

KCB PEARL OF AFRICA UGANDA RALLY 2009

Draft Supplementary Regulations

1. PROGRAMME OF THE RALLY.

Opening Date for Entries:	Friday March 13 th , 2009, 09:00hrs
Closing Date for Entries:	Saturday April 18 th , 2009, 19:00hrs
Issuing of Road Book and Service Book:	Rally Headquarters Friday April 17 th , 2009, 09:00 hrs
Closing date for Co-Driver details:	April 24 th , 2009, 18:00hrs
Collection of Materials and Documents:	Rally Headquarters
• Local Competitors:	April 24 th , 2009, 14:00 – 18:00 hrs
• Foreign Competitors:	April 28 th , 2009, 14:00 – 20:00 hrs
Reconnaissance:	
• Local Competitors:	Saturday April 25 th , 2009 & Sunday April 26 th , 2009: 0900hrs -1800hrs
• Foreign Competitors:	Wednesday April 29 th , 2009 & Thurs. April 30 th , 2009: 0900hrs - 1800hrs
Opening of Media Center:	Mon. April 27 th , 2009; 1000hrs
Administrative Checks:	Rally Headquarters
• Local Competitors:	Mon. April 27 th , 2009, 14:00 – 18:00 hrs
• Foreign Competitors:	Tue. April 28 th , 2009, 14:00 – 20:00 hrs
First Stewards' Meeting:	Rally Headquarters Friday May 1 st , 2009, 11:45 hrs
Media Conferences:	Weekly
Sealing and Marking:	tba Thu. April 30 th , 2009, 13:00 – 17:00 hrs
Scrutineering:	tba

	Friday May 1 st , 2009, 06:30 – 11:30 hrs
Publication of Leg 1 Start List:	Rally Headquarters May 1 st , 2009, 12:45 hrs
Start Leg 1A:	See Appendix 1
Publication of Leg 1B Start List:	Rally Headquarters May 1 st , 2009, 20:45 hrs
Start Leg 1B:	See Appendix 1
Publication of Leg 2 Start List:	Rally Headquarters May 2 nd , 2009, 21:00 hrs
Start of Leg 2:	Sunday May 3 rd , 2009 See Appendix 1
Post-Event Scrutineering:	Rally Headquarters May 3 rd , 2009, Immediately after Podium Finish.
Publication of Provisional Results:	Rally Headquarters May 3 rd , 2009, 16:00hrs
Publication of Final Results and Classifications:	Rally Headquarters May 3 rd , 2009, 16:30hrs
Award Ceremony (Prize Giving):	At the Podium May 3 rd , 2009, 17:00hrs

2. Organisation and Description

2.1 Titles for which the Rally counts

2.1.1 FIA Titles

- The 2009 FIA African Rally Championship for Drivers.
- The 2009 FIA African Rally Championship for Co-Drivers.
- The 2009 FIA African Rally Championship for Manufacturers.
- The 2009 FIA African Rally 1600cc Cup for Drivers
- The 2009 FIA African Rally 1600cc Cup for Co-Drivers.
- The 2009 FIA African Rally 2000cc Cup for Drivers
- The 2009 FIA African Rally 2000cc Cup for Co-Drivers.

2.1.2 Uganda National Titles

- The 2009 FMU National Rally Championship for Drivers.
- The 2009 FMU National Rally Championship for Co-Drivers.
- The 2009 FMU Clubman Rally Championship for Drivers.
- The 2009 FMU Clubman Rally 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 36772, Kampala, Uganda
Telephone: +256 41 347 780
 +256 41 342 510
Fax: +256 41 540 668
E-mail: mackenzie.ug@infocom.co.ug
cpa@africaonline.co.ug

2.5 Organizing Committee

Chairman: Jack Wavamunno

Members:

David Bitalo, Hamid Gombe, Deo Sembatya, Charles Kasaija, Kisitu Mayanja, David Mayanja, Juma Nkambwe, Mukiibi Katende, George Kagimu, Edwin Kugonza, Grace Muthoni, Martin Singer, Joshua Mayanja, Kenneth Kasule.

2.6 Stewards of the Meeting

FIA Chairman:	Ralph Stead (Zimbabwe)
FIA:	Willie Du Plessis (South Africa)
ASN:	tba
Secretary to the Stewards:	tba

2.7 Observers and Delegates

FIA Observer:	Richard Leeke (South Africa)
FIA Technical Delegate:	Sachin Goricha (Kenya)
FMU Safety Delegate:	Hajji Hamid Gombe
FMU Medical Delegate:	Dr. Patrick Mulindwa
FMU Observer:	Stephen Byaruhanga

2.8 Officials of the Rally

Event Manager:	Jack Wavamunno
Clerk of the Course:	Kisitu-Mayanja
Assistant C.O.C:	Kasaija Charles
Deputy C.O.C. - Marshals	David Mayanja
Deputy C.O.C. -	Justin Beyendeza
Deputy C.O.C. -	Giovanni Storchi
Deputy C.O.C. – Safety	Deo Ssembatya
Deputy C.O.C. -	Hajji Juma Nkambwe
Chief Scrutineer	Joshua Mayanja
Scrutineers:	Fred Mugerwa Rashid Nsubuga Paul Sentongo
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 Pauline Bukenya Alfred Buga

N.B: All Officials of the Rally will also be JUDGES OF FACT.

2.9 Road Surface

All Gravel

2.10 Location of Rally Headquarters

Hotel Africana - Kampala

Fri 01 May 2009 - 08:30 – 19:00hrs

Sat 02 May 2009 - 06:00 – 20:00hrs

Sun 03 May 2009 - 06:00 – 21:00hrs

2.10.1 Location of Parc Fermé for each Leg

Leg IA: Lubiri

Leg IB: Mityana

Leg II: Mityana

3. Entries

3.1 Entry Procedure

3.1.1 Opening Date of Entries: March 13th, 2009

Closing Date of Entries: April 18th, 2009

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 **Saturday April 18th, 2009.**

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 FMU 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

In addition to cars such as described in 3.2.2, Production cars (Group N) and Touring Cars whose homologation expired a maximum of 4 years previously. Turbo restrictors and weights as currently valid in Group N of Appendix J (32 mm restrictors).

- 1600 Cars

- Note: The 2009 FIA African Cup for Drivers and Co-Drivers using 2WD, normally aspirated engine cars of maximum 1600cc.

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.**

- Super 2000 Cars

3.2.3 Given that only the cars stated in Article 3.2.2 and registered in Championship under Art. 9 of 2009 FIA Regulations for African Rally Championship 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-registered crews. The same principle applies to the points awarded for the Manufacturer' Cup and for all other titles.

3.2.4 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 \$ 100

3.3.2 Without this Advertising: US \$ 200

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 \$ 200

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

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 May 01st – Sunday May 03rd, 2009

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 IDENTIFICATION NUMBERS

5.2.1 Rally Plates / Competition Numbers and Driver's names

Competition Numbers:

The Organiser will provide each crew with the following which must be affixed to their car in the positions stated.

2 x front door panels measuring 67 cm long by 17 cm high including a 1 cm white surround. This panel shall comprise a 15 cm x 15 cm competition number box which shall always be at the front of the panel.

Numerals will be fluorescent yellow (PMS 803) of height 14 cm and stroke width 2 cm on a matt black background. The remainder of the door panel is reserved for use of the Organiser.

- 5.2.2** Each panel shall be placed horizontally at the leading edge of each front door with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the bottom window line.
- 5.2.3** No signage, other than the colour scheme of the car, shall be placed within 10 cm of the panel.
- 5.2.4** 1 x rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the Organiser. This panel shall be positioned at the top of the rear window, centered left or right as indicated in the Supplementary Regulations and adjoined to an area of 15 cm sq. This area shall contain the fluorescent orange (PMS 804) 14 cm high competition number on a clear backing. These numerals may be reflective and must be visible from the rear at eye level.
- 5.2.5** 2 x numbers for each rear side window which shall be 25 cm high with a stroke width of at least 25 mm, colored fluorescent orange (PMS 804) and may be reflective. These numbers shall be placed at the top of the rear side windows in conjunction with the drivers' names (see Article **8.3**).
- 5.2.6** 1 x roof panel being 50 cm wide and 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 and 28 cm high will be displayed on a matt white background 50 cm wide and 38 cm high.
- 5.2.7** For the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high which shall include the competition number.

5.3 Driver and Co-Driver Names

- 5.3.1** The name of the Driver must appear with his / her national flag on the rear side window of both sides of the car, under the competition number. The surname alone shall be:
- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
 - In white on a clear background.
 - To a height of 10 cm and stroke width of 1.5 cm.

In addition to the Driver's name the Co-Driver's name must also be placed below the Driver's name, in the same typeface but to a maximum size of 50 mm, plus his national flag

- 5.3.2** In addition to 5.3.1, the names of the driver and co-driver, with their national flags, must also appear on the front wings of the car.

- 5.4 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

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

The use of AVGAS is permitted.

7.1 Order procedure

Competitors who need to use AVGAS may contact the Organizer.

7.2 Fuel Distribution

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

8 Reconnaissance

8.1 Schedule

- **Local Competitors:** April 25th, 2009 & April 26th, 2009: 09:00hrs - 18:00 hrs
- **Foreign Competitors:** April 29th, 2009 & April 30th, 2009: 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.

8.2.1 Reconnaissance Cars: Series production cars allowed

8.2.2 Reconnaissance is considered a safety factor and hence compulsory.

8.2.3 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 Insurance 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

10.1.1 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.

10.1.2 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.

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

10.1.4 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 will 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 and consuming of alcohol in Parc fermé.

11.1.5 Change of Time Cards during the Rally

Leg 1A: TC 1A - Issue to crew
TC 2C - Crew hand over

Leg 1B: TC 2D - Issue to crew

TBA

Leg 2: TC 12D – issue to crew

TBA

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.

11.2 Starting System:

11.2.1 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.**

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

11.2.3 Start Interval

Start at TC 0 on Leg 1A: 1 Minute interval.

Start at TC 2D on Leg 1B: 1 Minute interval.

Start at TC 12D on Leg 2: 1 Minute interval.

Start of Competitive Sections Leg 1A: 2 minutes interval.

Start of Competitive Sections Leg 1B: 3 minutes interval.

Start of Competitive Sections Leg 2: 3 Minutes interval.

11.2.4 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.

11.3 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.

11.4 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

11.5 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 5 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 5 minutes plus the fastest time will also be allotted a maximum time of 5 minutes plus the fastest time.

11.5.1 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.

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

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

1st offence: 10 seconds

2nd offence: 1 minute

3rd offence: 3 minutes

Further offences: At the discretion of the Stewards.

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

11.6 Service Parks

11.6.1 Strictly No Smoking and Consuming of Alcohol in the Service Parks.

11.6.2 A designated re-fuel zone shall be set up adjacent to the Time Control out of Service Parks.

11.6.3 A remote Service Park will be set up before TC 3 and TC 12.

12. Safety or Gravel Cars

Gravel or safety cars are not permitted.

13 Prizes

13.1 List of Prizes

1 st Driver & Co-Driver Overall	-	2 Trophies
2 nd Driver & Co-Driver Overall	-	2 Trophies
3 rd Driver & Co-Driver Overall	-	2 Trophies
1 st Placed Vehicle in Group A	-	1 Trophy
1 st Placed Vehicle in Group N	-	1 Trophy
1 st Placed Vehicle in 1600cc Cup	-	1 Trophy
1 st Placed Vehicle in FMU NRC	-	1 Trophy
1 st Placed Vehicle in FMU CRC	-	1 Trophy
1 st 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: Euro 500

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: Euro 750

14.2.4 For a protest involving the whole car:

Sum: Euro 1000

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) - Euro 1,000 and costs

Sum of International Appeal Fee (FiA) - Euro 6,000

Appendix 1 (Draft Itinerary) tba

Final Itinerary will be promulgated by means of a Bulletin

Appendix 2

Reconnaissance Schedule

- **Local Competitors:** Saturday April 25th, 2009 & Sunday April 26th, 2009:
09:00hrs - 18:00 hrs
- **Foreign Competitors:** Wednesday April 29th, 2009 & Thursday April 30th, 2009:
09:00 hrs - 18:00 hrs

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 30, 2009

Rally HQ Afternoon
Turbo Sealing at 1300 Hrs

Friday May 1st, 2009

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

Saturday May 2nd, 2009

Start Parc Fermé
Service Park
Rally HQ End of Leg 1B

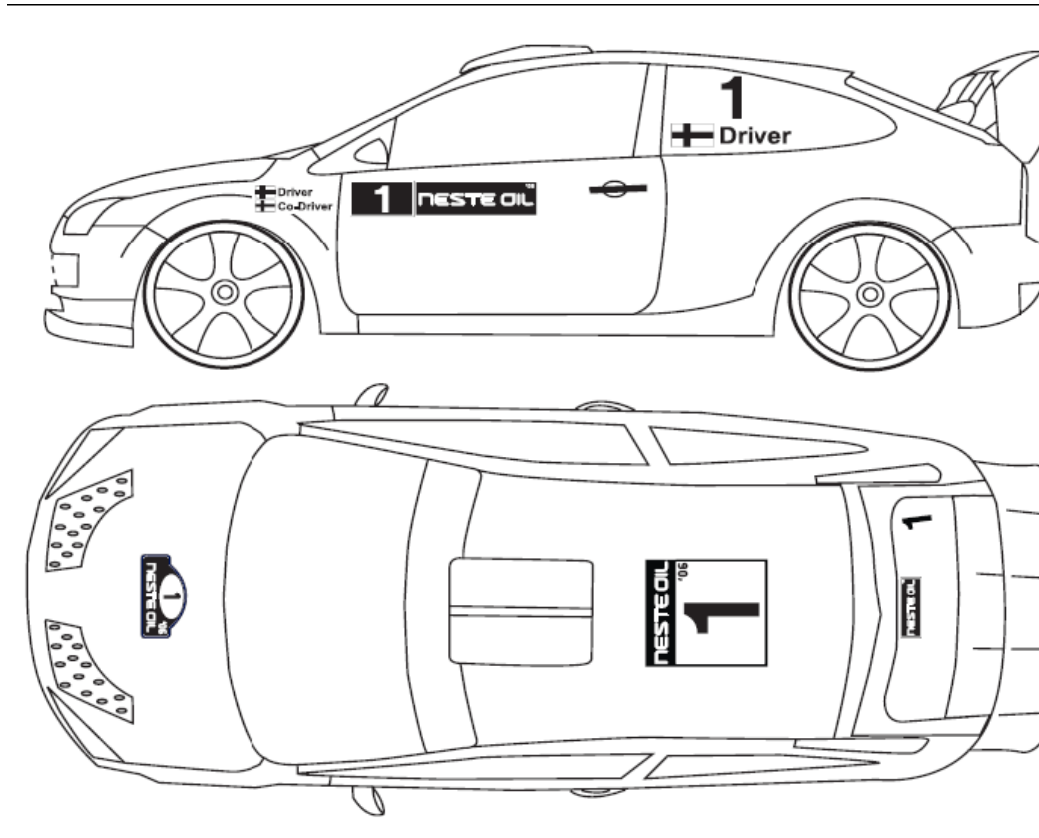
Sunday May 3rd, 2009

Start Parc Fermé
Service Park
Finish Parc Fermé

Appendix 4

COMPETITION NUMBERS AND ADVERTISING:

(Competition Numbers and Drivers' names will be as per the 2009 FIA regional Championship Regulations Art. 16 and Art. 16.1 – V2 FIA African Rally Championship)



REAR SIDE WINDOWS

In addition the Co-Driver's name must also be placed below the Driver's name, in the same typeface but to a maximum size of 50 mm, plus his national flag.

Appendix 5

PENALTIES AND FINES

Description of Infringement	Ug. Shs.
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 st 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 st offence 2 nd Offence 3 rd 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 st 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 nd Offence)	5 Minutes
Speeding and Traffic offence (3 rd 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 6

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.

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

Appendix 7

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.

Appendix 8

SAFETY PLAN

1.0 *Introduction:*

The **KCB Pearl Of Africa Uganda Rally 2009** Safety Plan is guided by the requirements of Appendix H of the FIA International Sporting Code.

The Safety Plan has been designed in consultation with the Uganda Police, Fire Crews and Medical Teams. This Safety Plan has the following safety measures:

- Preventive safety measures to ensure no aspect of the event places spectators, competitors or officials at risk under any circumstances
- Skilled personnel and communications are in place to ensure that the status of spectators, competitors or officials is known at all times.
- A communications network linking all key points and personnel at all times.
- Skilled and experienced personnel are in place to ensure that the status of spectators, competitors and officials is known to Rally HQ at all times.
- Rally HQ is in a position to effect immediate and effective response to any high-risk emergency situation which may arise.

Easily identifiable staff will be placed along the rally route to ensure that response and management of incidents is prompt, efficient and appropriate.

The FMU Safety Delegate and FMU Medical Delegate will be available at all times with their activities performed in conjunction with Uganda Police Public Safety Officer.

Under them are several Safety Overseers and two fully equipped Ambulances as well as a field Medical Tent located at the Service Park in a clearly demarcated area. Safety Overseers will have First Aid Crew on board, with First Aid Kit and will be located at the start of each section to act as a Fast Medical Intervention (FMI).

These vehicles will be in constant communication with the Clerk Of The Course and Rally Headquarters

2.0 Event Organisation:

Title	Name	Telephone
Rally Headquarters	Hotel Africana	0312
Event Manager	Jack Wavamuno	0772 502001
Clerk Of The Course	Kisitu Mayanja	0782 000373
Assistant COC	Charles Kasaija	0752 539455
Assistant COC	Moses Lutwama	0772 638011
Assistant COC - Marshals	David Mayanja	0752 696380
Assistant COC	Giovanni Storchi	
FMU Safety Delegate	Hajji Hamid Gombe	0772 525288
FMU Medical Delegate	Dr. Patrick Mulindwa	0752 629230
Public Safety Officer – Ug. Police		
Ambulance One		
Ambulance Two		
Field Medical Tent	Dr. Patrick Mulindwa	0752 629230
Section Commanders –	Charles Semengo	0752 697388
Section Commanders –	Henry Mukwaba	0772 840545
Section Commanders –	Mohammed Katumwa	0772 444388
Section Commanders –	Kawuki	0772 427767
Section Commanders -	Badru Kiryowa	0772 403070
Section Commanders –	Elly Ndaula	0772 421314
Mityana Service Park	Dennis Bazira	0752 618334
Buloba Park	Abbas Tamale	0772 436718
Fire Marshals	Fire Masters	0772 523838

3.0 Safety Of The Public:

3.1 Education:

Commercials will be repeatedly run in Luganda and English on the following FM Radios Stations; Simba 97.3, Dembe 90.4, CBS 88.8, CBS2 89.2, Super 88.5, Sanyu 88.2, Star FM 100.0, Capital 91.3, Akaboozi ku Bbiri 87.9, Skynet (Mityana).

3.2 Competitive Sections:

- The design of this event has taken into account spectator considerations unique to Uganda.
- Competitive sections have been situated and scheduled to discourage movement of spectators. Safety shall be concentrated on stages where spectator zones are located.
- Reconnaissance is considered a safety factor. All competitors are reminded to observe Uganda's traffic laws during reconnaissance.

- Approximately one hour before the first car is scheduled to compete on a stage, the first route opener (zero car) equipped with a siren system shall traverse the route to inform the public of the competition. They will also ensure that anyone who is in a prohibited area is removed from that area.
- **Other Information** - Trains have right of way. Wild and domestic animals (Herbivores) may be met during competition.

3.3 Control of Spectators:

- The Organizer, with the assistance of The Police and The National Reserve Army, will use reasonable endeavours to limit access of the public to clearly defined zones.
- Safety instructions will be distributed to the public before the Event advising the public on where to stand at each designated viewing point.
- The Safety Marshals have adequate training and experience in crowd control. They shall wear a clearly identifiable green jacket and will be equipped with whistles, which will be blown to advise the public of the approach of a rally car. They are expected to ensure that at all times the spectators view the rally from a safe distance.
- **Refuelling and Servicing** – The public is not permitted access to areas where refueling or servicing will take place.

3.5 Accident Reporting:

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this to the next safety point or time control as specified in the road book. If he fails to observe this rule, the Stewards may impose on the crew responsible a penalty which may go as far as exclusion.

The crew involved in the accident must report to the Safety Delegate & Public Safety Officer who shall record their statements pertaining to the accident.

3.5 Zero Cars and Sweeper Cars

Leg 1B Schedule

<i>CS</i>	'00' Car	'0' Car	'000' Car
TBA			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car

Leg 2 Schedule

<i>CS</i>	'00' Car	'0' Car	'000' Car
TBA			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car
			5 Mins after last car

3.6 Safety on Road Sections:

The itinerary and time schedule has considered local traffic laws, traffic manpower, road surface and population.

The timing schedule has made allowances for delays at controls due to the non-automated timing system.

3.7 Information:

Information addressed mainly to the public will be issued by;

- Written, Spoken and Televised Media
- Posters
- Distribution of Leaflets

- Passage on the route of a vehicle (course opening car '00') equipped with loudspeaker to inform the spectators (Approx 1hr before the start of the first car). Car '0' will be deployed 20 minutes before start of each competitive section.
- PA System at major spectator areas.

4.0 *Safety Of The Competing Crews*

4.1 Safety Services

All competing vehicles will be assessed at scrutineering and will conform to the minimum safety requirements as dictated by FIA Regulations. Helmets, seat belts and ancillary devices will be of an approved standard and in good condition and working order.

Drivers and Co-drivers will be required to sign a Medical Form at documentation. This is to facilitate prompt admission to hospital should the need arise and ensure appropriate care with regard to allergies and chronic medical conditions.

All crews must carry a First Aid Kit, which must be well secured, visible and easily accessible. A fire extinguisher of a minimum 2 Kg capacity will also be carried and in working order.

At the start of each Competitive Section:

- 1 Section Commander,
- 1 4-kg fire extinguisher,
- Cell phone communications equipment to maintain contact with HQ

At the intermediary points on the route for long stages (>15 km dependent on geographic layout):

- 1 Safety Overseer, dependent on geographic layout,
- Cell phone communications equipment to maintain contact with HQ

At the stop point of each Competitive Section:

- 1 4kg fire extinguisher.

In the Service Park:

- 1 standardised ambulance complying with the regulations of Uganda, equipped for resuscitation.
- 1 Tow Truck.
- Cell phone communications equipment to maintain contact with HQ

The section Commanders' vehicles shall be capable of proceeding into the stage quickly, and shall be equipped as a minimum as follows:

- A First Aider,
- A First Aid Kit,
- 1 4-kg Fire Extinguisher
- Suitable communications equipment to maintain contact with Rally HQ.

4.2 Preventative Measures (Signalling and Road Markings)

- Major roads leading to stages shall be blocked by marshals.
- It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions which must be rectified prior to the commencement of the Competitive section.
- The first zero car shall also be equipped with safety tape in order to block access roads where necessary.
- Marshals' posts will be positioned along the course so as to;
 - keep the public outside prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers
 - Where possible, warn crews of any obstructions in the Competitive section.

4.3 Supervision:

- A communications network unique to each Competitive section will be established to allow the vehicles to be tracked and the running of the rally to be supervised.
- **Emergency Response:**
- All rally cars must carry first aid kits, the contents of which have been recommended by trauma experts, and vetted by the organizers at scrutineering.
- The maximum target times for safety cover on any part of the rally route should be:
 - Systems Alert 20 min
 - Safety Unit to Casualty 35 min
 - Doctor to Casualty 50 min
 - casualty to Hospital 90 min

4.4 Road Book - Green 'OK' or Red 'SOS'

- Each road book contains a **Red "SOS"** and on the reverse a **Green "OK"** sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the "OK" sign must be clearly shown by a crew member to the next 3 following vehicles.
- If the crew leaves the vehicle, the **"OK"** sign must be displayed so that it is clearly visible, where possible, to other competitors.
- If on the other hand urgent medical attention is required, where possible the **Red SOS** should be immediately displayed to the next 2 following cars.
- All competitors are reminded of this regulation.
- Any crew which is able to, but fails to comply with this rule may be penalised by the Stewards in accordance with the International Sporting Code. Misuse of these signs will also be dealt with by the Stewards.

4.5 Evacuation Procedures:

- Evacuation routes have been planned for each Competitive section. They are clearly shown in the Road Books.
- Emergency services of all hospitals near the route are on standby.

- The evacuation procedures are dependant on the initial reports of any accident which should be made to the nearest Safety Crew, Time Control or Rally Officials.
 1. The following facts should be established before reporting in:
 - Vehicle involved
 - Time of accident
 - Location of Accident – recommend use of Road Book for accuracy
 - Source & Reliability of Information
 - Reported Injuries and Damage
 - Actions taken so far
 2. The Information must be relayed to the Chief Safety Officer and Clerk of The Course who will decide on a course of action
 3. The Post Chief Marshal and Safety Crew at the start of the affected Competitive stage must stand by to close the stage should medical intervention be required.
 4. Safety Crew/Medical Intervention will only proceed for assistance on the advice of the Chief Safety Officer.

5.0 *Safety Of The Officials:*

- Whilst the primary responsibility of the Organizer is to ensure the safety of the public and the competing crews, the safety of officials is also very important.
- The Organizer has ensured that in performing their duties, officials are not placing themselves in danger.
- In this regard, all Officials, Safety Personnel and Marshals will be clearly identifiable to the competitors and to the public at all times.
- All officials have gained experience from prior events run in the same geographic region. They have also received training in areas like First Aid and Crowd Control.
- The services of professionals like fire Fighters, Doctors, Police, Crowd Jesters etc have also be employed.