Stewards shall decide the order of drivers who are not been classified in the African Rally Championship for Drivers.

In the event of a dead heat in Qualifying, the competitors concerned will be classified in the order of their start positions in the Qualifying Stage.

If permitted in the Supplementary Regulations of the rally, Priority drivers may also participate in the Shakedown stage.

12.9.6 NON-PARTICIPATION OR BREAKDOWN DURING QUALIFYING STAGE

Any car which breaks down during the Qualifying stage or during the following road section will be transported to the parc fermé by the organisers once the Qualifying stage has finished.

Any driver who does not participate or does not correctly complete the Qualifying stage will be seeded last on the start list, amongst the ARC eligible drivers. If more than one driver does not complete the stage, start positions will be chosen in the order of the starting list for the Qualifying stage.

12.9.7 ATTRIBUTION OF STARTING POSITIONS

The competitors will choose their start position for the rally according to the results of the Qualifying stage. The fastest driver will choose his position first, then the second, followed by the third etc. Any driver who did not arrive on time to choose his position will automatically choose his position last. By Video conference KWSTI, Naivasha - link to be sent to required Attendees

12.9.8 LATE OR EARLY CHECK-IN

Any late or early check-in to the time control preceding the start of the Qualifying stage (TCQS) will be considered as an incorrect participation and Art. 37.6.2 of V2 – FIA African Rally Championship, under the 2021 FIA Regional Rally Sporting Regulations

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12.9.10 FALSE START

Any false start during the Qualifying stage, particularly one made before the signal has been given, will be considered as an incorrect participation and Art. 37.6.2 of V2 – FIA African Rally Championship, under the 2021 FIA Regional Rally Sporting Regulations

12.9.11 SERVICE

From the beginning of the timetable for Free Practice until the individual start time of the Qualifying stage, service may only be carried out in the main service park or the service park designated by the organiser for this purpose.

12.9.12 TECHNICAL REQUIREMENTS

For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in the Regional Rally Championship's Sporting Regulations must be sealed.

13. IDENTIFICATION OF OFFICIALS

All Officials, Organizers, Sponsors, Team managers, Service Crews and Competitors will be issued with either ID Cards and/or passes for the event.

Some of the officials will wear identification chasubles with the following identifying colours;

- Safety Marshall: Orange
- Safety Officer: Orange with white stripe and text
- Post Chief: Blue with white strip and text
- Media: Green
- Stage Commander: Red with text
- Competitors Relation Officer: Red Jacket or Red Tabard
- Medical: White
- Radio: Yellow with Blue Mark
- Scrutineer: Black

14 PRIZES

14.1 Prize giving

Prize giving will take place on Sunday 25th April 2021

All the members of the crews must be present at the prize giving. Crews who are not present at the prize giving may forfeit their prizes; however, the final results will not be modified

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14.2 ARC list of prizes and cups

The crews will be awarded following the overall result:

- The 2021 FIA African Rally Championship for Drivers and Co-Drivers
- FIA ARC Cup for Drivers and Co-Drivers using 2WD, normally aspirated cars of maximum 1600cc
- All finishers may receive a finishers award
- All competitors who had started the event, will receive a commemorative plate or certificate

14.3 KMSF list of prizes and cups

As per Art. 2.1 of these Supplementary Regulations, including merit awards at the discretion of the event organisers

15.FINAL CHECKS AND PROTESTS

15.1 FINAL CHECKS

For the cars classified in 1st, 2nd and 3rd position, the final checks have to be attended by the mandated representative of the competitor and two mechanics with their necessary tools. They must be present at the start of the final checks.

Location for final checks: KWSTI Service Park, Naivasha

Every car reaching the Parc Fermé may be subject to a final check (horn, windshield, turn signal, lights).

A sum of KShs 5,000/ USD 50 will be imposed for each anomaly noticed.

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

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15.2. PROTEST DEPOSIT FEES

The amounts of the protest deposit fees will be:

- International protest (FIA): € 1000
- National protest (KMSF) : KShs 20,000.00 / USD 200.00

15.2.1 If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit must be specified in the Supplementary Regulations of the rally or will be specified by the Stewards upon a proposal of the FIA Technical Delegate / Chief Scrutineer. This additional deposit must be paid in cash or bank transfer within one hour to the organiser, otherwise the protest will be Deemed inadmissible.

15.2.2 EXPENSES

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

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

15.3 APPEAL DEPOSIT FEES

The International appeal deposit is €1,000 (or the equivalent in US dollars at the rate of the day) and must be paid in cash.

The National appeal deposit is USD 200.

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Appendix I- Itinerary

FREE PRACTICE / QUALIFYING STAGE / SHAKEDOWN

Free practice / Qualifying (ARC Entries only)

Friday 23 April 2021

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target Time.	1 st Car Due.
TCFP	Start of Free Practice					8:00
FREE PRACTICE CLOSSES AT 10:30						
TCQS						12:00
QS	Qualifying Stage	5.40				12:03
TCPF	Parc Ferme IN (early check-in permitted)		30.83	36.23	0:35	12:37
Start order selection By Video conference					14:00	

Shakedown (ONLY Pre-registered, Non ARC Entries)

Friday 23 April 2021

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target Time.	1 st Car Due.
	Shakedown Start					14:40
SD	Shakedown Stage	5.40				
	Service IN (early check-in permitted)		30.83	36.23		
Totals		3.48	30.83	36.23		

START THE RALLY

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CEREMONIAL START

Friday 23 April 2021

Ceremonial Start						
Friday 23 April 2021						
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target Time.	1 st Car Due.
TCS	Parc Fermé OUT (START)					16:00
	KCB ARCH (passage control)		(8.60)			
TCPF	Parc fermé IN		10.10	10.10	0:25	16:25

Overnight Parc Ferme

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Start - SECTIONS 1 & 2

Saturday 24 April 2021

TC	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	1 st Car Due
0	Parc Fermé OUT - Service IN					7:00
	Service A - KWS Naivasha				(00:15)	
0A	Service OUT - Refuel					7:15
RZ 1	Refuel, all competitors - KWSTI					
	Distance to next Refuel	(35.33)	(45.32)	(80.65)		
1			43.81	43.81	1:11	8:26
SS1	Elmenteita 1	15.00				8:29
2			1.50	16.50	0:25	8:54
SS2	Soysambu 1	20.33				8:57
RZ 2	Remote refuel, all competitors - Elmenteita					
	Distance to next Refuel	(31.00)	(50.97)	(81.97)		
3			37.50	57.83	1:11	10:08
SS3	Sleeping Warrior 1	31.00				10:11
3A	Regroup - Technical Zone IN		45.51	76.51	1:35	11:46
3B	Regrouping OUT - Service IN				0:10	11:56
	Service B - KWS Naivasha	(66.33)	(128.32)	(194.65)	(00:30)	
3C	Service OUT - Refuel					12:26
RZ 3	Refuel, all competitors - KWSTI					
	Distance to next Refuel	(34.97)	(53.79)	(88.76)		
4			43.81	43.81	1:11	13:37
SS4	Elmenteita 2	15.00				13:40
5			1.50	16.50	0:25	14:05
SS5	Soysambu 2	20.33				14:08
RZ 4	Remote refuel, all competitors - Elmenteita					
	Distance to next Refuel	(31.00)	(50.97)	(81.97)		
6			37.50	57.83	1:11	15:19
SS6	Sleeping Warrior 2	31.00				15:22
6A	Parc Feme' - Technical Zone IN		45.51	76.51	1:35	16:57
6B	Parc Feme' OUT - Flexi Service IN				0:10	17:07
	Flexi Service C - KWS Naivasha	(66.33)	(128.32)	(194.65)	(00:45)	
6C*	Flexi Service OUT - Parc Fermé IN					17:52
	<i>All cars (except restarting crews) must enter Parc Fermé no later than:</i>					21:00
	Leg 1 Totals	132.66	256.64	389.30		
	<i>* Early arrival is permitted</i>					
			<i>Sunrise</i>	<i>06:30</i>	<i>Sunset</i>	<i>18:34</i>
v2.0	08/03/2021 12:00:00:00					

Section 1

Section 2

EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993

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Restart - SECTIONS 3 & 4

Sunday 25 April 2021

TC	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	1st Car Due
6D	Parc Fermé OUT - Service IN					8:00
	Service D - KWS Naivasha				(00:15)	
6E	Service OUT - Refuel					8:15
RZ 5	Refuel, all competitors - KWSTI					
	Distance to next Refuel	(21.88)	(28.33)	(50.21)		
7			24.17	24.17	0:31	8:46
SS7	Malewa	9.71				8:49
8			4.16	13.87	0:15	9:04
SS8	Loldia 1	11.33				9:07
RZ 6	Remote refuel, all competitors - Twinlakes					
	Distance to next Refuel	(33.43)	(51.8)	(85.23)		
9			35.50	46.83	1:08	10:15
SS9	Kedong	32.68				10:18
9A	Regrouping - Technical Zone IN		18.24	50.92	1:00	11:18
9B	Regrouping - Technical Zone OUT - Service IN				0:30	11:48
	Service E - KWS Naivasha	(53.72)	(82.07)	(135.79)	(00:30)	
9C	Service OUT - Refuel					12:18
RZ 7	Refuel, all competitors - KWSTI					
	Distance to next Refuel	(21.04)	(80.13)	(75.79)		
10			24.17	24.17	0:40	12:58
SS10	Malewa 2	9.71				13:01
11			4.16	13.87	0:15	13:16
SS11	Loldia 2	11.33				13:19
11A	Technical Zone IN		51.63	62.96	1:20	14:39
11B	Technical Zone OUT - Service IN				0:10	14:49
	Service F - KWS Naivasha	(21.04)	(79.96)	(101.00)	(00:10)	
11D*	Service OUT - FinalParc Ferme IN		0.10	0.10		14:59
	Podium					16:59
Leg 2 Totals		74.76	162.13	236.89		
* Early arrival is permitted						
			Sunrise	06:30	Sunset	18:33
v2.0 08/03/2021 12:00:00:00						

Section 3

Section 4

TOTALS OF THE RALLY

	SS	Liaison	Total	%
Leg 1 April 24 2021				
Sections 1 & 2 - 06 Special Stages	132.66	256.64	389.30	34.08%
Leg 2 April 25 2021				
Sections 3 & 4 - 05 Special Stages	74.76	162.13	236.89	31.56%
Total - 11 Special Stages	207.42	418.77	626.19	33.12%

EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993

2021 ARC EQUATOR RALLY KENYA

APPENDIX II: RECONNAISSANCE SCHEDULE

The Organiser received the authorisation from the National Authorities under condition that reconnaissance should only be allowed on:

ONLY on Thursday 22nd April, 2021 0730 to 1800hrs

During the reconnaissance, the number of passages on the special stages is limited at 1 (ONE). The number of passages will be checked by an Official on the Recce Control Card.

It is strictly forbidden to recce at any other time. Checks will be made by the Authorities and the Organizers

ARC Equator Recce Schedule

	1st Car*	Last Car
SS 1/4 Elmenteita	07:00	09:30
SS 2/5 Soysambu	07:45	10:15
SS 3/6 Sleeping Warrior	09:00	11:30
SS Malewa	11:00	13:30
Shakedown	11:45	14:15
SS 8/11 Loldia	12:45	15:15
SS 9 Kedong	14:00	16:30
* crews may start the Stage earlier if Stage Commander allows		



CHAMPIONSHIP

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APPENDIX III: Name and photograph of CRO and his/her itinerary

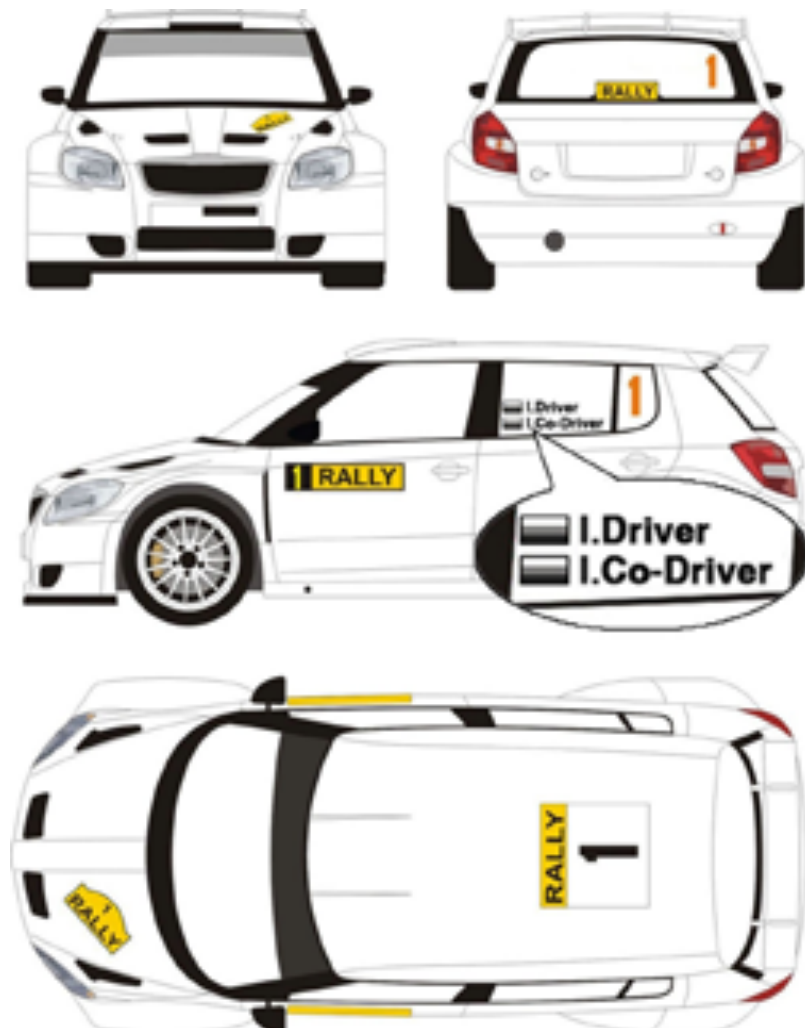
ROLE AND FUNCTION

- Inform Competitors and play a mediating role at all times, - Give accurate answers to Competitors questions,
- Provide information and clarifications in connection with the Regulations and the running of the Rally, to avoid forwarding questions to the Organizers, that may be satisfactorily solved by a clear explanation, with the exception Protests.

		
	Joan Nesbitt	Jimmy Wahome
	+254 722 410 944	+254 722 514 817
Thurs 22 April	Rally Office, KWSTI	Service Park, KWSTI
Fri 23 April	Ndulele FP, QF & Shakedown	Service Park, KWSTI
Sat 24 April	Service Park, KWSTI	Soysambu Regroup
Sun 25 April	Service Park, KWSTI	Rally Office, KWSTI

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APPENDIX IV: Decals and positioning of advertising



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APPENDIX V Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements.

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

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

All crews must wear crash helmets homologated to one of the following FIA standards:

- 8858-2002 or 8858-2010
- 8859-2015
- 8860-2004 or 8860-2010
- 8860-2018 or 8860-2018-ABP

(Technical List N°41) (Technical List N°49) (Technical List N°33) (Technical List N°69)

Priority 1 drivers and their co-drivers must wear helmets according to the FIA standard 8860-2018 or 8860-2018-ABP.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29. See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

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

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

For Priority 1 drivers and their co-drivers, the wearing of equipment homologated to the FIA 8856-2018 standard is obligatory.

Please pay special attention to the prescriptions of Art. 2 concerning embroidery and printing on flame-resistant clothing (manufacturer certificates etc.) **as well as concerning the correct wearing of the clothing elements! See also the 2021 FIA WRC Sporting Regulations, Article 53.1**

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

The wearing of Jewellery in the form of body piercing or metal neck chains is prohibited during the competition and may therefore be checked before the start.

LINKS:

FIA International Sporting Code and appendices:

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

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

2021 ARC EQUATOR RALLY KENYA

ISC Appendix J, Article 253.7 EXTINGUISHERS – EXTINGUISHING SYSTEMS

The use of the following products is prohibited: BCF, NAF.

7.1 Application

7.1.1 In rallies:

Articles 7.2 and 7.3 apply.

Extinguishing systems and Manual extinguishers in compliance with FIA Standard 8865-2015 (Technical List n°52) are recommended.

Extinguishing systems and Manual extinguishers in compliance with FIA Standard 8865-2015 (Technical List n°52) are compulsory for the following cars :

- World Rally Cars homologated as from 01.01.2017 in compliance with homologation extension 400/01 WRC and with Art. 255A of Appendix J.
- World Rally Cars homologated as from 01.01.2015 in compliance with homologation extension 300/01 WRC and with Art. 255A of 2016 Appendix J.
- World Rally Cars homologated as from 01.01.2014 in compliance with homologation extension 200/01 WRC and with Art. 255A of Appendix J.
- World Rally Cars homologated before 31.12.2013 in compliance with homologation extension 100/01 KSR and with its WR extension, as well as with Art. 255A of 2013 Appendix J.
- Super 2000 (Rallies) cars in compliance with Art. 255A of 2013 Appendix J.
- Group Rally2 cars in compliance with Art. 261 of Appendix J.
- Group R-GT cars homologated as from 01.01.2020 in compliance with Art. 256 of Appendix J
- Group R-GT cars in compliance with Art. 256 of 2019 Appendix J.
- Group Rally5, Rally4 and Rally3 cars in compliance with Art. 260 of Appendix J.
- Group R3/R3T cars homologated before 31.12.2019 in compliance with Art. 260/260D of 2019 Appendix J.
- Group R1 and R2 cars homologated before 31.12.2018 in compliance with Art. 260 of Appendix J.
- **Technical list n°52** is available on the following link :
<http://www.fia.com/regulation/category/761>

2021 ARC EQUATOR RALLY KENYA

ISC Appendix J, Article 253.8.4 PROTECTIVE PADDING

Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.

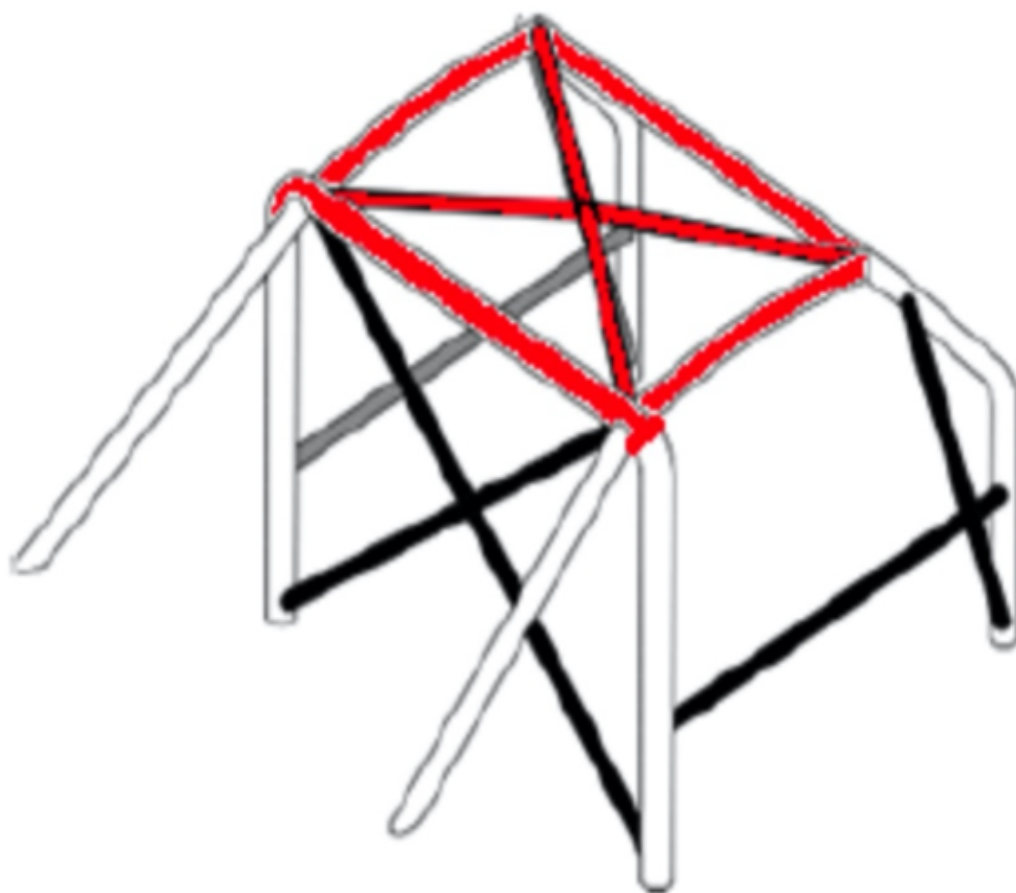
All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).

Each padding must be fixed in such a way that it is not moveable from the tube.

Application:

For all categories.

For competitions without co-driver, paddings are compulsory on driver's side only.



2021 ARC EQUATOR RALLY KENYA

ISC Appendix J, Article 253.14 FIA APPROVED SAFETY FUEL TANKS

Specifications FT3-1999, FT3.5- or FT5-1999

Only these specifications are accepted by the FIA.

The technical specifications for these tanks are available, on request, from the FIA.

Marking and validity of tanks

Each tank must have a marking with the following information :

- Name of the FIA standard • FIA homologation number • Name of the manufacturer • Serial number
- Date of end of validity

No bladder may be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another two years.

A leak-proof cover, made from non-flammable material, easily accessible and removable only with the use of tools, must be installed in the protection for tanks, in order to allow the checking of the validity expiry date.

Applications of these specifications

- Group N and Group A cars :

They must be equipped with an FT3-1999, FT3.5-1999 or FT5-1999 safety fuel tank. Modifications necessary for its installation must not exceed those allowed by Articles 254 and 255 of the 2019 Appendix J.

- Cars of other Groups :

See the technical regulations of the Group concerned. •For all cars:

The use of safety foam in FT3-1999, FT3.5-1999 or FT5-1999 tanks is recommended.

Fuel tanks with filler necks

Applications :

Groups A and N

Groups R1, R2, R3

Groups Rally5, Rally4, Rally3

All cars fitted with a fuel tank with filler neck passing through the cockpit must be equipped with a non-return valve homologated by the FIA (Technical List n°18).

This valve, of the type "with one or two flaps", must be installed in the filler neck on the tank side."

The filler neck is defined as being the means used to connect the fuel filler hole of the vehicle to the fuel tank itself.

ISC Appendix J, Article 253.16 SEATS, ANCHORAGE POINTS AND SUPPORTS

2021 ARC EQUATOR RALLY KENYA

Seats

All the occupants' seats must be homologated by the FIA (8855-1999 or 8862-2009 standards), and not modified.

Seats in compliance with 8855-1999 FIA standard

The seat must be used in accordance with the seat manufacturer's instructions and with Technical List n°12. The limit for use is 5 years from the date of manufacture indicated on the mandatory label.

An extension of 2 further years may be authorised by the manufacturer and must be indicated by an additional label.

If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm.

Seats in compliance with 8862-2009 FIA standard

The seat must be used in accordance with the seat manufacturer's instructions and with Technical List n°40. The limit for use is 10 years from the year of manufacture.

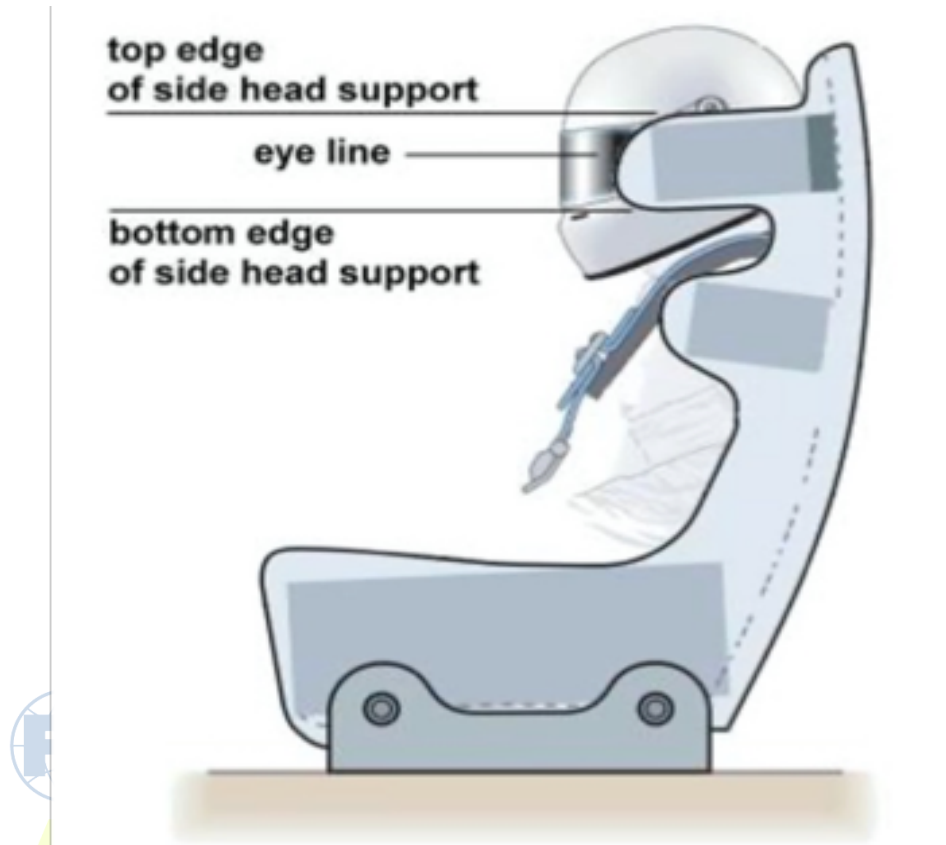
The use of supports homologated with the seat in accordance with the Technical List n°40 is compulsory. For Rallies only until 31.12.2020, seats may be used with supports homologated by the car manufacturers in option variant. **Seating position :**

The driver must choose a seat that fits well.

When seated in the normal racing position, the seat must support comfortably at the pelvis, shoulder and head as follows :

- the eye line must be below the top edge of the side head support and above the bottom edge of the side head support;
- the shoulder must fit within the side shoulder support of the seat;
- the pelvis must be adequately supported by the side pelvis support.

2021 ARC EQUATOR RALLY KENYA



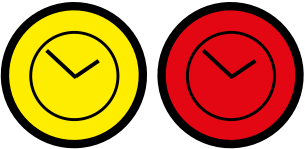

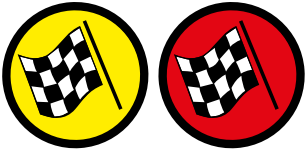






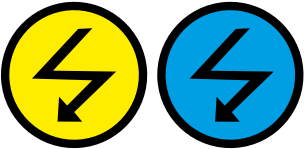
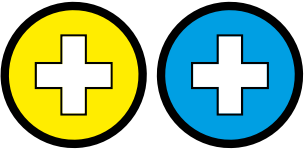

If a foam insert is used between the homologated seat and the driver, minimum lateral support to the driver's head, shoulders and pelvis must be guaranteed as follows :

- 230mm min. at seat-side-head support along the head-plane.
- 180mm min. at seat-side-shoulder support along the shoulder-plane.
- 100mm min. in height at seat-side-pelvis support along the pelvis-plane over a length of 200 mm min.



























This requirement must be verified using a parallelepiped template of dimensions X 200 x Y 150 x Z 100 mm.

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APPENDIX VI: Rally Control Signs

<p>TIME CONTROL CONTRÔLE HORAIRE</p>  <p>Color of control area 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 area 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 area 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 ZONE DEBUT DE LA ZONE 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 REFUEL ZONE DEBUT DE LA ZONE DE RAVITAILLEMENT</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 AREA FIN DE LA ZONE</p>  <p>Color: BEIGE Couleur : BEIGE</p>

2021 ARC EQUATOR RALLY KENYA

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 RZ and/or TZ Mène généralement à une zone 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 →
END OF SS FIN D'ES	 ← 100 m → ADVANCE INDICATION AVERTISSEUR	 ← min. 200m → FLYING FINISH LINE LIGNE D'ARRIVEE	 ← 25 m → STOP CONTROL CONTRÔLE STOP
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
	WHITE SYMBOL ON YELLOW BACKGROUND SYMBÔLE BLANC SUR FOND JAUNE	WHITE OR BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE BLANC OU NOIR SUR FOND BLEU	
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS			One sign for all tyre operations Un panneau pour toutes les opérations liées aux pneus
REFUEL ZONE ZONE DE RAVITAILLEMENT			One sign for all refuel operations Un panneau pour toutes les opérations liées aux ravitaillements
SERVICE ZONES ZONES 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

2021 ARC EQUATOR RALLY KENYA

Appendix VII- Tracking device Overview & Installation Manual

RALLY SAFETY SYSTEM – INSTALLATION MANUAL
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RALLY SAFETY SYSTEM

INSTALLATION MANUAL

Version released on 11.08.2020

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EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993

2021 ARC EQUATOR RALLY KENYA

1. GENERAL

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

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

2. SYSTEM COMPONENTS

- 2.1. GPS Tracker – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.



- 2.2. Com-Box – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.



- 2.3. Buzzer/Alarm – 55 x 55 x 70 mm. Installed by the organizer at scrutineering on the required position. See bellow possible installation locations and positions.



- 2.4. Base/Mount bracket for Com-box – 75 x 75 x 25 mm. Given at the administrative check, Installed by Crew at the required position before entering scrutineering. See bellow possible installation locations and positions.



- 2.5. RF extension and antenna installed on the buzzer/alarm or Com-box

- 2.6. It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.

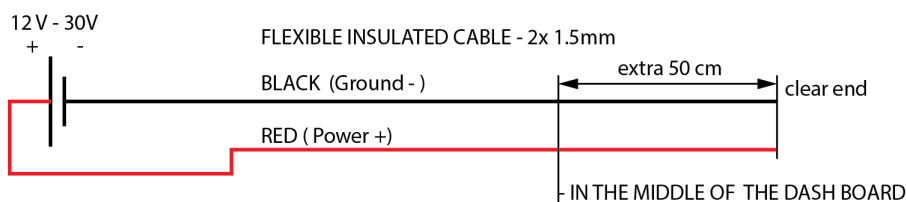
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RALLY SAFETY SYSTEM – INSTALLATION MANUAL
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3. POWER SUPPLY

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

VEHICLE'S BATTERY



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

3.8. Electrical details:

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

4. CONNECTORS

- 4.1. The power supply cables (Power+ and Ground-) must be equipped with **FULLY INSULATED FEMALE Crimp Spade Terminal Connector - 6.3 x 0.8mm.**

- 4.2. See the graphic bellow for example:



5. MOUNTING OF THE SYSTEM COMPONENTS:

- 5.1. It is the competitor's responsibility to ensure that there is enough free space for each of the system components to be installed.

- 5.2. The system components will be installed by the organizer at the scrutineering.
- 5.3. The mounting of the components is specifics of each vehicle type using the following (supplied by the organizer): Cable/zip ties , 3M Velcro tape, Electrical connectors

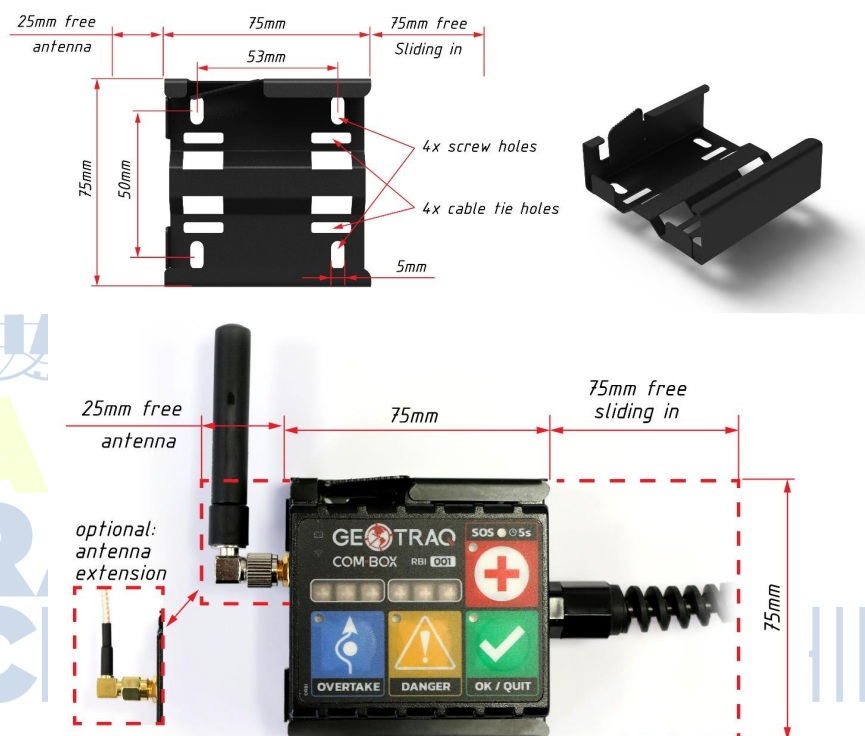
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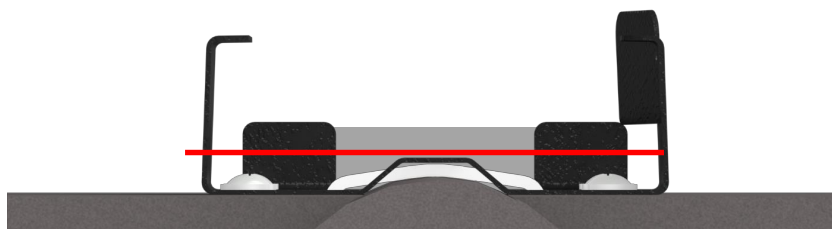
RALLY SAFETY SYSTEM – INSTALLATION MANUAL
© RBI SPORT

6. COM-BOX INSTALLATION

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



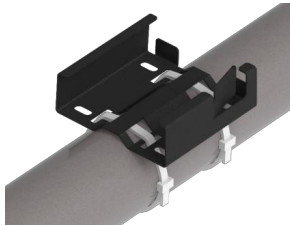
6.5. No bolt/screw heads or cable/zip ties can protrude over the red line as marked below.



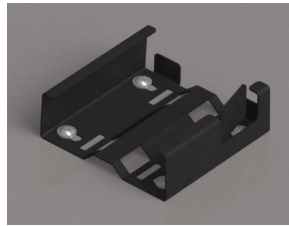
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Cable / zip tie fixture

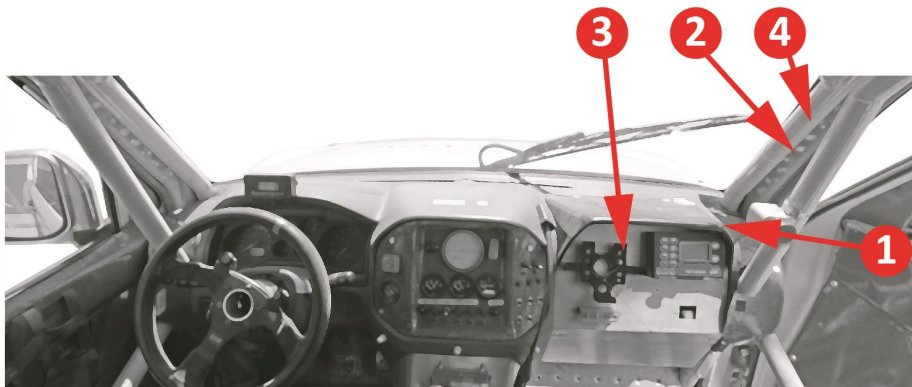


Screw / bolt fixture



Com-Box unit installed in bracket

7. INSTALLATION POSITION: CARS



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



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8. SYSTEM FUNCTIONS

8.1. Tracking and safety functions:

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

8.2. Control functions

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

8.3. Vehicle-to-Vehicle Communication functions

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



GEOTRAQ
COM BOX

OVERVIEW

BATTERY STATUS

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

RADIO STATUS

- RADIO OK
- SLEEP MODE, NO RADIO

OVERTAKE FUNCTION

DANGER BEACON



EMERGENCY SOS BEACON

- PRESS AND HOLD UNTIL ACTIVATED

CONFIRM / QUIT BUTTON

EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993

2021 ARC EQUATOR RALLY KENYA



OVERTAKE FUNCTION






Vehicle B is being overtaken:
Lights BLINK BLUE


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


DECLINE OVERTAKING WITH OK/QUIT BUTTON









OVERTAKE FUNCTION






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

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



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DANGER BEACON

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

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







DANGER BEACON

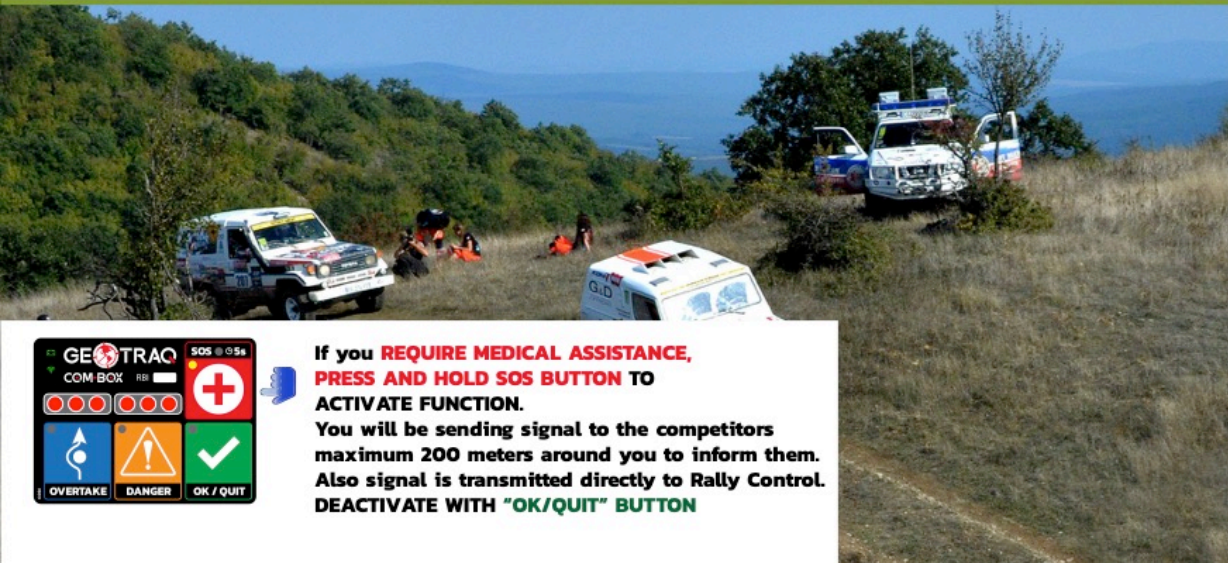
If you receive a signal from **"DANGER BEACON"**. Lights will **BLINK YELLOW. ALARM IS ON.** CONFIRM WITH **OK/QUIT** BUTTON AND REDUCE SPEED TO TAKE EXTRA CAUTION.




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2021 ARC EQUATOR RALLY KENYA











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









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

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2021 ARC EQUATOR RALLY KENYA



RALLY CONTROL REQUEST





RALLY CONTROL can send you an "REQUEST" to ask for your status.
REPLY WITH THE 3 AVAILABLE OPTIONS:

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

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



AFRICAN RALLY CHAMPIONSHIP

EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993

2021 ARC EQUATOR RALLY KENYA

Appendix VIII



Fuels Technical Data Sheet

Avgas 100 / Avgas 100LL

Product Description

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

Product Application

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

Features/Benefits

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

Care & Handling

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

Health & Safety Information

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

2021 ARC EQUATOR RALLY KENYA



Fuels Technical Data Sheet

Typical Properties

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

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

Specifications

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

Date of Issue: October 2007 (v1.0)

Product Number: 002C0937 (Avgas 100)

002D0717 (Avgas 100LL)

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

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Yosu Complex
Yosu P.O. Box 7, Yosu, Korea

Product Quality Certification

Product	Aviation Gasoline 100LL	Vessel		Report Date	2020-06-09 15:30
Shore Tank	FB392	Batch No.	RT2006600604	Sample Date	2020-06-02 10:30

Property	Test Method	Guarantee Spec.	Test Results	Remarks
APPEARANCE	Visual	PASS(C&B)	PASS(C&B)	
COLOR	ASTM D2392	Blue	Blue	
DENSITY, @15°C kg/L	ASTM D4052	To be reported	0.7225	
MON	ASTM D2700	99.6 Min	100.1	
Aviation Lean Rating	ASTM D2700	100.0 Min	101.3	
Performance Number	ASTM D909	130.0 Min	138.0	
Tetraethyl lead mL TEL/L	ASTM D3341	0.27 ~ 0.53	0.48	
Tetraethyl lead g Pb/L	ASTM D3341	0.28 ~ 0.56	0.50	
COLOR LOVIBOND	IP 569	1.7 ~ 3.5	2.7	
Dye Content Blue, mg/L	-	2.7 Max	0.8	
Dist. IBP °C	ASTM D86	To be reported	38.0	
Dist. EVA 10% °C	ASTM D86	75 Max	64.0	
Dist. EVA 40% °C	ASTM D86	75 Min	97.6	
Dist. EVA 50% °C	ASTM D86	105 Max	103.3	
Dist. EVA 90% °C	ASTM D86	135 Max	111.6	
Dist. EVA 10+50% °C	ASTM D86	135 Min	167.3	
Dist. EP °C	ASTM D86	170 Max	157.0	
Dist. RECOVERY vol%	ASTM D86	97 Min	97.5	
Dist. LOSS vol%	ASTM D86	1.5 Max	1.4	
Dist. RESIDUE vol%	ASTM D86	1.5 Max	1.1	
RVP kPa	ASTM D5191	38.0 ~ 49.0	46.2	
FREEZING POINT °C	ASTM D2386	-58 Max	L -70	
SULFUR mass%	ASTM D5453	0.05 Max	0.0002	
Heat of Combustion MJ/Kg	ASTM D3338	43.5 Min	43.541	
Cu-strip(100°C, 2h)	ASTM D130	1 Max	1A	
Potential Gum(5hr) mg/100mL	ASTM D873	6 Max	1	
Potential Gum(16hr) mg/100mL	ASTM D873	6 Max	1	
Precipitate(5hr) mg/100mL	ASTM D873	3 Max	<1	
Precipitate(16hr) mg/100mL	ASTM D873	2 Max	<1	
WATER RX. Volume Change mL	ASTM D1094	2 Max	0.0	
ELEC. CONDUCTIVITY pS/m	ASTM D2624	450 Max	20	
GUM, EXISTENT mg/100mL	ASTM D381	3.0 Max	0.60	

Signed by

신용중

Authorized GS Caltex Representative



Form YH-204(98/02)

(210mm X 297mm)

EMERGENCY NUMBERS FOR THE EVENT
0710-693-338, 0710-693-535, 0710-693-993