

**DRAFT SUPPLEMENTARY REGULATIONS
RALLY OF TANZANIA 2009
20 - 22 February 2009**

Past Winners

The Rally of Tanzania was first held in 2001. In 2002 and 2003 the event was not run.

2001	Pat Comtoise/Carl Voltaire (TZ)	Landrover 110
2004	Omar Bakhresa/George Ferreira (TZ)	Subaru Impreza N8
2005	Riyaz Kurji/Sayed Kadri (UG)	Subaru Impreza N10
2006	Patriek Emontspool/Alain Robert (BE)	Subaru Impreza N11
2007	Hideaki Miyoshi/Hakaru Ichino (JP)	Mitsubishi Lancer Evo IX
2008	Muna Singh/Dave Sihoka (ZM)	Subaru Impreza N9

Welcome to the Rally of Tanzania 2009

KARIBU TANZANIA, to all competitors, teams, media representatives and rally enthusiasts.

We once again, are the hosts of the RALLY OF TANZANIA, Round 1 of the 2009 FIA Africa Rally Championship (ARC), the 2009 Tanzania National Rally Championship (NRC) and the Pirelli "Search for a Star" program.

This annual championship features rounds in Kenya, Uganda, Zambia and Zimbabwe

The event has managed to attract many competitors as well as spectators both locally and internationally.

Rally has become a major spectator-sport event. Many of the drivers on the ARC circuit have inspired many young and new talents to take up rallying in Tanzania. It is our mission to cultivate this spirit of rallying in the hearts and minds of young potentials by hosting this rally event in the country.

We would like to assure you a challenging and exciting event that will take place in the South of Dar-es-Salaam.

Our team is at your disposal and do not hesitate to contact us for further inquiries. We look forward to meeting all of you again in Dar-es-Salaam this year and also a very special welcome to those who has never been to Tanzania before.

We hope you will enjoy your stay in our country.

Satinder Singh Birdi
Chairman Organising Committee, Rally of Tanzania.

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The rally will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions applicable to all FIA Rally Championships, the regulations for the FIA Africa Rally Championship, the 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 only by numbered and dated bulletins (issued by the organizer or the stewards).

The FIA General Prescriptions and FIA Africa Rally Championship Regulations can be found at:

www.fia.com/en-GB/sport/regulations/Pages/FIARallyChampionships.aspx

1. Program

OPENING DATE FOR ENTRIES:

Monday, 5th January 2009

CLOSING DATE OF ENTRIES:

Friday 6th February 2009 at 16h00

DATE OF ISSUING THE ROAD BOOK:

Friday 13th February 2009, from 09h00 to 16h00 at AAT Offices for local crews.

Tuesday 17th February 2009, from 14h00 to 19h00 at Rally HQ, Mlimani City, Sam Nujoma Rd, Dar Es Salaam. For Foreign crews.

CLOSING DATE FOR LATE ENTRIES

Monday, 16th February 2009 at 18h00

CLOSING DATE OF CO-DRIVER DETAILS:

Monday, 16th February 2009 at 17h00

PUBLICATION OF ENTRY LIST

Tuesday, 17th February 2009 (Rally HQ)

RECONNAISSANCE REGISTRATION

Local crews - before 16h00 Friday 13th February 2009, (AAT Offices)

Foreign crews - before 19h00 Tuesday 17th February 2009 (Rally HQ)

(or by e-mail to the Event secretary)

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RECONNAISSANCE

Local entrants:

Saturday 14th February 2009 06h00 to 17h00

(Note - only 2 passes allowed - will be monitored)

Foreign entrants:

Wednesday 18th February 2009 06h00 to 13h00

Thursday 19th February 2009 06h00 to 13h00

(Note - only 2 passes allowed - will be monitored)

OPENING OF MEDIA CENTRE & ACCREDITATION

Tuesday 17th February 2009, 14h00 - 19h00 & from here on - open daily.

Venue: Rally HQ, Mlimani City, Sam Nujoma Rd, Dar Es Salaam

OFFICIAL NOTICE BOARD

Venue: Rally HQ, Mlimani City from Tuesday 17th February 2009, 14h00 till Sunday 22nd February 2009 20h00.

(Notice board will be visible through window 24/7 during above mentioned period)

ADMINISTRATIVE DOCUMENTATION

(To be completed before Scrutineering)

Venue: Rally HQ, Mlimani City, Sam Nujoma Rd, Dar Es Salaam.

Date/Time: Tuesday 17th Feb 2009 16h00-19h00

Wednesday 18th Feb 2009 16h00-19h00

Thursday 19th Feb 2009 16h00-19h00

SHAKEDOWN

Venue: "Mbuyuni", next to Start of the 1st competitive of Day 1b (Sat am)

Date: Thursday 19th February 2009

Time: 14h00 - 17h00

TURBO & COMPONENT SEALING

1) At Scrutineering venue, Kobil Petrol Station, Sam Nujoma Rd, Mlimani. Thursday 19th February 2009, 08h00 - 11h00

2) At shakedown venue, Thursday 19th February 2009, 12h00 - 16h00

SCRUTINEERING

Friday 20th February 2009 - Kobil, Sam Nujoma Rd, Mlimani - 08h00 to 14h00

FIRST STEWARDS MEETING

Venue: Rally HQ, Mlimani City

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Date/Time: Friday 20th February 2009, 15h00

DRIVERS BRIEFING & PUBLICATION OF START LIST FOR LEG 1a & 1b

Venue: Rally HQ, Mlimani City

Date/Time: Friday 20th February 2009, 17h00

PRE-START HOLDING AREA

Venue: Mlimani City (close to start ramp)

Opens: Friday 20th February 2009, 16h00

Closes: Friday 20th February 2009, 17h00

CEREMONIAL START

Venue: Mlimani City

Date/Time: Friday 20th February 2009, 18h00

SUPER SPECIAL

Venue: Mlimani City

Date/Time: Friday 20th February 2009, 19h00 (First Car)

Run in reverse order.

START OF LEG 1b

Venue: Mlimani City

Date/Time: Saturday 21st February 2009, 06h00

FINISH OF LEG 1b

Venue: Mlimani City

Date/Time: Saturday 21st February 2009, +16h00

POSTING OF START LIST FOR LEG 2

Venue: Rally HQ, Mlimani City (Official Notice Board)

Date/Time: Saturday 21st February 2009, 20h00

START OF LEG 2

Venue: Start ramp at Mlimani City

Date/Time: Sunday 22nd February 2009. 06h00

PODIUM FINISH

(Ramp Prize Giving on Provisional results)

Venue: Ramp at Mlimani City

Date/Time: Sunday 22nd February 2009, +14h00

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FINAL SCRUTINEERING

Venue: Kobil, Sam Nujoma Rd, Mlimani City
Date/Time: Sunday 22nd February 2009, ±15h00 - 17h00

POSTING OF PROVISIONAL FINAL CLASSIFICATION

Venue: Rally HQ, Mlimani City.
Date/Time: Sunday 22nd February 2009, 18h30

RALLY OFFICE CLOSURE

Venue: Rally HQ
Date/Time: Sunday 22nd February 2009, 20h00

2. Organisation and Description

2.1 FIA Titles for which the rally counts

- 2009 African Rally Championship for Drivers
- 2009 African Rally Championship for Co-Drivers
- 2009 African Rally Championship for Manufacturers
- 2009 African Rally Championship Cup for Drivers and Co-drivers of Group A and N, normally aspirated 2 wheel drive cars of 1600cc
- 2009 Tanzania National Rally Championship for Group N Drivers
- 2009 Tanzania National Rally Championship for Group N Co-Drivers
- 2009 Tanzania National Rally Championship for Drivers
- 2009 Tanzania National Rally Championship for Co-Drivers
- 2009 East Africa Rally Challenge
- 2009 Pirelli Star Challenge

2.2 Visa numbers

FIA:

AAT: AATMSC/ARC

2.3 Name of Organisers

Automobile Association of Tanzania (AAT)

2.4 Address and Contact details

Automobile Association of Tanzania
P.O. Box 3004, Dar es Salaam, Tanzania
t: +255 22 215 1837
f: +255 22 2152011
m: +255 787 667 788
m: +255 774 775 776

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e: rallyoftanzania@aatanzania.org
w: www.aatanzania.org

2.5 Management Committee

Nizar Jivani, Satinder Singh Birdi, Yusuf A. Ghor, Richard Leeke, Athumani Hamisi, Corinne H. Matovu

2.6. Stewards of the meeting

Chairman	TBA (FIA)	
	TBA (FIA)	
	Deepak Kotak (AAT)	
Secretary of Stewards	Corinne Hafner Matovu	+255 783 667788 +255 757 667788

2.7. FIA Observer and delegates

Observer	TBA
Technical Delegates	TBA

2.8 AAT Delegates

Observer	Gautam Chavda
Scrutineer	Fred Mugerwa

2.9 Rally Officials

Competitor Relations	Fulvio Ginola	+255 756 444 273
	Mahmood Jaffer	+255 713 660 050
Clerk of Course	Richard Leeke	+255 773 699 523
Dep. CoC	Satinder S. Birdi (Event Cord.)	+255 774 775 776
	Rishi Jotangia	+255 754 262 936
	Athumani Hamisi (Safety)	+255 763 993 031
	Corinne H. Matovu (Rally HQ)	+255 783 667 788
Ass CoC	Dakshit Pandya (SS/Shakedown)	+255 713 123998
Ass CoC	Mashaka Juma (Service Park)	+255 754 271 953
Ass CoC	Hussein Moor	+255 713 454 002
Ass CoC	Paul Sophit (Ocars)	+255 762 506 833
Ass CoC	Willie Du Peissis (Results)	
Ass CoC	Hethul (Controls)	+255 762 564 310
Ass CoC	Sammer Sajjan (Medical)	+255 754 305 733
Ass CoC	Nasongodlya Kilyanga (Media)	+255 784 770 811

2.10 Road Surfaces

- First competitive will be in a shopping centre parking area (paved)
- All other competitive sections on gravel

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2.11 Rally Hq Location

Shop No.33, Mlimani City
Sam Nujoma Rd, Mlimani, Dar es Salaam

2.12 Parc Ferme Location

Mlimani City, Sam Nujoma Rd
Mlimani, Dar es Salaam

2.13 Service Park(s) Location

Prior to start - rear of Mlimani City
Start of Leg 1b - rear of Mlimani City
During Leg 1b - Mwanambaya - Kilwa Road
Start of Leg 2 - rear of Mlimani City
During Leg 2 - Mwanambaya - Kilwa Road

3. Entries

3.1 Entry procedure

Any FIA competition license-holder wishing to take part in the rally must send a duly completed entry form provided, to the Rally Secretariat before the closing date.

If the application is sent by fax or email, the original must reach the organizer within 5 days following the close of entries.

3.1.2 For foreign competitors / entrants, drivers and co-drivers, documented proof of authorization from their parent ASN must accompany their entry form as per Article 70 of the Code.

3.1.3 No amendments may be made to the entry form, except in the cases provided for in the present Prescriptions.

However, the competitor / entrant may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

3.1.4 No change of competitor/entrant may be made after entries have closed.

One member of the crew may be replaced with the agreement of:

- The Organizers, before the start of the administrative checks.
- The Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.
- Only the FIA, for the replacement of both crew members.

3.1.5 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

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entered, this car may, upon the proposal of the scrutineer's, be transferred to the appropriate group and/or class upon the decision of the Stewards.

3.1.6 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, the FIA Africa Rally Championship regulations, the AAT Sporting Code and the supplementary regulations.

3.2 Number of entrants accepted and classes

The Maximum number of entries is 40.

If more than 40 entries are received the acceptance of entries among the non-priority drivers will be at the sole discretion of the organisers. A reserve list of a maximum of 10 cars will be created. **The first 20 eligible entries received before the closing date will automatically be accepted on a first come first served basis.**

The full entry fee must accompany the entry.

3.2.1 Accepted Vehicles - Classes:

Class N1 Group N up to and including 1400cc

Class N2 Group N over 1400cc and up to and including 1600cc

Class N3 Group N over 1600cc and up to and including 2000cc

Class N4 Group N over 2000cc (Including Super 2000)

Class A5 Group A up to and including 1400cc

Class A6 Group A over 1400cc and up to and including 1600cc

Class A7 Group A over 1600cc and up to and including 2000cc

Class P - Super Charged Diesel Cars

3.3 Entry fees

Entry fees shall be accepted as cash payments.

3.3.1 Entry with Organizers' compulsory advertising is USD300

3.3.2 Entry without Organizers' compulsory advertising is USD500

3.3.3 Late entries with Organizers' compulsory advertising is USD600

3.3.4 Late entries without Organizers' compulsory advertising is USD1000

3.4 Entry Fees include:

1 set of road books

1 set of unofficial pace notes

1 set of Rally Guide 2

1 set of competing car numbers and plates

5 Service Crew ID cards

1 Team Manager ID card

1 set of Organizers optional advertising

2 service car plate

4. Insurance - Liability

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

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/or Drivers and their vehicles during the whole of the event. The Organizer also declines any liability for breach of Laws and Regulations of the Republic of Tanzania. 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 Organizer particulars of any incident from which liability may arise and will indemnify the Organizer in regard to any liability to any person whatsoever.

4.3 The Organizer advises each member of the crew of each competing vehicle to be insured for Personal Accident for a minimum amount of Tanzania Shillings 1,000,000 for the duration of the Rally. Special terms for Personal Accident, Third Party, Fire and Accident Damage insurance are available from the official insurers to the Organizer:

Alliance Insurance Corporation Ltd.

P.O Box 9942

Tel: +255 22 2139100

Email: info@alliancetz.com

Dar es Salaam

4.4 Competitors take part entirely at their own risk. The AAT as organizer of this event decline liability whatsoever in any accident caused by the competitors and their vehicles during the whole event.

4.5 Responsibility and Risk

In exchange for being able to attend or participate in the event, Entrants agree:

i) to release AAT, promoters, sponsor organizations, land owners and lessees, organizers 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;

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ii) to attend or participate in the event at own risk.

A Competitor and/or Driver will have no claim against the Organizer 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.

4.6 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 7 days of the finish of the last leg of the Rally.

4.7 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.

4.8 The insurance cover will come into effect from the official start of the rally and will cease at the official end of the rally or at the moment of retirement or exclusion of a competitor.

4.9 The service vehicles, even those bearing special plates issued by AAT, 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. Advertising

5.1 Tobacco

Tobacco advertising in Tanzania is allowed.

5.2 Organisers Advertising

The organiser's advertising is detailed in the Appendices below.

5.3 Rally Plates

Competitor numbers and rally plates must be affixed to the car for shakedown and scrutineering. These must be visible for the duration of the rally, according to Art.9 of the current FIA Rally Championships General Prescriptions. Details concerning the numbers and rally plates can be found in Appendices below.

5.4 Without Organizer Optional Advertising

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 (see Article 3.3)

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

It is authorized by the national laws and the FIA regulations.

It is not likely to give offence.

It is not political or religious in nature.

It does not encroach upon the spaces reserved for plates and competition numbers.

It does not interfere with the crew's vision through the windows.

It is prohibited to publish any form of advertising promoting the result of an individual leg of the rally.

5.6 The name of an automobile manufacturer cannot be associated with the name of a rally or appear in the Organizer's compulsory advertising spaces.

5.7 Competitors who accept the Organizers' optional advertising must reserve spaces for it, as specified in Appendix 3 to these supplementary regulations.

5.8 The Organizer will provide each crew with the following rally plates which must be affixed to their car in the stated manner:

5.8.1

- for the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high

- for the rear: a transparent sticker fitting into a rectangle 28 cm wide by 15 cm high.

On these plates, a space 15 cm wide by 8 cm high will be reserved for the competition number.

5.8.2

- for the rear window: 1 x rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the organizer. This panel shall be positioned at the top right of the rear window. An adjacent area of 15 cm sq. shall contain the fluorescent orange 14 cm high competition number on a clear backing. These numerals shall be reflective and must be visible from the rear at eye level.

5.8.3

- 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.

5.9 Name Plates

The name of the Driver/Co-driver must appear with his/her passport nationality national flag on the rear side window of both sides of the car

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under the competition number. The surname alone shall be in Helvetica upper case for the first letter of the name and remainder in lower case. In white on a clear back ground to a height of 10 cm and stroke width of 1.5cm

In addition the names of the driver and co driver with their national flag must also appear on the front wings of the car.

5.10 Left Hand Drive Vehicles

A “Caution Left Hand Drive” sign is to be affixed to the rear of all left hand drive vehicles.

6. Tyres

6.1 The use of slick tyres is prohibited. The rules governing the use of tyres, included in Appendix V of the Prescriptions, must be strictly respected.

6.2 The inside of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air. In other words, the use of any device allowing the tyres to maintain their performance at an internal pressure equal to or less than the atmospheric pressure is prohibited.

7. Fuel

7.1 Maximum lead content permitted in Tanzania is 0.85 grams/liter. The use of AVGAS is permitted.

7.2 Order Procedure

Competitors who need to use AVGAS may contact the supplier directly to make arrangements for the supply:

BP Shell, Kurasini Depot, Dar es Salaam

Tel: 2111269/72

Fax: 2111297/99

Please contact Mr. Dativa, Mr. Tungaraza or Mr. Sambara

7.3 Distribution during the Rally

7.3.1 Competitors are entirely responsible for providing and distributing their own fuel throughout the event. During the event refueling may only be carried out in the refuel zones nominated in the itinerary.

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7.3.2 The Organizers will establish supplementary refuel zones. Such zones will be duly specified in the Road Book and marked in accordance with Article 12.6 of the General Prescriptions.

7.3.3 Any action inside a refuel zone not directly involved in the refuelling of a competing car is prohibited. In all refuelling zones a 5km/h speed limit will apply

Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access this zone.

7.3.4 Engines must be switched off throughout the refuelling operation. Should the crew remain inside the car during the refuelling operation, the safety belts must be unfastened and the doors open.

7.3.5 A car may be pushed out of the refuelling zone by the crew, officials and/or by two team members without incurring a penalty.

8. Reconnaissance

Reconnaissance is not practice. The Traffic Act of Tanzania must be strictly adhered to and safety and rights of other road users respected.

8.1 Procedure for Registration

A reconnaissance record card will be supplied which must be carried in the car for the duration of the reconnaissance. This card will be stamped appropriately recording every run on each competitive section. Failure to produce this card will result in refusal to participate in the reconnaissance. The record card will be issued with the road books.

8.2 Schedule

See Program

8.3 Restrictions

8.3.1 Competitors are permitted a maximum of two passages over each competitive section

8.3.2 The maximum speed on competitive sections during reconnaissance is 80 km/h.

8.3.3 Any driver not entered in the rally may take part in reconnaissance. A Reconnaissance Registration Form can be found in the Appendix below.

8.4 Any type of series production vehicle is allowed for reconnaissance - no form of rally vehicle is permitted. More than one crew may share a car but only crew members entered in the event may take part in the reconnaissance.

8.5 Speeding Offences during Reconnaissance

During reconnaissance, any speeding offence whether recorded by police or officials on a competitive section or on a road section, will result in a penalty being levied by the relevant authorities or the Stewards.

9. Administrative Checks

9.1 Location

See Program

9.2 Times/schedule

See Program

9.3 Documents to be presented.

In order to facilitate documentation all entrants are required to provide original documents as indicated below:

- i) Correctly filled and fully paid up entry forms (for international entrants, a stamp on the entry form, or a letter from his / her ASN, permitting participation in this event).
- ii) A valid international competition licence
- iii) A valid FIA Medical card with a Medical Certificate of Aptitude.
- iv) A valid third party insurance for duration of the event.
- v) A correctly filled in Service registration form.
- vi) A vehicle registration card or carnet for insurance purposes.
- vii) A valid Driving license/permit for each crew member
- viii) 2 passport size photos per driver and co-driver
- ix) ASN approval for foreign drivers

10. Scrutineering, Sealing and Marking

Vehicles shall report to scrutineering together with the following:

- i) Valid FIA Homologation forms and appendices
- ii) FIA Fire proof underwear and race suits
- iii) Racing helmets

10.1 Turbo/Transmission Sealing

The checking of the car's Compressor and of a maximum number of spare Compressors allowed (one for each leg) is compulsory.

10.2 Location/Time

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10.2.1 Turbo & Component Sealing

- 1) At Scrutineering venue, Kobil Petrol Station, Sam Nujoma Rd, Mlimani. Thursday 19th February 2009, 08h00 - 11h00
- 2) At shakedown venue, Thursday 19th February 2009, 12h00 - 16h00

10.2.2 Scrutineering

Friday 20th February 2009 - Kobil, Sam Nujoma Rd, Mlimani - 08h00 to 14h00
By application to Organizer in advance, any sealing outside schedule prescribed will incur a penalty of USD50.00.

10.3 Vehicle Scrutineering

Place: Kobil Sam Nujoma Patrol Station, Mlimani

Date: Friday, 20th February 2009

Time: 0800 - 1400 hrs

Schedule: Scrutineering, marking and sealing of components (excluding turbo chargers) as per Appendix 5

Turbo sealing will only be carried out at Parc Fermé under reason of force majeure

10.4 Scrutineering Times

Car Nos	Times
40 39 38	08h00
37 36 35	08h30
34 33 32	09h00
31 30 29	09h30
28 27 26	10h00
25 24 23	10h30
22 21 20	11h00
19 18 17	11h30
16 15 14	12h00
12 11 10	12h30
9 8 7	13h00
6 5 4	13h30
3 2 1	14h00

10.5. Lateness at Scrutineering

10.5.1 Any crew and car reporting after scheduled time shall incur a penalty of Tanzania Shillings 5000 per minute for every minute or fraction of a minute late.

A fee of Tanzania Shillings 50,000 has been set for written requests for late scrutineering provided that the request is received by the Organizer before the scheduled time of scrutineering.

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

10.5.3 The crew must show the car's homologation form as well as any appendices to this form. (Group N with Group A papers) if these are not submitted, the Stewards may pronounce a penalty which may go as far as refusal to allow the car to start.

10.5.4 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

10.5.5 Any car which does not comply may be refused to start by the Stewards based on the report presented by the scrutineers.

10.5.6 The checks carried out before the start will be of a completely general nature (checking of licenses, make and model of car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the Tanzania Road Traffic Laws, etc.).

10.5.7 This shall include:

Identification of the car, the chassis and cylinder block, any of which may be marked at any time.

10.5.8 Additional checking, of the crew members as well as of the car, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his car throughout the duration of the rally; any violation will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

10.6 Should identification marks (see Article 12.2.7) be affixed, it is the responsibility of the crew alone to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

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

10.7 Any fraud discovered, and in particular identification marks presented as original and untouched which have been tampered with, will be reported to the Stewards who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code, as well as of any other competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands, which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

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

10.9 Rally driving overalls, underwear, balaclavas and socks are compulsory in all ARC rallies and those drivers without these overalls will not be allowed to start. The above items are required for inspection at scrutineering.

11. Features of the Rally

11.1 Start of the Rally

Pre start holding area before ceremonial ramp start opens Friday 20th February 2009 at (see program) and closes at (see program). Late arrivals shall incur a monetary penalty of USD100.

11.2 Drivers briefing

Venue: Rally HQ, Mlimani City

Date/Time: Friday 20th February 2009, 17h00

11.3 Spectator Stage

The spectator stage will start after ceremonial start, which will be run in reverse order.

11.4 Official Time

Official time during the event shall be Tanzania local time (GMT + 3hrs). An official clock at the Start and Rally HQ will display official time. All official clocks will be checked by Car 0.

11.5. Running of the Rally

11.5.1 Time Card Change during the Rally

Time Card(s) will be handed out to each competitor after completion of administrative checks.

11.5.2 Time Card(s) will be handed in by each competitor

- At Service In Time Control

-At End of Legs

- At the Finish.

11.5.3. Start Procedure of a Competitive Section

Cars will start all Road Sections and Competitive Sections at two (2) minutes interval. Rally time Clocks with countdown mechanism will be used at the Start of Competitive sections. In case of failure of countdown, a manual system shall be applied.

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11.5.4 Early check-in at the end of a leg

At the time controls at the end of Leg 1a, Leg 1b and Leg 2, crews may check in ahead of time without incurring penalty as long as they have clearly indicated their intended check in time on the time card.

Crews are reminded to observe Tanzania's speed limits during liaison sections.

11.5.5 Penalties and Lateness

Start: Any crew arriving late at the start of the rally / start of a leg / start of regroup holding area will be penalized by 10 seconds for every minute or fraction of a minute. Any crew reporting more than 15 minutes late shall not be allowed to start/restart.

11.5.6 Road Sections: Late arrivals penalized at 10 seconds per minute or fraction of a minute. Early arrivals penalized at 1 minute per minute or fraction of a minute.

11.5.7 Lateness: Lateness allowance at various cut-off points will be published in the final itinerary. They constitute the maximum running time, excluding dead time, between the cut-off points. This lateness allowance is not cumulative. The Stewards, upon the proposal of the Clerk of the Course may increase the lateness allowance time at any point during the rally. The crews concerned will be informed of this decision as soon as possible.

Exclusion for exceeding the maximum permitted lateness may only be announced by the Stewards at the end of a section or at the end of a leg. Any divergence between the actual check-in time and the target check-in time shall be penalized as follows:

- a) For late arrival: 10 seconds per minute or fraction of a minute
- b) For early arrival: 60 seconds per minute or fraction of a minute

11.5.8 Alternative Route: The Clerk of the Course may authorize alternative routes, which may bypass the whole or part of a road and / or a competitive section and / or a service park if necessary.

Crews must observe the Traffic Laws of Tanzania throughout the rally. There will be a road book provided for this purpose.

11.6 Super Rally restart

There is no provision for "Super Rally" in African Rally Championship.

11.6.5 STRICTLY NO SMOKING IN SERVICE PARK.

11.6.6 SPECIAL SMOKING AREA IS LOCATED FOR SMOKERS. (See Service Park guide)

11.7 Identification of Officials

11.7.1 Safety Marshals

A yellow vest/apron with Safety Clearly indicated on the front/back

11.7.2 Time Control Marshals

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A Orange reflective vest

11.7.3 Other Officials

An A6 identification tag in various colours indicating duty/hierarchy. TBA

11.8 Judges of Fact

All officials of the rally will be Judges of Fact and may be located throughout the rally to verify that the competing cars follow the designated rally route.

Any deviation in excess of 5 metres off the route as in the road book will be penalized as follows:

First offence: 3 minutes

Second offence: 10 minutes

Third offence: Exclusion

11.9 Passage Controls

The rally organizers reserve the right to establish secret controls along the designated rally route where a shorter alternative may exist. Cars are required to pass through such passage controls and have their time cards marked accordingly solely for the purpose of verifying that the cars have followed the designated rally route.

11.10 Super Special Stage

Leg 1a will be a Super Special Stage run with 1 car at a time, after the ceremonial start on Friday evening.

Competitors will be required to complete 2 laps of the Super Special totalling +1.2km. Usual stage rules will apply, but please note - you will pass through the F/F twice and the start control once.

Competitors may walk (recce) this stage after the Drivers briefing.

Competitors will participate in this Super Special in reverse order.

If a car fails to complete the Super Special Stage, it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 5 minutes.

In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all normal rules, regulations and service restrictions of the rally.

Any crew recording an actual time in excess of the fastest time plus 5 minutes, will be allocated a time of the fastest plus 5 minutes

11.11 Service Parks(s)

11.11.1 Location(s)

- i) Leg 1a Mlimani City, Sam Nujoma Road - TYPE I
- ii) Leg 1b Mlimani City, Sam Nujoma Road - TYPE II
Mwanambaya, Kilwa Road - TYPE I

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- ii) Leg 2 Mlimani City, Sam Nujoma Road - TYPE I
 Mwanambaya, Kilwa Road - TYPE II

11.11.2 Access

Access to the service parks is limited to competing cars and vehicles displaying official, service plates. A separate service car entrance will be provided. See Service Park guide for more details.

11.11.3 Speed

The speed of a car in the service park may not exceed 30 kph under pain of exclusion.

11.11.4 Repairs

Throughout the rally, servicing of a competing vehicle may be carried out only in service parks. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited. For competing cars waiting at the time control at the entrance to regroup or service parks the passing of food, drinks and information to and from the crew is permitted.

Any air assistance for crews taking part in the championship is forbidden. Communication from the air to the crew is permitted.

11.12 Strictly No Smoking in Service Park.

Smoking areas have been provided for. See Appendix (Service Park Diagram)

11.13 Shakedown

As this is the first event of the season, the organizers organized a shakedown on Thursday 19th between 14h00 and 17h00. Venue is Mbuyuni which is close to the start of the first competitive of Day 1b. There will be a service area/ablutions/food for sale etc/provided. Media will be in attendance and this shakedown is compulsory for registered ARC competitors and Pirelli Star challenge competitors. Multiple runs may be carried out. Road book and notes will be provided. Safety crews will be in attendance and we insist that full safety gear is worn. Please have your event decals on the car. Your co-operation will be appreciated.

12. Safety Cars

Not Applicable- prohibited

13. Prizes

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13.1 Prize-giving

The ceremonial prize-giving shall be conducted at the finish on the podium.

13.2 Program

15h30 Dignitaries Speeches

16h00 3rd Placed ARC across ramp, interviewed, and park in front of ramp.

16h12 2nd Placed ARC across ramp, interviewed, and park in front of ramp.

16h14 1st Placed ARC across ramp, interviewed, and park in front of ramp.

16h16 Podium Ceremony for Top 3 ARC Registered Competitors.

16h18 3rd Placed TZRC across ramp, interviewed, and park in front of ramp.

16h20 2nd Placed TZRC across ramp, interviewed, and park in front of ramp.

16h22 1st Placed TZRC across ramp, interviewed, and park in front of ramp.

16h24 Podium Ceremony for Top 3 TZRC Competitors.

16h26 3rd Placed EARC across ramp, interviewed, and park in front of ramp.

16h28 2nd Placed EARC across ramp, interviewed, and park in front of ramp.

16h30 1st Placed EARC across ramp, interviewed, and park in front of ramp.

16h32 Pirelli Star Winners across ramp, interviewed and trophy awarded

16h34 Balance of ARC Registered Competitors across ramp followed by the rest of TZRC Competitors.

13.3 Procedure

A ceremonial finish will be held at 16h00 on the finish podium at the New Africa Hotel. On arrival at the final regroup / Parc Fermé, competitors will be held and reorganized into the correct order for crossing the finish ramp. Competitors shall follow instructions from marshals to proceed onto the finish podium. The cars shall cross the finish podium as per the final classification. In the event of a protest of the provisional classifications, provisional classifications shall be used for the award ceremony until the stewards have reached a final decision.

13.4 Each crew is allowed 30 seconds for interviews and 30 seconds for photographs.

13.5 Prizes

General Classification for ARC event:

1st Trophy (2)

2nd Trophy (2)

3rd Trophy (2)

All the finishers a Certificate of Participation.

Group N

1st Trophy (2)

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Class Awards:

1st Trophy (2) each Class Class Awards

Other Awards:

Highest placed Female Crew

Best Tanzanian Crew

13.6 Other Awards

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 As soon as each crew arrives it must drive its car to the Parc Fermé. A brief check shall be carried out there to verify:

Its conformity with the car submitted at initial scrutineering.

If there is cause to impose any of the penalties provided for.

14.2 The absence of one of the identification marks, as per the Prescriptions - Article 15.1.7, will be reported to the Stewards who may impose a penalty as indicated in 152 and 153 of the International Sporting Code.

14.3 Thorough scrutineering, involving the dismantling of the cars and/or as detailed in the Prescriptions - Article 15.2.5, may be carried out at the absolute discretion of the Stewards or following a protest or upon the recommendation of the clerk of the course.

14.4 Should the above-mentioned dismantling be the result of a protest, a deposit (the amount of which shall be specified in the supplementary regulations), to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest is upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

14.5 End-of-rally scrutineering will concern at least the following components:

- Suspension.
- Brakes.
- Transmission.
- The conformity of the chassis/body shell.
- The restrictor and turbocharger if one exists.

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14.6 Publication of Provisional final classification

See program

The classification will be established in accordance with Article 21.2.1 of the FIA General Prescriptions.

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

14.8 All protests must be lodged in writing (See Appendix below) and handed to the competitor relations officer together with the protest fee which shall not be returned if the protest is judged unfounded.

14.9 Protest fees

Sum of the protest fee set by the ASN:

Sum of: TZS 600,000

If the protest requires the dismantling and the re assembly of different parts of a car the claimant must pay an additional deposit of TZS 600,000

For a protest involving a clearly defined part of the car (engine transmission, steering, braking system, electrical installation, body-work etc, the claimant must pay the sum of TZS 600,000

14.10 For the protest involving the whole car a deposit of TZS 2,000,000

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

14.11 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 to them.

14.12 Appeal fees

Sum of the national appeal fees TZS 2,000,000

F.I.A appeal fees 6000 Euros

Appendix 1a - Itinerary Ver.4

TBA

Appendix 1b - Itinerary Ver.4

TBA

Appendix 1c - Itinerary

TBA

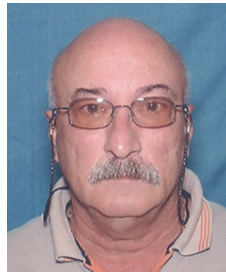
Appendix 2 - Reconnaissance Schedule (TBA)

TBA

Appendix 3 - Competitor Relations



Mahmood Jaffer
+255 713 660 050
mahmood_j@hotmail.com



Fulvio Ginola
+255 756 444 273
fulvio.gianola@tz.g4s.com

Principal Missions

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 and Location for CROs

Thursday 19 February 2009

Turbo Sealing: 08h00-11h00, Kobil Mlimani, Sam Nujoma Rd,
Shakedown: 12h00-16h00, Mbuyuni Shakedown Venue

Friday 20th February 2009

Scrutineering: 8h00 to 14h00, Kobil Mlimani, Sam Nujoma Road
Ceremonial Start /Super Special at Mlimani City

Saturday 21st February 2009

Start Parc Fermé, Mlimani City

Service Park, Mwanambaya

Rally HQ, Mlimani City

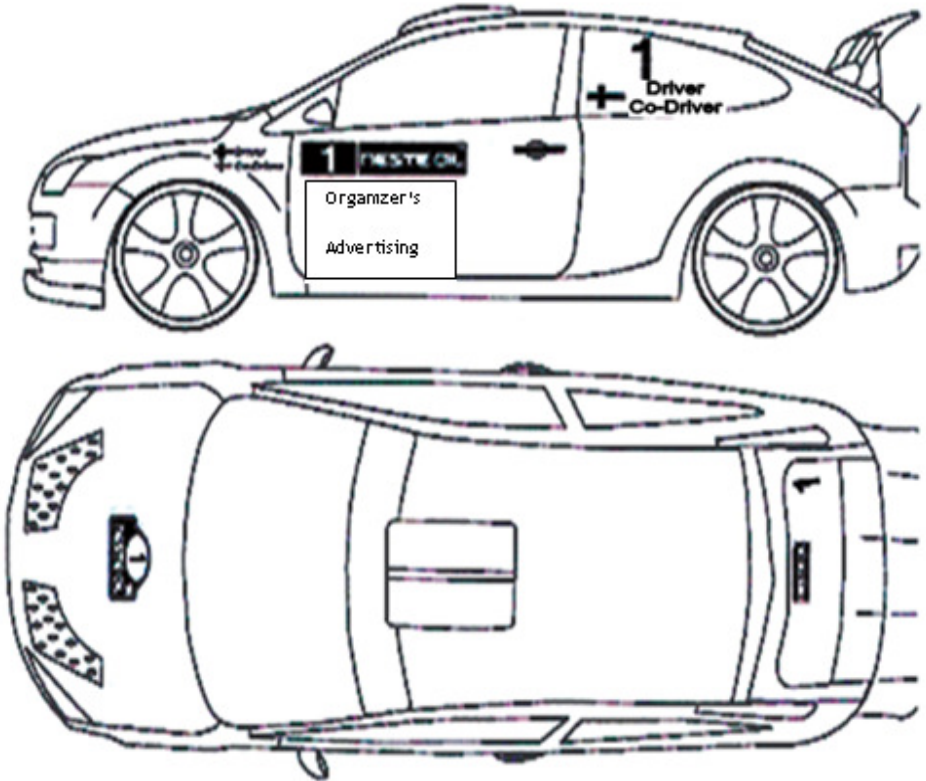
Sunday 22nd February 2009

Start Parc Ferme, Mlimani City

Service Park, Mwanambaya

Finish Parc Fermé, Mlimani City

Appendix 4 - Numbers and Advertising



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Appendix 5 - Penalties and Fines





















Description of Infringement	TZ. Shillings.
Head Lamp High Low Malfunction	10,000/= each
Horn Not Working	20,000/=
Exhaust - Broken	10,000/=
Indicator Malfunction	10,000/= each
Late Scrutineering	3,000/= per min
Missing Competition number Plates	20,000/= each
Rear Mud Flaps Missing	20,000/= each
Speeding and Traffic offence (1 st Offence)	20,000/=
Tail Light or Number Plate Light Malfunction	10,000/= each
Parking Light malfunction	10,000/= each
Reverse Lights malfunction	10,000/= each
Wipers not Working	10,000/= each
Reporting late at Start Area - parc fermé	3,000/= per min
Missing National Flags	10,000/=
Alteration to Time Card	Exclusion
Departing before 30sec countdown.	Exclusion
Early Check In	1 min per min before 59sec to the scheduled check in time
Entering a Control from the wrong direction	Exclusion
Exceeding maximum lateness	Exclusion
False Start: 1st offence 2nd Offence 3rd Offence Further offences	10 Seconds 1 Minute 3 Minutes Stewards discretion
Late Check In - Road Sections	10 seconds per min or fraction of a min late
Late Exit from Service Park	10 Seconds per min for the 1 st 15 min and 1 min per min for the next 15min.
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

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Not reporting to a TC / Stop TC / PC	Exclusion
Description of Infringement	Penalty
Not wearing Crash Helmets during Competitive Sections	Exclusion
Reporting more than 15 min late at start or restart	Exclusion
Reversing into a Control	Exclusion
Speeding and Traffic offence (2nd Offence)	5 Minutes
Speeding and Traffic offence (3rd Offence)	Exclusion
Stopping between control signs or FF to Stop Control	Exclusion
Unsporting behaviour by competitors or competitors Service Crew	Stewards Discretion from 5 Minutes to Exclusion
Not wearing seat belts during Competitive and Road Sections	Exclusion
Tampering with FIA seals	Exclusion
Not wearing Balaclava and Fire proof under wear	Exclusion
Not wearing Racing Suits during Competitive and Road Sections	Exclusion

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Appendix 6 - Control Signs

Control type <i>Nature du contrôle</i>	RALLY CONTROL SIGNS - CONTROL ZONE <i>(Diameter of signs : about 70 cm)</i> SIGNALISATION DES CONTRÔLES - ZONE DE CONTRÔLE <i>(Diamètre des panneaux de signalisation : 70 cm environ)</i>			Direction <i>Sens du parcours</i>	
	YELLOW SIGNS Beginning of Control Zone PANNEAUX JAUNES Début de Zone de Contrôle	RED SIGNS - Compulsory Stop PANNEAUX ROUGES - Arrêt Obligatoire	BEIGE SIGNS End of Control Zone PANNEAUX BEIGES Fin de Zone de Contrôle		
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ←25 m→	 ←25 m→ PC / CP		→	
TIME CONTROL CONTRÔLE HORAIRE	 ←25 m→	 ←25 m→ TC / CH		→	
	TC at entrance/exit service parks / CH à l'entrée et sortie parc d'assistance: ← 5 m→				
TIME CONTROL AND SS START CONTRÔLE HORAIRE ET DEPART D'ES	 ←25 m→	 ←50-200 m→ TC / CH	 ←25 m→	→	
END OF SS FIN D'ES	 ←100 m→	 ←100-300 m→ FLYING FINISH NON-STOP LIGNE D'ARRIVEE / VEHICULE LANCE	 ←25 m→ STOP CONTROL CONTRÔLE STOP	→	
OTHER FIA STANDARD RALLY SIGNS / AUTRES SIGNALISATIONS STANDARD FIA <i>(Diameter of signs: 55 cm minimum / Diamètre des panneaux: 55 cm minimum)</i>					
RADIO POINT POINT RADIO	YELLOW BACKGROUND FOND JAUNE  ←100 m→ WARNING SIGN AVERTISSEUR	BLUE BACKGROUND FOND BLEU  RADIO POINT POINT RADIO	REFUEL ZONE ZONE DE RAVITAILLEMENT	BLUE BACKGROUND FOND BLEU  BEGINNING OF ZONE DEBUT DE ZONE	BLUE BACKGROUND FOND BLEU  END OF ZONE FIN DE ZONE
AMBULANCE	 WARNING SIGN (red or green cross) AVERTISSEUR <i>(croix rouge ou verte)</i>	 AMBULANCE POINT (red or green cross) AMBULANCE <i>(croix rouge ou verte)</i>			
TYRE MARKING MARQUAGE DES PNEUS	BLUE BACKGROUND (Marker pen red) FOND BLEU (Crayon rouge) 		TYRE MARK CHECKING VERIFICATION MARQUAGE DES PNEUS 	BLUE BACKGROUND (Magnifier red) FOND BLEU (Loupe rouge)	

stances are approximate. Toutes les distances sont approximatives.

Appendix 7 - Safety Plan (TBA)

1. General Safety

Rally Headquarters - (Rally Control);

1.1 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.

1.2 Rally HQ is in a position to effect immediate and effective response to any high-risk emergency situation which may arise. Officials In Charge Of Safety

1.3 A separate list of safety officials will be posted in all the notice board and in the Article

2. Contact Numbers: Fire /Accident / Breakdown / Medical

Safety Officer	Athmani Hamisi	+255 762 474 699, +255 763 993 031
Ambulance		112
Fire		112
Police		112
Airport		2842402
Fire Brigade		2844010
Central		2151885-8
Knight Support		0754 777100
Central Police		2115507
Crime Stoppers		111
Anti Corruption		113
Regency Medical Centre		+255 22 2150500
Agakhan Hospital		+255 22 2115151
Muhimbili Govt Hospital		+255 22 2151351
Muhimbili Orthopaedic		+255 22 2151298
Oysterbay Medical Clinic		+255 22 2667932

3. Safety of the Public

3.1 Education

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A 30 second commercial will be repeatedly run on the following radios; Cloud FM radio, East African Radio, and other radios stations in Dar es Salaam region

The languages to be applied for this commercial shall be Kiswahili & English. These languages have been determined by the local languages and general literacy in the region of the rally area.

4 Competitive Sections

4.1 The design of this event has taken into account spectator considerations unique to Tanzania.

4.2 Competitive sections have been situated and scheduled to discourage movement or spectators.

4.3 Safety shall be concentrated on competitive sections where spectator zones are located.

4.4 Reconnaissance is considered a safety factor
All competitors are reminded to observe Tanzania's traffic laws during reconnaissance. (see competitor's information book)

4.5 Approximately one hour before the first car is scheduled to compete on a stage, the first road closure car (zero car) equipped with a sirens 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.

4.6 Trains have right of way.
Adequate information that includes pictorial posters and government support advising residents along competitive sections to secure their domestic animals and traffic risk of cycling has been catered for by the organizers and government officials.

4.7 Control of Spectators
The Organizer, with the assistance of The Police and Knight Support will use reasonable endeavours to limit access of the public to clearly defined zones. Safety instructions will be distributed to the public at all access points.

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The Safety Marshals have adequate training and experience in crowd control. They are also receiving training in First Aid and Fire Fighting. They shall wear a clearly identifiable yellow jacket.

5. Refueling and Servicing

The public is not permitted access to areas where refuelling or Servicing will take place.

6. Accident Reporting

6.1 If a driver taking part in the rally is involved in an accident in which, a member of the public sustains an 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.

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

7. Zero Cars and Sweeper Cars

TBA

8. Safety on Road Sections

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

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

8.3 Information

Information addressed mainly to the public will be issued by;

- Written, spoken and televised media
- Posters
- Distribution of leaflets

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- Passage on the route of a vehicle (course information car) equipped with loudspeaker to inform the spectators (Approx 1 hr before the start of the first car).

9. Safety of the Competing Crews

9.1 Safety Services

9.1.1 At the start of each Competitive Section:

1 Route Closing Car, dependent on geographic layout,
1 9kg fire extinguisher

Radio or Cell phone communications equipment to maintain contact with HQ

9.1.2 At the stop point of each Competitive Section:

1 x 9kg ABC fire extinguisher.

9.1.3 In the service park and at designated spectator zones,

1 Advanced Life Support Paramedic Ambulance

1 breakdown vehicle.

Radio or Cell phone communications equipment to maintain contact with HQ

9.2 Preventative Measures

(Signalling and road markings)

9.2.1 Major roads leading to competitive sections shall be blocked by marshals.

9.2.2 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.

9.2.3 The first zero car shall also be equipped with safety tape and extra manpower 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.

Yellow flags shall not be used.

10. 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.

11. Emergency response

11.1 Medical cover aim:

All rally cars must carry first aid kits and vetted by the organizers at scrutineering.

Road book - Green 'OK' or Red Cross

Each road book contains as the rear cover, a red cross and on the reverse a green "0" sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the "0" sign must be clearly shown by a crew member to the next 3 following vehicles.

If the crew leaves the vehicle, the "0" sign must be displayed so that it is clearly visible, where possible, to other competitors.

12. Safety of the Officials

12.1 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.

12.2 The Organizer has ensured that in performing their duties, officials are not placing themselves in danger.

12.3 In this regard, all officials have gained experience from prior events run in the same geographic region. They have also received training in areas like First Aid, Crowd Control and Stress Management.

13. General overview of Competitive Sections

13.1 Communication

Type of system and user skill level

13.1 Radio

One radio system comprising of one radio channel with satellite connection

13.2 Cell phone

The route traverses areas with considerable coverage of mostly Zain and Vodacom.

All Safety Officers are equipped cell phones using this network.

All competitors are advised to obtain cell phones on the cellular networks, and to register their respective numbers with the communications officer. Location Rally headquarters (see Article 1, General Safety)

14. Missing Crew Procedure

14.1 The route closure vehicle once it has reached the end of the section and is made aware that a car and crew are missing, that vehicle will traverse the route to check for any sightings.

14.2 If the vehicle is sighted, then the necessary action will be taken that may involve medical intervention.

14.3 The route closing vehicle will report their findings to the Chief Safety Officer.

14.4 The route closing vehicle is not responsible for retiring competitors who do not report their intentions.

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Appendix 8 - Entry Form

	ENTRANT	FIRST DRIVER	CO - DRIVER
TEAMNAME			
SURNAME			
FIRST NAME			
DATE OF BIRTH			
NATIONALITY (PASSPORT)			
PASSPORT NO.			
ADDRESS			
TELEPHONE No.			
MOBILE TEL.			
EMAIL ADDRESS			
COMPETITION LICENSE No.			
DRIVING PERMIT No.			
COUNTRY OF ISSUE			

DETAILS OF THE CAR

MAKE		REGISTRATION No.	
MODEL		ENGINE CAPACITY	
YEAR OF MANUFACTURE		BODY No.	
CLASS		ENGINE No.	

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COUNTRY OF REGISTRATION		PREDOMINANT COLOR	
-------------------------	--	-------------------	--

ENTRY FEES (TZS)

(For this entry form to be valid, it must be accompanied by the appropriate entry fees, a receipt for the full amount paid to the organizer in cash)

PRIVATE	OTHER	CLOSING DATE (
See Article 3.3	See Article 3.3	See Program

AGREEMENT AND INDEMNITY DECLARATION

I have read and understood the Supplementary Regulations of the RALLY OF TANZANIA 2009 of 20-22 FEB 2009, issued by AUTOMOBILE ASSOCIATION OF TANZANIA (AAT) together with FEDERATION INTERNATIONALE DE L'AUTOMOBILE (FIA), the said competition in which I take part.

I have agreed to be bound by the said regulations issued by AUTOMOBILE ASSOCIATION OF TANZANIA (AAT) herein after referred to as the Organizer and I agree to be bound by the current International Sporting Code and the AAT Sporting Code. I agree that neither Organizer, nor the promoter, guarantor and/or sponsor this competition or the owner(s) of the property on which the competition is held nor any government, provincial or municipal body and their respective officials, agents, servant or representatives shall be liable under any circumstances for any damage done by any vehicle entered by or driven in or attended upon by me in this competition or for any personal injury - fatal or otherwise - or loss of whatever kind sustained by myself or by any other person driving in or attending upon it or any person whatsoever, whether caused during this competition or any practice run or reconnaissance or while the said vehicle is on any road or area forming part of the track or route or any deviation there from or any approach by whatever means such damage, injury or loss may be caused by wilful act or default of any official agent, servant or representative of the Organizer or any promoter, guarantor or sponsor of the competition and the owner(s) of any property on which the competition is held or any government or provincial or municipal body.

I hereby indemnify the Organizer, the promoter, guarantor and sponsor of the competition and the owner(s) of any property on which the competition is held and any government provincial or municipal body and their respective official agents, servants and representatives against and legal liability for any damage or injury so done or sustained as foresaid by myself or any other such person as foresaid. I further declare that I am aware of the risks, dangers and perils attendant upon motor racing or rallying or any other form of motoring competition which I hereby assume.

This indemnity shall apply to all competitors (held under authority of a permit issued by AAT and FIA) or for which a waiver from the need for holding such a permit has been granted by AAT and FIA in which I take part in any capacity.

I agree to allow a medical practitioner to examine me prior to, during or following this motor sporting event, meeting or competition. I further agree to allow a sample of my blood and/or urine to be taken for laboratory analysis by the medical practitioner concerned to determine the presence of alcohol or prohibited drugs as listed by the FIA and in the accordance with the procedure for testing as prescribed by them. Should the analysis of the samples taken reveal

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the presence of alcohol or drugs or should I refuse to allow samples of blood and/or urine to be taken, I agree to my suspension for six months from participation in all forms of motorsport run under the control of AAT and/or FIA, without court inquiry or tribunal being conducted by the Organizer and without my being allowed recourse through appeal against the six months suspension imposed for using alcohol or drugs or refusing to allow samples of urine or blood to be taken as per this agreement.

ACKNOWLEDGEMENT:

By my signature I declare that all the information contained on the entry form is correct and that I acknowledge and agree in full to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this event.

ASN STAMP *
DATE:

ENTRANT'S SIGNATURE
DATE:

1ST DRIVER'S SIGNATURE
DATE:

CO-DRIVER'S SIGNATURE
DATE:

* Or letter from the entrant's ASN authorizing and approving the entry.

Appendix 9 - 2009 Africa Rally Championship Calendar

20-22 February Rally of Tanzania (EAT)

3-5 April KCB Safari Rally Kenya (EAK)

1-3 May KCB Pearl of Africa Uganda Rally (EAU)

3-5 July Zambia International Rally (Z)

14-16 August Zimbabwe Challenge Rally (ZW)

Candidate events

31 Jan/1st Feb Ethiopia Highlands Rally

3-5 June Rwanda Mountain Gorilla Rally

Appendix 11 - Reconnaissance Registration Form