

# PEARL OF AFRICA UGANDA RALLY 2007

## Draft Supplementary Regulations

### PROGRAMME OF THE RALLY

<b>Opening Date for Entries:</b>	Monday 05 March 2007, 09:00hrs
<b>Closing Date for Entries:</b>	Sunday 01 April 2007, 19:00hrs
<b>Issuing of Road Book and Service Book:</b>	Rally Headquarters Friday 06 April 2007, 09:00 hrs
<b>Closing date for Co-Driver details:</b>	01 April 2007, 18:00hrs
<b>Collection of Materials and Documents:</b>	Rally Headquarters
• <b>Local Competitors:</b>	06 April 2007, 14:00 – 18:00 hrs
• <b>Foreign Competitors:</b>	10 April 2007, 14:00 – 18:00 hrs
<b>Reconnaissance:</b>	
• <b>Local Competitors:</b>	Saturday 07 April 2007 & Sunday 08 April 2007: 0900hrs -1800hrs
• <b>Foreign Competitors:</b>	Wednesday 11 April 2007 & Thursday 12 April 2007: 0900hrs - 1800hrs
<b>Opening of Media Center:</b>	11 April 2007; 1000hrs
<b>Administrative Checks:</b>	Rally Headquarters
• <b>Local Competitors:</b>	Tue. 10 April 2007, 14:00 – 18:00 hrs
• <b>Foreign Competitors:</b>	Wed. 11 April 2007, 14:00 – 18:00 hrs
<b>First Stewards' Meeting:</b>	Rally Headquarters Friday 13 April 2007, 11:45 hrs
<b>Media Conferences:</b>	Weekly
<b>Sealing and Marking:</b>	<b>tba</b> Thu. 12 April 2007, 13:00 – 17:00 hrs

<b>Scrutineering:</b>	<b>tba</b> Friday 13 April 2007, 06:30 – 11:30hrs
<b>Publication of Leg 1 Start List:</b>	Rally Headquarters 13 April 2007, 13:00 hrs
<b>Start Leg 1:</b>	See Appendix 1
<b>Publication of Leg 2 Start List:</b>	Rally Headquarters 13 April 2007, 20:45 hrs
<b>Start Leg 2:</b>	See Appendix 1
<b>Publication of Leg 3 Start List:</b>	Rally Headquarters 14 April 2007, 21:00 hrs
<b>Start of Leg 3:</b>	Sunday 15 April 2007 See Appendix 1
<b>Post-Event Scrutineering:</b>	Rally Headquarters 15 April 2007, Immediately after Podium Finish.
<b>Publication of Provisional Results:</b>	Rally Headquarters 15 April 2007, 17:30hrs
<b>Publication of Final Results and Classifications:</b>	Rally Headquarters 15 April 2007, 18:00hrs
<b>Award Ceremony (Prize Giving):</b>	<b>tba</b> 15 April 2007, 20:00hrs

## 2. Organisation and Description

### 2.1 Titles for which the Rally counts

#### 2.1.1 FIA Titles

- The 2007 FIA African Rally Championship for Drivers.
- The 2007 FIA African Rally Championship for Co-Drivers.
- The 2007 FIA African Rally Championship for Manufacturers.
- The 2007 FIA African Rally 1600cc Cup for Drivers
- The 2007 FIA African Rally 1600cc Cup for Co-Drivers.
- The 2007 FIA African Rally 2000cc Cup for Drivers
- The 2007 FIA African Rally 2000cc Cup for Co-Drivers.

#### 2.1.2 Uganda National Titles

- The 2007 FMJ National Rally Championship for Drivers.

- The 2007 FMU National Rally Championship for Co-Drivers.
- The 2007 FMU Clubman Rally Championship for Drivers.
- The 2007 FMU Clubman Rally Championship for Co-Drivers.
- The 2007 FMU 2WD Championship for Drivers.
- The 2007 FMU 2WD Championship for Co-Drivers.

## 2.2 Visa Numbers:

FIA: tba  
FMU Rally Permit No: tba

## 2.3 Organizer's Name

Federation of Motor Sports Clubs of Uganda

## 2.4 Address and Contact

Pearl of Africa Uganda Rally  
P.O. box 6421, Kampala, Uganda  
Telephone: +256 41 347 780  
                  +256 41 342 510  
Fax: +256 41 540 668  
E-mail: [north\\_and\\_south@infocom.co.ug](mailto:north_and_south@infocom.co.ug)  
[qpa@africanonline.co.ug](mailto:qpa@africanonline.co.ug)

## 2.5 Organizing Committee

Chairman: Jack Wavamunno

### Members:

Dusman Okee, Hamid Gambe, Charles Kasajja, Lillian Busingye, Steven Byaruhanga, Kisitu-Mayanja, David Mayanja, Jeff Kabagambe, Juma Nkambwe, Mukiibi Katende, Frank Beyendera, Fred Mugerwa.

## 2.6 Stewards of the Meeting

FIA Chairman:	Zaid Jamous (Lebanon)
FIA:	tba
ASN:	David Bitdo (EAU)
Secretary to the Stewards:	Corinne Hafner - Matovu

## 2.7 Observers and Delegates

FIA Observer:	Radovan Novak
FIA Tech. Delegate:	Viren Goricha (EAK)
FMU Safety Delegate:	Hajji Hamid Gambe
FMU Medical Delegate:	Dr. Patrick Mulindwa
FMU Observer:	tba

## 2.8 Officials of the Rally

Event Manager: Jack Wavamunno

Clerk of the Course:	Kisitu-Mayanja
Assistant C.O.C	Surinder Suddle
Assistant C.O.C	Justin Beyendeza
Assistant C.O.C	Giovanni Starchi
Assistant C.O.C	Stephen Byaruhanga
Deputy C.O.C -	Kasija Charles
Deputy C.O.C -	Mungoma Justine
Deputy C.O.C -	Rashid Nsubuga
Deputy C.O.C -	Hajji Juma Nkambwe
ASN Scrutineers:	Yusuf Ahmed
	Joshua Mayanja
Event Secretary:	Mukiibi Katende
Competitors' Relations Officers:	Zahra Mohammed
	TBA
Press Relations Officers:	Dusman Okee
	Juma Nkambwe
Public Safety:	Uganda Police
Logistics:	Beyendera Frank
Results /Auditors:	Martin Singer
	Moses Kiberu
	Pauline Bukenya
	Hussein Mukuye

## 2.9 Road Surface

All Gravel

## 2.10 Location of Rally Headquarters

tba - Kampala

Fri 13 April 2007 - 08:30 – 19:00hrs

Sat 14 April 2007 - 06:00 – 20:00hrs

Sun 15 April 2007 - 06:00 – 21:00hrs

## 2.11 Location of Parc Fermé for each Leg

Leg I: Lubiri

Leg II: Kasana

Leg III: tba, Kasana

## 3. Entries

### 3.1 Entry Procedure

3.1.1 Opening Date of Entries: 05 March 2007

Closing Date of Entries: 01 April 2007

**There shall be no late entries.**

Anybody wishing to take part in this Rally must send a fully filled entry form, which is endorsed by their ASN, together with the entry fee to the Rally Secretariat before the closing of entries on **Sunday April 01<sup>st</sup>, 2007**.

If the application is sent by fax or email, the original must reach the Organizer within 7 days following the close of entries.

- 3.1.2 For Foreign Competitors/Entries**, documentary proof of authorization from their parent ASN must accompany their entry form as per Article-70 of the FIA Sporting Code.
- 3.1.3** No amendments may be made to the entry form, except in the cases provided for in the present prescriptions. Should it turn out, at the time of scrutineering, that a car does not correspond in its presentation to the group and / or class in which it was entered, this car may, upon the proposal of the Scrutineers, be transferred to the appropriate Group and or Class upon the decision of the Stewards.
- 3.1.4** By the very fact of signing the entry form, the competitor / entrant and all the crew members submit themselves to the sporting jurisdictions specified in the Code and its Appendices, these Prescriptions, FIA Africa Rally Championship regulations, the FIM Sporting Code and these Supplementary Regulations.

## **3.2 Number of Entrants Accepted and Classes**

**3.2.1** Maximum number of entries: 40

### **3.2.2 Accepted Classes**

#### **- Production Cars (Group N)**

Cylinder Capacity Classes

Class N1: up to 1400cc

Class N2: 1401cc up to and including 1600cc

Class N3: 1601cc up to and including 2000cc

Class N4: Over 2000cc

#### **- Touring Cars (Group A)**

Cylinder Capacity Classes

Class A5: up to 1400cc

Class A6: 1401 up to and including 1600cc

Class A7: 1601 up to and including 2000cc

#### **- Group S Cars**

Cylinder Capacity Classes

Class S10: up to 1600cc

Class S11: 1601cc up to and including 2000cc

Class S12: Over 2000cc

Class S16: Pick-Ups

#### **- Super 2000 Cars**

**- Note: The 2007 African Rally Championship 1600cc Cup**

Vehicles conforming to Group A and Group N, 2-wheel drive with naturally aspirated engines with a maximum cylinder capacity of 1600cc. **Minimum starters must be 3.**

**- Note: The 2007 African Rally Championship 2000cc Cup** (Refer to 2007 ARC Regulations Art. 3)

**3.2.3** Entries under Group S may be accepted for participation on the following conditions:

a) The cars are those of expired FIA homologation and must remain in total conformity with the original technical specification, are in sound condition to participate, and comply with all the safety standards of the vehicle as set out in Articles 253 and 283 of the current Appendix J.

Turbo restrictors (32mm restrictors) and weights as currently valid in Appendix J Articles 254 and 284.

b) Light commercial vehicles (pick-ups), including double cab types, and touring cars may be used in the Championship in their production form with modifications as allowed in the T1 and Group N regulations of the current Appendix J, Articles 254 vehicles (pick-ups), including double cab types, or 4x4 Sport Utility Vehicles (S.U.V) with naturally aspirated engines may be modified as allowed in the Group A regulations, Article 255, of the current Appendix J. Turbo restrictors and weights as currently valid in Appendix J

**c) Special vehicles, such as Cross-Country rally cars (Off Road Cars) are not allowed.**

**3.2.4** FIA seeded drivers are not permitted to drive Group S cars.

**3.2.5** Group S Cars only as defined in Articles 3.3.3 are permitted to compete on an equal basis and can start, and classified together, with currently homologated cars. However, the Drivers and Co-Drivers of such cars do not score points in the Africa Rally Championship. Likewise the cars are not eligible to score points for the 2006 African Rally Championship for Manufacturers.

**3.2.6** Given that only the cars stated in Article 3.3.2 may score points in the FIA Championship, the points for these cars will be awarded within the general classification according to the relative positions of these cars, without taking into account the classification of the non-homologated cars. The same principle applies to the points awarded for the Manufacturer' Cup and for all other titles.

**3.2.7** The Stewards may, for reasons of safety, re-seed all drivers including FIA seeded drivers.

### 3.3 Entry Fees

3.3.1 With the Organizer Optional Advertising: US \$ 150

3.3.2 Without this Advertising: US \$ 300

**Foreign Entrants are obliged to affix organizers optional advertising. Any foreign entrant wishing not to affix organizers optional advertising shall be required to pay to the organizers the sum US \$ 300**

3.3.3 Entry Fees include:

- 1 set of Road Books
- 1 set Supplementary Regulations.
- 1 set of Un-official Pace Notes
- 1 set of competing car numbers and Rally plates
- 1 set of the Organizer optional advertising
- 1 service car plate
- 1 service book
- 2 prize giving invitation cards

3.3.4 The entry application will only be accepted if accompanied by the total entry fee.

### 3.4 Payment Details

Only Cash will be accepted

### 3.5 Refunds

3.5.1 Entry fees will be refunded in full:

3.5.1.1 To candidates whose entry has not been accepted.

3.5.1.2 In the case of the Rally not taking place.

3.5.1.3 The organizers may refund 50% of the entry fee to competitors who for reasons of force majeure (only certified by their ASN, were unable to start.

3.5.1.4 There shall be **no** refunds for any other case.

## 4. Insurance

4.1 Competitors' attention is drawn to the fact that Uganda Law requires all vehicles driven on a public road to be insured against Third party Risks. It is the Competitors' responsibility to ensure that they are properly covered.

**Note:** The entry fees include the insurance premium that will cover the competitor for "Limited" third party civil liability during the rally. This insurance is as follows

**Organizer Policy No:** tba

**Validity:** Friday April 13<sup>th</sup> – Sunday April 15<sup>th</sup>, 2007

Liability incurred by the Crew towards Third Party:

UGX 20,000,000 for property damage.

UGX 3,000,000 for Bodily Injury,

UGX 10,000,000 aggregated for Bodily Injury

This policy does not cover personal accidents to driver and co-driver.

- 4.2** Competitors and / or drivers take part entirely at their own risk. The Organizer declines liability in any accident caused by or to competitors and their vehicles during the running of the event.

Competitors shall be entirely responsible for any accident or breach of laws in which they may be involved and will declare in writing to the Organizer particulars of any incident from which liability may arise and shall indemnify the Organizer in regard to any liability to any person whatsoever.

- 4.3** A competitor and / or Driver shall have no claim against the Organizer or the 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.

- 4.4** The Organizer strongly recommends that every crew member of a competing vehicle be insured for personal accident.

- 4.5** Any accident, which may give rise to a claim under any insurance cover relating to the event, must be reported to the Organizer in writing as soon as possible.

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

- 4.7** The organizers' insurance cover will come into effect from the Official start of the rally and will cease at the end of the rally or at the moment of retirement or exclusion.

- 4.8** The service vehicles, even those bearing special plates issued by the Organizer, are not 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 Advertising and Identification**



The Competition numbers, Rally plates and other advertising shall be affixed on the car before scrutineering. (See Appendix 4)

- 5.1 Rally plates:** The organizers will supply each crew with 1 set of Rally plates as stipulated in the General Prescriptions – Appendix 4
- 5.2 Competition Numbers:** The organizers will supply 2 Competition Numbers, one for each front door.
- 5.3 Class Plates:** The organizers will supply 2 Class plates per competing car.

## **6. Tyres**

The use of slick or studded tyres is prohibited. The inside of the tyre must be filled only with air. Any device or material used to maintain the tyre inflation is prohibited.

## **7 Fuel**

- 7.1** The maximum lead content permitted in Uganda is 0.85 grams/litre.

**The use of AVGAS is permitted.**

- 7.2 Order procedure**

Competitors who need to use AVGAS may contact the Organizer.

- 7.3 Fuel Distribution**

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

## **8 Reconnaissance**

- 8.1 Schedule**

- **Local Competitors:** 07 April 2007 & 08 April 2007: 09:00hrs - 18:00 hrs
- **Foreign Competitors:** 11 April 2007 & 12 April 2007: 09:00 hrs - 18:00 hrs

- 8.2 Specific and /or national restrictions**

Competitors are only legally exempt from Uganda's speed limits during the rally in live competitive sections.

**8.3 Reconnaissance Cars:** Series production cars allowed

See Article 14.3 2006 FIA General Prescriptions.

**8.4 Reconnaissance is considered a safety factor and hence compulsory.**

**8.5** More than 1 crew may share a vehicle during reconnaissance.

## **9 Administrative Checks**

### **9.1 Documents to be presented**

- ASN approval (Driver & Co-driver)
- Completed Entry Form
- Competition Licence (Driver & Co-driver)
- Driver's Permits (Driver & Co-driver)
- Medical Documentation (Driver & Co-driver)
- Vehicle Log Book and Licence Documents

## **10 Scrutineering**

**10.1** Any crew and car reporting after scheduled time as given in Appendix 5 of these regulations shall incur a penalty of UGX 1,000/= for every minute late.

Requests for late scrutineering will only be accepted if:

- The request is in writing and accompanied by a fee of UGX 50,000/= ,
- The request is received by the organizer before the scheduled time of scrutineering

**10.2** Any crew and car reporting 1 hour after scheduled time will not be allowed to start except in cases of force majeure duly recognized as such by the Stewards.

**10.3** The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards may pronounce a penalty, which may go as far as refusal to allow the car to start.

**10.4** The Crew must also present Third Party Insurance for the Car and Crash Helmets.

**10.5** It is not necessary for the crews to be present during scrutineering before the start; however, their representative must be duly designated in writing.

## **11. Features of the Rally**

**11.1** Shakedown: There shall be no shakedown in this rally

### **11.1.1 Start of the Rally**

**11.1.2** The official time during the event shall be East Africa Standard Time (GMT + 3 hours).  
An official clock at the start shall display the official time.

**The Chief Marshal shall synchronize all official clocks. The 0 car shall also check them.**

### **11.1.3 Ceremonial start**

The procedure will be announced by means of a Bulletin. The crew with their cars is required to be present, and any absence will be reported to the Stewards.

The cars shall not be placed in a parc fermé on the conclusion of this start, and no time cards shall be issued.

### **11.1.4 Starts Area /Start Parc Fermé**

All cars shall be in the start parc fermé 30 minutes before the official start. Failure shall incur a penalty of UGX 50,000.

### **11.1.5 General Conditions**

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

**Strictly No-Smoking in Parc fermé.**

## **11.2 Change of Time Cards during the Rally**

- Leg 1:** TC 1A - Issue to crew  
TC 2C - Crew hand over
- Leg 2:** TC 2D - Issue to crew  
TC 7B - Crew hands over  
TC 7C - Issue to crew  
TC 11C - Crew hands over
- Leg 3:** TC 11D - issue to crew  
TC 16B - Crew hands over  
TC 16C - Issue to crew  
TC 19C - Crew hands over

A separate set of Time Cards shall be issued for each leg as per time table above. Time Cards are to be handed in as per time table above.

## **11.3 Starting System:**

### **11.3.1 Competitive Sections.**

Rally-time Clocks with a starting light system equivalent to Traffic Lights. The system signals as follows:

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

**11.3.2** Should these Rally-time docks fail, the start will be given by the marshal in accordance with Article 19.5 of the General Prescriptions.

### **11.3.3 Start Interval**

Start at TC0 on Leg 1: 1 Minute interval.

Start at TC2D on Leg 2: 1 Minute interval.

Start at TC11D on Leg 3: 1 Minute interval.

Start of Competitive Sections Leg 1: 2 minutes interval.

Start of Competitive Sections Leg 2: 3 minutes interval.

Start of Competitive Sections Leg 3: 3 Minutes interval.

**11.3.4** Time recorded in the Time Card by the competitor in his section shall be the intended check-in time, not the actual check in time. For any other check-in, Article 18.6 of the General Prescriptions shall apply.

### **11.4 Early Check-in at the end of a Leg:**

At the Time Controls at the end of a leg or the end of the event, crews may check in early without incurring a penalty, however, the time entered in the Time Card will be the scheduled time and not the actual time.

### **11.5 Identification of officials**

**Time Control** - A red reflective vest / tag in various colors indicating duty / hierarchy.

An identification tag shall be used to identify the various officials. See colour index below.

STEWARD, COC, DELEGATE, OBSERVER

OFFICIAL, VIP

PRESS

COMPETITOR

SERVICE CREW

SUPPORT STAFF

### **11.6 Super Special Stage**

There shall be a special stage and the starting order will be the reverse order of the published Starting List or entirely at the discretion of the Clerk of the Course.

If a car fails to correctly complete a Super Special Stage, it may be removed by the Organisers to an adjacent Service Park, where it may be repaired according to the Supplementary Regulations and the Itinerary.

Alternatively, the car will be placed on the road section after the "Out" Control of the Super Special Stage.

In either case, the crew will be allotted a stage time of 3 minutes plus the fastest time. Any such car will be deemed to have reported to the respective Time Control(s) immediately following the Super Special Stage at its due time. In either case, the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.

Any crew recording an actual time in excess of 3 minutes plus the fastest time will also be allotted a maximum time of 3 minutes plus the fastest time.

## **11.7 SUPERdly**

The SUPERdly format is applicable to this championship.

**11.7.1** A competing car which fails to finish any leg of a rally will be permitted to restart the next leg and / or subsequent leg.

**11.7.1.1** A crew, who fail to start at SSS1 shall not benefit for Art. 11.7.1 above.

**11.7.2** This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a Control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

**11.7.3** Any car which fails to finish a leg in accordance with the above may be repaired. However, the car must report to the overnight Parc Fermé prior to the next leg, no later than one hour before the scheduled start of that leg to allow scrutineering. The entrant must advise the Organisers of the intention to have the car re-scrutineered prior to the start of the Steward's meeting at the end of the leg which the car has failed to finish. Prior to restarting a leg, the car must pass inspection by the scrutineers. The entrant must advise the Organisers of the intention to have the car re-scrutineered prior to the start of the Steward's meeting at the end of the leg which the car has failed to finish. The car must retain its original body shell and engine block as marked at pre-event scrutineering.

**11.7.4** All drivers who wish to restart under the Super Rally format will be positioned in the restart list as a proposal from the Clerk of the Course which will be subject to the concurrence of the Stewards. The Stewards may reposition any driver.

#### **11.7.5 Points**

- a) The points as given (2007 ARC Regulations Art. 8) will apply for the Overall Classification for the Championship for Drivers, Co-drivers, Manufacturers, Group N and 2-Litre Cup. Any entrant who re-starts under the Super Rally rules will not be classified in the final overall classification.
- b) Additionally, bonus points will be awarded in the relevant Championship based on the results of subsequent legs, at the rate of 3, 2 and 1 for 1st, 2nd and 3rd respectively for all drivers including the Super Rally participants.
- c) To be eligible for leg bonus points, the car must remain in the end-of-rally Parc Fermé until the publication of the Final Official Results.
- d) For Manufacturers points, only the best placed car in the first three positions will be eligible to score bonus points. Furthermore, the bonus points allotted will be for the actual position of the car.

**11.8** Any late arrival by a crew at the start of the Rally, of a Leg or Section shall be penalized by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

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

**11.10** A false or jump start, particularly one made before the start signal has been given, will be penalized as follows:

1<sup>st</sup> offence: 10 seconds

2<sup>nd</sup> offence: 1 minute

3<sup>rd</sup> offence: 3 minutes

Further offences: At the discretion of the Stewards.

The Stewards may impose heavier penalties if they judge it necessary.

#### **11.11 Service Parks**

##### **11.11.1 Strictly No Smoking and Consuming of Alcohol in the Service Parks.**

**11.11.2** A designated fuel zone shall be set up adjacent to the Time Control out of Service Parks.

**11.11.3** A designated re-fuel and tyre change area shall be set up before TC3 and TC12.

This shall be optional and the times taken for re-fuel and tyre changes shall be in the crew's transport time.

## **12. Safety of Gravel Cars**

Gravel or safety cars are not permitted.

## **13 Prizes**

### **13.1 List of Prizes**

1 <sup>st</sup> Driver & Co-Driver Overall	-	2 Trophies
2 <sup>nd</sup> Driver & Co-Driver Overall	-	2 Trophies
3 <sup>rd</sup> Driver & Co-Driver Overall	-	2 Trophies
1 <sup>st</sup> Placed Driver & Co-Driver in each Class	-	2 Trophies
1 <sup>st</sup> Placed Vehicle in Group A	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in Group N	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in Group S	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in 1600cc Cup	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in 2000cc Cup	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in FMU NRC	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in FMU CRC	-	1 Trophy
1 <sup>st</sup> Placed Vehicle in FMU 2-WD	-	1 Trophy
Best Foreign Crew	-	1 Trophy
Best Lady Crew	-	1 Trophy
Best Local Crew	-	1 Trophy

The organizer may at their discretion:

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

## **14. Final Checks and Protests**

**14.1** All protests must be lodged in accordance with the stipulations of the International Sporting Code (Articles 171et seq.).

### **14.2 Protest Fees**

All protests must be lodged in writing (see Appendix 2) and handed to the Competitor Relations Officer (CRO) together with the protest fee, which shall not be returned if the protest is judged unfounded.

**14.2.1** Sum: US \$ 200

**14.2.2** If the protest requires the dismantling and the re-assembly of different parts of the car, the claimant must pay an additional deposit:

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

Sum: US \$ 500

**14.2.4** For a protest involving the whole car:

Sum: US \$ 750

### **14.3 Appeal and Appeal Fees**

Competitors may appeal against decisions, in accordance with the stipulations set out in the International Sporting Code.

Sum of National Appeal Fee (ASN) - US \$ 500 and costs

Sum of International Appeal Fee (FIA) - Euro 4,600

## **Appendix 1 (Draft Itinerary)**

### **ITINERARY LEG I – Friday April 13<sup>th</sup>, 2007**

<b>TC CS</b>	<b>LOCATION</b>	<b>CS DIST KMS</b>	<b>LIAISON DIST KMS</b>	<b>TOTAL DIST KMS</b>	<b>TARGET TIME</b>	<b>FIRST CAR DUE</b>
TC0	Start Leg I-		0.00	0.0		13:30
TC0A	Lubiri A in		10.40	10.40	0:20	13:50
	Holding Area - Parc Fermé					
TC0B	Lubiri A out					14:26



TC1	Lubiri 1		0.10	0.10	0:01	14:27
<b>SSS 1</b>	<b>Lubiri 1 - Start</b>	<b>2.3</b>				<b>14:30</b>
TC1A	Lubiri 1B In		0.20	2.50	0:03	14:33
	Holding Area - Parc Fermé					
TC1C	Lubiri B out					16:00
TC2	Lubiri 2		0.10	0.10	0:01	16:01
<b>SSS 2A</b>	<b>Lubiri 2 - Start</b>	<b>2.3</b>				<b>16:04</b>
TC2A	Lubiri Service 2 In		0.20	2.50	0:03	16:07
	Service A (Lubiri)	<b>(4.6)</b>	<b>(11.00)</b>	<b>(15.60)</b>		
TC2B	Service A Out				0:45	16:52
TC2C	End Leg 1-		10.70	10.7	0:30	17:22
			<b>(10.7)</b>	<b>(10.7)</b>		

<b>Total Leg 1</b>	<b>(4.60)</b>	<b>(21.70)</b>	<b>(26.30)</b>
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## ITINERARY LEG II – Saturday April 14<sup>th</sup> , 2007

TC CS	LOCATION	CS DIST KMS	LIAISON DIST KMS	TOTAL DIST KMS	TARGET TIME	FIRST CAR DUE
TC2D	Park Fermé 1- out/Service B In					7:10
	<b>Service B (tbo)</b>	<b>(0.00)</b>	<b>(0.00)</b>	<b>(0.00)</b>		
TC2E	Service B Out				0:20	7:30
TC3	Nanywa 1		55.40	55.40	1:10	8:40
<b>CS 3</b>	<b>Nanywa 1</b>	<b>12.1</b>				8:43
TC4	Kungu 1		0.70	12.80	0:13	8:56
<b>CS 4</b>	<b>Kungu 1</b>	<b>14.90</b>				8:59
TC5	Bombo 1		0.80	15.70	0:17	9:16
<b>CS 5</b>	<b>Bombo 1</b>	<b>4.75</b>				9:19
TC5A	Service B in		24.70	29.45	0:30	9:49

	<b>Service C (Kasana)</b>	<b>(31.75)</b>	<b>(81.60)</b>	<b>(113.35)</b>		
TC5B	Service C Out				0:20	10:09
TC6	Butuntumula 1		5.65	5.65	0:10	10:19
<b>CS 6</b>	<b>Butuntumula 1</b>	<b>18.40</b>				10:22
TC7	Kakinzi 1		4.30	22.70	0:22	10:44
<b>CS 7</b>	<b>Kakinzi 1</b>	<b>32.15</b>				10:47
TC7A	Service D in		16.10	48.25	0:48	11:35
	<b>Service D (Kasana)</b>	<b>(50.55)</b>	<b>(26.05)</b>	<b>(76.60)</b>		
TC7B	Service D out / Regroup				0:20	11:55
TC7C	Regroup out				0:20	12:15
TC8	Nanywa 2		33.00	33.00	0:38	12:53
<b>CS 8</b>	<b>Nanywa 2</b>	<b>12.10</b>				12:56
TC9	Kungu 2		0.70	12.80	0:13	13:09
<b>CS 9</b>	<b>Kungu 2</b>	<b>14.90</b>				13:12
TC10	Bombo 2		0.80	15.70	0:17	13:29
<b>CS 10</b>	<b>Bombo 2</b>	<b>4.75</b>				13:32
TC10A	Service E in		24.70	29.45	0:30	14:02
	<b>Service E ( Kasana)</b>	<b>(31.75)</b>	<b>(59.20)</b>	<b>(90.95)</b>		
TC10B	Service E out				0:20	14:22
TC11	Kakinzi 2		9.40	9.40	0:15	14:37
<b>CS 11</b>	<b>Kakinzi 2</b>	<b>32.15</b>				14:40
TC11A	Service F in		16.10	48.25	0:48	15:28
	<b>Service F (Kasana)</b>	<b>(32.15)</b>	<b>(25.50)</b>	<b>(57.65)</b>		
TC11B	Service F out				0:45	16:13
TC11C	Park Fermé 2- in		85.60	85.60	1:45	17:58
	<b>Total Leg 2</b>	<b>(146.20)</b>	<b>(277.95)</b>	<b>(424.15)</b>		

#### ITINERARY LEG III – Sunday April 15<sup>th</sup> , 2007

TC CS	LOCATION	CS DIST KMS	LIAISON DIST KMS	TOTAL DIST KMS	TARGET TIME	FIRST CAR DUE
TC11D	Park Fermé 2- out / Service G In					5:40
	<b>Service G ( tba)</b>	<b>(0.00)</b>	<b>(0200)</b>	<b>(0.00)</b>		
TC14E	Service G Out				0:20	6:00
TC12	Nanywa 3		54.40	54.40	1:10	7:10
<b>CS 12</b>	<b>Nanywa 3</b>	<b>12.10</b>				7:13
TC13	Kungu 3		0.70	12.80	0:13	7:26
<b>CS 13</b>	<b>Kungu 3</b>	<b>14.90</b>				7:29
TC14	Bombo 3		0.80	15.70	0:17	7:46
<b>CS 14</b>	<b>Bombo 3</b>	<b>4.75</b>				7:49
TC14A	Service H in		24.70	29.45	0:30	8:19
	<b>Service H ( Kasana)</b>	<b>(31.75)</b>	<b>(81.60)</b>	<b>(113.35)</b>		

TC 14B	Service H Out				0:20	8:39
TC 15	Butuntumula 2		5.65	5.65	0:10	8:49
<b>CS 15</b>	<b>Butuntumula 2</b>	<b>18.40</b>				8:52
TC 16	Kakinzi 3		4.30	22.70	0:22	9:14
<b>CS 16</b>	<b>Kakinzi 3</b>	<b>32.15</b>				9:17
TC 16A	Service I in		16.10	48.25	0:48	10:05
	<b>Service I (Kasana)</b>	<b>(50.55)</b>	<b>(26.05)</b>	<b>(76.60)</b>		
TC 16B	Service I out / Regroup In				0:20	10:25
TC 16C	Regroup Out				0:20	10:45
TC 17	Nanywa 4		33.00	33.00	0:38	11:23
<b>CS 17</b>	<b>Nanywa 4</b>	<b>12.10</b>				11:26
TC 18	Kungu 4		0.70	12.80	0:13	11:39
<b>CS 18</b>	<b>Kungu 4</b>	<b>14.90</b>				11:42
TC 19	Bombo 4		0.80	15.70	0:17	11:59
<b>CS 19</b>	<b>Bombo 4</b>	<b>4.75</b>				12:02
TC 19A	Service J in		24.70	29.45	0:27	12:29
	<b>Service J( Kasana)</b>	<b>(31.75)</b>	<b>(59.20)</b>	<b>(90.95)</b>		
TC 19B	Service J Out				0:20	12:49
TC 19C	Holding In – End of Rally		85.60	85.60	1:30	14:19

Total Leg 3	(114.05)	(252.45)	(366.50)
Total Leg 2	(146.20)	(277.95)	(424.15)
Total Leg 1	(4.60)	(21.60)	(26.20)
<b>Rally Totals</b>	<b>(264.85)</b>	<b>(552.00)</b>	<b>(816.85)</b>

Final Itinerary will be promulgated by means of a Bulletin  
**Appendix 2**

## **PENALTIES AND FINES**

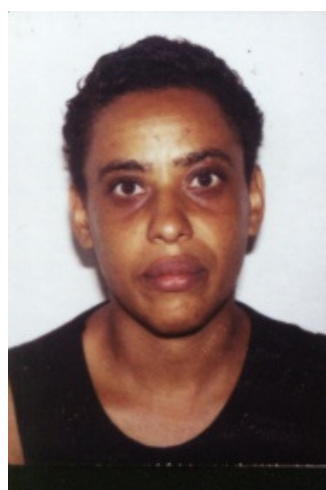
<b>Description of Infraction</b>	<b>Ug. Shs.</b>
Head Lamp High Low Malfunction	25,000/= each
Horn Not Working	25,000/=
Exhaust – Broken	25,000/=
Indicator Malfunction	25,000/= each
Late For Scrutineering	1,000/= per Min
Missing Competition number Plates	70,000/= each
Rear Mud Flaps Missing	25,000/= each
Speeding and Traffic offence (1 <sup>st</sup> Offence)	Warning
Tail Light or Number Plate Light Malfunction	25,000/= each
Parking Light malfunction	25,000/= each
Reverse Lights malfunction	25,000/= each
Wipers not Working	25,000/= each
Reporting late at Start Area – Parc Fermé	50,000/=
Requests for Late Scrutineering	50,000/=
Drivers Names & Flags Missing	50,000/=

Protests and Appeals	Refer: SR Art. 14.2 & 14.3
Description of Infringement	Penalty
Alteration to Time Card	Exclusion
Departing before Commencement of 30 second countdown.	Exclusion
Early Check In	1 min per Min
Entering a Control from the wrong direction	Exclusion
Exceeding maximum lateness	Exclusion
False Start: 1 <sup>st</sup> offence 2 <sup>nd</sup> Offence 3 <sup>rd</sup> Offence Further offences	10 Seconds 1 Minute 3 Minutes Stewards discretion
Late Check In – Road Sections	10 seconds per minute late and 1 Min per Min early
Late Exit from Service Park	10 Seconds for the 1 <sup>st</sup> 15 Mins and 1 Min per Min for the next 15 minutes
Leaving Parc Fermé without permission before final results	Exclusion
Loss of Time Card or Scrutineering Card	Exclusion
Missing controllers sign on Time Card	Exclusion
Missing Safety Triangles / First Aid Kit / Fire Extinguishers / Insurance	Start Refused
Not reporting to a TC / Stop TC / PC	Exclusion
Not wearing Crash Helmets during Competitive Sections	Exclusion
Reporting more than 15 minutes late at start or restart	Exclusion
Reversing into a Control	Exclusion
Speeding and Traffic offence (2 <sup>nd</sup> Offence)	5 Minutes
Speeding and Traffic offence (3 <sup>rd</sup> Offence)	Exclusion
Stopping between control signs or FF to Stop Control	Exclusion
Unsporting behavior by competitors, Service Crew	Stewards Discretion - From 5 Mins to Exclusion
Not wearing seat belts during Competitive & Road Sections	Exclusion
Not wearing Racing Suits During Competitive & Road Sections	Exclusion
Tampering with FIA seals	Exclusion

### Appendix 3

#### NAMES AND PHOTOGRAPHS OF CRO

Ms Zahra Mohammed



## **ROLE AND FUNCTION**

- To inform competitors and play a mediating role at all times.
- Give accurate answers to competitor questions.
- Provide information and clarifications in connection with the Regulations and the running of the rally.
- To avoid forwarding questions to the Organizers, which may be satisfactorily solved by a clear explanation, with the exception of protests.

### **Schedule Location**

**Thursday April 12, 2007**

Rally HQ Afternoon  
Turbo Seeding at 1300 Hrs

**Friday April 13, 2007**

Scrutineering  
Start Parc Fermé  
Service Park  
Rally HQ End of Day 1

**Saturday April 14, 2007**

Start Parc Fermé  
Service Park  
Rally HQ End of Leg 2

**Sunday April 15, 2007**

Start Parc Fermé  
Service Park  
Finish Parc Fermé

## **Appendix 4**

### **COMPETITION NUMBERS AND ADVERTISING:**

(Competition Numbers and Drivers' names will be as per World Rally Championship regulations Art. 3.7)

## **Appendix 5**

### **SCRUTINEERING TIMES**

1. Crews are to report at the Scrutineering Time Control at the following times. Failure to arrive at the correct time shall result in a fine of UGX 1,000/= for every minute or fraction of a minute late. At the absolute discretion of the Stewards, cars may enter Scrutineering before their allotted time.
2. Final documentation must be completed 15 minutes before your Scrutineering time.
3. Requesting for late Scrutineering shall be in writing and shall only be entertained with a payment of UGX 50,000/=
4. Scrutineering will begin at 06:30 hrs and close at 11:30 hrs.

<b>SCRUTINEERING TIMES</b>	
<b>Car No.</b>	<b>Time</b>
1, 2	06:30:00
3, 4	06:45:00
5, 6	07:00:00
7, 8	07:15:00
9, 10	07:30:00
11, 12	07:45:00
14, 15	08:00:00
16, 17	08:15:00
18, 19	08:30:00
20, 21	08:45:00
22, 23	09:00:00
24, 25	09:15:00
26, 27	09:30:00
28, 29	09:45:00
30, 31	10:00:00
32, 33	10:15:00
34, 35	10:30:00
36, 37	10:45:00
38, 39	11:00:00
40, 41	11:15:00

## Appendix 6

### NOTES FOR COMPETITORS AND MEDICAL BOARDS

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

All cars must carry Medical Aid Boards (Supplied in the Road Book), which must be used according to the following instructions:

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