



PEARL OF AFRICA UGANDA RALLY 2024

May 10th - 12th 2024

Supplementary Regulations



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1.0 INTRODUCTION

1.1 General

This rally will be run in compliance with the FIA International Sporting Code including appendices, the FIA Regional Rally Sporting Regulations including appendices, the FMU National Competition Rules and Technical Regulations, the WADA/NADA Codes and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards)

The FIA International Sporting Code can be found at:

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

The FIA Regional Rally Championships Sporting Regulations can be found at:

<https://www.fia.com/regulation/category/117>

Additional information will be published via www.motorsportuganda.com and event electronic noticeboard (Sportity PW: RALLY_POA)

GPS format used: DDD° MM.MMM' SS" DATUM: WGS84

1.2 The Road Surface

Special Stages:	Gravel
Liaison:	Tarmac & Gravel

1.3 Overall SS Distance and Total Distance Of The Itinerary

Total distance of Liaison Sections:	316.46 Kms
Number of Special Stages:	11
Total distance of Special Stages:	209.45 Kms
Total Rally Distance:	525.91 Kms
Number of Days:	3

2.0 ORGANIZATION AND DESCRIPTION

2.1 Titles for which the Rally Counts:

2.1.1 FMU Titles

FMU National Rally Championship for Drivers
FMU National Rally Championship for Co-Drivers
FMU Two Wheel Drive Championship for Drivers



FMU Two Wheel Drive Championship for Co-drivers
FMU Premier Division Winner Driver
FMU Premier Division Winner Co-driver
FMU Division One Winner Driver
FMU Division One Winner Co-driver
FMU Division Two Winner Driver
FMU Division Two Winner Co-driver
FMU Clubman Rally Championship for Drivers

2.1.2 Visa Numbers:

FMU Event Permit No.: **FMU-POAUR/ARC1/24** Issued **January 27th, 2024**

2.2 Organizer's Name

Federation of Motor Sports Clubs of Uganda (FMU)

2.3.1 Address and Contact

Pearl of Africa Uganda Rally

P.O. Box 36772, Kampala, Uganda

Telephone: +256 772 310 552

E-mail: secretariat@motorsportuganda.com

Website: www.motorsportuganda.com

2.4 Organizing Committee: Plot 4, Second Street, Industrial Area

Chairman: Hon. James Akena akena.ja@gmail.com

Treasurer: Allan Rugabo arugabo@gmail.com

Members:

2.5 Stewards of the Meeting

FMU Chairman of Stewards: Fred OBBO dbitalo@gmail.com

FMU Observer: Leon SSENANGE leonsolomon@gmail.com

Secretary to the Stewards: TBA tba@tba.com

2.6 FIA Observer and Delegates

FIA Observer: Ange-Francois CYATANGABO (RWA) sg@rac.rw

FIA Technical Delegate: Viren GORICHA (KEN) virengoricha@yahoo.com

FIA Safety Delegate: William LOUW (ZAF) william@electrothread.co.za

2.7 FMU Delegates:

Safety & Security Delegate: Noella BLICK noellablick@gmail.com



2.8 Senior Officials of the Rally

Event Manager:	Hon. James AKENA	akena.ja@gmail.com
Clerk of the Course:	Omar MAYANJA	omarmayanja@gmail.com
Deputy C.O.C enroyolinga@gmail.com	Enoch OLINGA	
Deputy C.O.C - Safety	Cedric BUZABO	+256 752 667700
Event Doctor	Dr. Daniel BOGERE	gbogere@yahoo.com
Chief Scrutineer	Moses SEGUYA	+256 704 158254
Event Secretary:	Ronald KAYANJA	+256 754 442233
Competitors' Relations Officers:	Timothy GAWAYA	+256 756 458045
Public Safety/ Security:	Hajji Hamidu GOMBE	+256 752 786540
	Jamil L. MUCAKAZE	+256 772 025 325
Environment Officer	Ssebagala KAWEESA	+256 706 605 766
Results:	Paul BALITEMA	+256 772 650 108



2.9 Location of Rally Headquarters & Official Notice Boards

Date	Time	Location
April 1 st – April 30 th , 2024	09:00 – 17:00 Hrs	MTN Arena, Lugogo
May 1 st – 4 th , 2024	09:00 – 17:00 Hrs	MTN Arena, Lugogo
May 5 th – 12 th , 2024	08:00 – 19:00 Hrs	Source of the Nile Hotel, Jinja & Service Park, Jinja

CONTACTS:

MTN Arena, Lugogo:

Telephone: +256 772 310 552

E-mail: secretariat@motorsportuganda.com

GPS : 0.325815, 32.603190

2.9.1 Location of Service Park for each Day

Leg 1: Service Park, MUBS Jinja

Leg 2: Service Park, MUBS Jinja

2.9.2 Location of Parc Fermé for each Day

Leg 1: Source of the Nile Hotel, Jinja & MUBS Jinja Service Park

Leg 2: MUBS Jinja Service Park, Jinja

2.9.3 Location of Official Notice Board:

1. The Digital Notice Board (DNB) on Sportity will be the primary source of official communications. Some notices may additionally be placed on the physical noticeboards
2. Physical Noticeboards: Rally HQ/ Office:
 - a. MTN Arena, Lugogo;
 - b. Service Park, Jinja
 - c. Source of the Nile Hotel, Jinja



3.0 PROGRAMME OF THE RALLY

Activity	Date	Time	Place
Publication Of Supplementary Regulations	March 15 th , 2024	09:00 Hrs	Sportity: RALLY_POA
Publication of Rally Guide	March 15 th , 2024	12:00 Hrs	Sportity: RALLY_POA
Opening Date for Entries	Monday April 1 ST , 2024	09:00 Hrs	Rally Headquarters
Closing Date for Entries	Friday April 26 th , 2024	18:00 Hrs	Rally Headquarters
Closing Date for Co-Driver Details	Friday April 26 th , 2024	18:00hrs	Rally Headquarters
Publication of Entry List	Monday April 29 th , 2024	12:00 Hrs	Sportity: RALLY_POA
Schedule During the Rally Week			
Opening of Media Center and Media Accreditations	Monday May 6 th , 2024	10:00hrs	Rally Headquarters
Issuing of Road Books & Documents - All Competitors	Tuesday May 7 th , 2024	11:00–17:00 Hrs	Rally Headquarters
Administrative Checks - All Competitors	Tuesday May 7 th , 2024	11:00 – 17:00 Hrs	Rally Headquarters
Publication of Qualifying Stage Start List	Wednesday May 8 th , 2024	18:00 Hrs	Sportity: RALLY_POA
Reconnaissance – Day 1	Wednesday May 8 th 2024	06:30 – 17:00 Hrs	Road Book
Reconnaissance – Day 2	Thursday May 9 th , 2024	06:30 – 13:00 Hrs	Road Book
Installation Of Tracking Devices	Thursday May 9 th , 2024	08:00 – 13:00 Hrs	Shell Amber Court Jinja
Sealing and Marking	Thursday May 9 th , 2024	10:00 – 17:00 Hrs	Shell Amber Court Jinja
Scrutineering – As per schedule Appendix 7	Thursday May 9 th , 2024	10:00 – 17:00 Hrs	Shell Amber Court Jinja
Helicopter Pilot's, Security, Medical and Safety Heads Briefing	Thursday May 9 th , 2024	15:00 – 18:00 Hrs	Source of the Nile Hotel, Jinja
Shakedown	Friday May 10 th 2024	10:00 Hrs	Speke Arena, Bujagali
Cars Into Start Parc Ferme	Friday May 10 th , 2024	16:00 Hrs	Source of the Nile, Jinja
Publication of Leg 1 Start List & Ceremonial Start List	Friday May 10 th , 2024	14:00 Hrs	Sportity: RALLY_POA
Ceremonial Start	Friday May 10 th , 2024	16:10 Hrs	Source of the Nile, Jinja
Pre-Rally press conference	Friday May 10 th , 2024	18:00 Hrs	Source of the Nile Hotel
Mandatory Drivers'/ Co-Drivers' Briefing	Friday May 10 th , 2024	19:00 Hrs	Source of the Nile Hotel
Start Leg 1	Saturday May 11 th , 2024	07:40 Hrs	Source of the Nile Hotel
End of Leg 1	Saturday May 11 th , 2024	18:00 Hrs	Service Park, Jinja
Publication of Leg 2 Start List	Saturday May 11 th , 2024	20:00 Hrs	Sportity: RALLY_POA
Start Leg 2	Sunday May 12 th , 2024	07:30 Hrs	Service Park, Jinja
End of Leg 2	Sunday May 12 th , 2024	13:30 Hrs	Service Park, Jinja
Post - Event Scrutineering	Sunday May 12 th , 2024	13:30 Hrs	Shell Ambercourt, Jinja
Publication of Provisional Results	Sunday May 12 th , 2024	14:00 Hrs	Service Park, Jinja, & Sportity: RALLY_POA
Post-rally press conference	Sunday May 12 th , 2024	15:45 Hrs	Source of the Nile Hotel
Award Ceremony (Prize Giving)	Sunday May 12 th , 2024	16:00 Hrs	Source of the Nile Hotel



4.0 ENTRIES

4.1 Schedule for Receiving Entries

Opening Date of Entries: Friday April 1st, 2024

Closing Date of Entries: Friday April 26th, 2024

There shall be no late entries.

4.2 Entry Procedure

4.2.1 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 and 1 current passport photograph of Driver and Co-Driver to the Rally Secretariat before the closing of entries on Saturday April 26th, 2024.

If the application is sent by email, the original must reach the Organizer at final documentation.

4.2.2 Foreign Competitors will require documentary proof of authorization from their parent ASN which must accompany their entry form as per **Article 3.9.4 of the FIA Sporting Code**.

4.2.3 No amendments may be made to the entry form, except in the cases provided for in the current International Sporting Code. 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.

4.2.4 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 International Sporting Code and its Appendices, the FMU National Competition Rules and these Supplementary Regulations.



4.3 Number of Entrants Accepted and Classes

4.3.1 Maximum number of entries: 40

The organizing Committee reserves the right to refuse the entry of a driver/ Co-driver or a competitor (Article 3.14 of the ISC of the FIA)

4.3.2 Accepted Classes

FIA Classes

CLASSES	GROUPES / GROUPS	
RC2	<p>Gruppe Rally2 Group Rally2</p>	<ul style="list-style-type: none"> - Voitures du Groupe Rally2 conformes à l'Annexe J 2023, Art. 261 - <i>Group Rally2 cars conforming to the 2023 Appendix J, Art. 261</i>
	<p>Gruppe Rally2 Kit (VR4K) Group Rally2 Kit (VR4K)</p>	<ul style="list-style-type: none"> - Voitures équipées du Kit R4 conformes à l'Art. 260E de l'Annexe J 2023 - <i>Cars fitted with R4 Kit conforming to the 2023 Appendix J, Art. 260E</i>
	<p>Gruppe NR4 de plus de 2000 cm³ Group NR4 over 2000cc</p>	<ul style="list-style-type: none"> - Voitures du Groupe N conformes à l'Art. 254 de l'Annexe J 2019 - <i>Group N cars conforming to the 2019 Appendix J, Art. 254</i>
	<p>S2000-Rallye : atmosphérique 2.0 S2000-Rallye: 2.0 Atmospheric</p>	<ul style="list-style-type: none"> - Voitures Super 2000 (Annexe J, Art. 254A de l'Annexe J 2013) - <i>Super 2000 cars (conforming to the 2013 Appendix J, Art. 254A)</i>
	<p>Gruppe R4 (VR4) (non valable en Europe) Group R4 (VR4) (not eligible in Europe)</p>	<ul style="list-style-type: none"> - Voitures du Groupe R4 conformes à l'Art. 260 de l'Annexe J 2018 - <i>Group R4 cars conforming to the 2018 Appendix J, Art. 260</i>
RGT	<p>Voitures RGT RGT cars</p>	<ul style="list-style-type: none"> - Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2019 - Voitures du Groupe RGT conformes à l'Art. 256 de l'Annexe J 2023 - <i>Group RGT cars conforming to the 2019 Appendix J, Art. 256</i> - <i>Group RGT cars conforming to the 2023 Appendix J, Art. 256</i>
RC3	<p>Rally3 (atmo entre 1390 et 2000 cm³ et turbo entre 927 et 1620 cm³) Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)</p>	<ul style="list-style-type: none"> - Voitures du Groupe Rally3 homologuées à partir du 01/01/2021 et conformes à l'Art. 260 de l'Annexe J 2023 - <i>Group Rally3 cars homologated from 01/01/2021 and conforming to the 2023 Appendix J, Art. 260</i>
RC4	<p>Rally4 (atmo entre 1390 cm³ et 2000 cm³ et turbo entre 927 cm³ et 1333 cm³) Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)</p>	<ul style="list-style-type: none"> - Voitures du Groupe Rally4 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2023 - Voitures du Groupe R2 homologuées avant le 31/12/2018 et conformes à l'Art. 260 de l'Annexe J 2018 - <i>Group Rally4 cars homologated from 01/01/2019 and conforming to the 2023 Appendix J, Art. 260</i> - <i>Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260</i>
	<p>R3 (atmo entre 1600 cm³ et 2000 cm³ et turbo entre 1067 cm³ et 1333 cm³) R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)</p>	<ul style="list-style-type: none"> - Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260 de l'Annexe J 2019 - <i>Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260</i>
	<p>R3 (turbo jusqu'à 1620 cm³ / nominal) R3 (turbo / up to 1620cc / nominal)</p>	<ul style="list-style-type: none"> - Voitures du Groupe R homologuées avant le 31/12/2019 et conformes à l'Art. 260D de l'Annexe J 2019 - <i>Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D</i>
	<p>Gruppe A jusqu'à 2000 cm³ Group A up to 2000cc</p>	<ul style="list-style-type: none"> - Voitures du Groupe A conformes à l'Art. 255 de l'Annexe J 2019 - <i>Group A cars conforming to the 2019 Appendix J, Art. 255</i>
RC5	<p>Rally5 (atmo jusqu'à 1600 cm³ et turbo jusqu'à 1333 cm³) Rally5 (atmo up to 1600cc and turbo up to 1333cc)</p>	<ul style="list-style-type: none"> - Voitures du Groupe Rally5 homologuées à partir du 01/01/2019 et conformes à l'Art. 260 de l'Annexe J 2023 - <i>Group Rally5 cars homologated from 01/01/2019 and conforming to the 2023 Appendix J, Art. 260</i>
	<p>Rally5 (atmo jusqu'à 1600 cm³ et turbo jusqu'à 1067 cm³) Rally5 (atmo up to 1600cc and turbo up to 1067cc)</p>	<ul style="list-style-type: none"> - Voitures du Groupe R1 homologuées avant le 31/12/2018 et conformes à l'Art. 260 de l'Annexe J 2018 - <i>Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260</i>



National Classes

NAT	Complying with all FIA regulations except the current FIA Appendix J, Article 253 - 14 (expiry 2020). Their Homologation books or technical passports must be presented at scrutineering. All two-wheel drive non-homologated cars not exceeding 2000 CC Any derivative of the FIA Classes out of its homologation
NAT-S	Cars with expired homologation but in compliance with their original homologation. Their Homologation books must be presented at Scrutineering.
SPV	Specially prepared vehicles in total conformity with all safety aspects as per appendix J.
Classic	These are pre-1985 models and must conform to Appendix J Art. 253



4.3.3 Additional Provisions

Cars such as described in 4.3.2 FIA Classes, other cars must comply with Appendix J:

Art: 261, 255A, 256 of the FIA RRR 2024.

Homologated Kit Cars and Super 1600 are not **Allowed**.

An FIA technical passport is mandatory for S2000, Rally2 and RGT cars

4.4 Entry Fees

4.4.1 With the Organizer Optional Advertising: US \$ 200 (Includes Tracking fees)

4.4.2 Without this Advertising: US \$ 400

All entrants are obliged to affix organisers' optional Advertising. Any entrant wishing not to affix organizers optional advertising shall be required to pay to the organizers the sum of US \$ 400.

4.4.3 Entry Fees include:

- 1 set of Road Books and Alternate Road Book
- 1 set Supplementary Regulations and Safety Notes
- 1 set of Competition Car Numbers and Rally Plates
- 1 set of the Organizer Optional Advertising
- 2 Service Car Plates
- 1 Service Book
- 5 Service Personnel Wrist Bands/Tags
- 1 Scrutineering Card

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

4.5 Payment Details

The fees must be paid at the latest April 26th, 2024 on the FMU (Organiser) bank account
Mentioning the name of the crew or at least one of the drivers and Event Title:

Account Name: Federation of Motor Sports Clubs of Uganda
Bank: KCB Bank Uganda Limited
Branch: Kampala Road
Account No: 2305676557
Swift Code: KCBLUGKA

4.6 Refunds

4.6.1 Entry fees will be refunded in full:

4.6.1.1 To candidates whose entry has not been accepted.

4.6.1.2 In the case of the Rally not taking place.



4.6.1.3 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.

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

5.0 INSURANCE

5.1 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: GAIU/PUL/0023/02/24

Validity: Friday May 10th – Sunday May 12th, 2024

Liability incurred by the Crew towards Third Party in the event of property damage/ bodily injury: UGX 300,000,000

Personal Accident by Participating Crew: USD 2,000.00

5.2 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.

5.3 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.

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

5.5 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.

5.6 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.

5.7 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.

5.8 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.



5.9 It is now a requirement for All foreign crews to present evidence of insurance cover specifically covering their repatriation in case need arises

6.0 ADVERTISING AND IDENTIFICATION

6.1 In accordance with FMU 2024 National Competition Rules Articles 27, 28 and 29, the organiser will provide each crew with the number and class identification, which must be affixed to their car in the stated positions prior to scrutineering.

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

Competitors are allowed to affix any kind of advertising to their cars, provided that it respects the RRSR.

7.0 TYRES

All commercially available gravel rally tyres are permitted. The quantity of tyres is free. Restrictions in Articles 13.1.2, 13.1.3, 13.1.6, 13.1.7, 13.12 of the NCR apply. All other parts of Article 13 of the NCR are not applicable.

8.0 FUEL

The use of FIA approved Race Fuel, commercial pump fuel and AVGAS are permitted. The maximum lead content permitted in Uganda is 0.85 grams/litre.

8.1 Order Procedure

Competitors who need to use AVGAS may contact the Organizer by closing date for entries – April 26th, 2024.

8.1.1 Fuel Distribution

Competitors are entirely responsible for providing and distributing their own fuel throughout the event. Fuel Zones will be used. Commercial fuel filling stations may alternatively be used subject to Article 60.1 of the RRSR. Eligible fuel stations will be marked in the road book.

8.1.2 All cars must have a minimum fuel autonomy enabling them to cover at least 80 Km of Special Stages between visits to service parks or remote service zone (Art: 10.1.2 of the 2024 FIA Regional Rally Sporting Regulations)

9.0 RECONNAISSANCE

Reconnaissance will be done in convoy format and will be scheduled and controlled.

Reconnaissance is not practice. The Traffic Act of Uganda must be strictly adhered to and safety and rights of other road users respected. During reconnaissance, any speeding offence whether recorded by police or officials on a special stage or on a road section, will result in a penalty being levied by the relevant authorities or the Stewards.

The national speed limit in Uganda is 100 km/h however in many places will have signage that specifies a lower limit and this must be observed.

Schedule - See Appendix 2

9.1 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 during reconnaissance. Failure



to produce this card will result in refusal to participate in the reconnaissance. The record card will be issued with the road books.

9.2 Specific and /or National Restrictions

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

9.2.1 Reconnaissance Cars:

Series production cars allowed. No form of Rally Car is permitted and must be in conformity of Art: 35.1 of the 2024 FIA Regional Rally Sporting

9.2.2 Speed Limit

Reconnaissance is considered a safety factor and hence highly recommended.

Infringements

Any infringement will result in a penalty as ruled by Art: 12.1 and 12.2 of the International Sporting Code. The absolute speed limit in Uganda is 100 km/h however competitors must look out for sign posts showing a lower limit especially in built up areas.

Tyres

Refer to Art: 35.2b of the 2024, FIA Regional Rally Sporting Regulations

Left Hand Drive Vehicles

Must display a LHD sticker on rear left of the vehicle

9.2.3 More than 1 crew may share a vehicle during reconnaissance.

10.0 ADMINISTRATIVE CHECKS

10.1 Location & Timetable – Rally Headquarters, Tuesday May 7th, 2024 – 09:00 a.m.

10.2 Documents to be presented

- Driver & Co-Driver Identification - Passports or National IDs
- 1 Passport Size Photograph (Driver and Co-Driver)
- Driving Licences/Permits (Driver & Co-driver)
- Competition Licences (Driver & Co-driver)
- ASN Authorisation Letters for all foreign entrants (Driver & Co-driver)
- Completed Entry Form
- Proof of Payment of Entry Fees
- Medical Documentation (Driver & Co-driver)
- Vehicle Log Book and Insurance Documents
- Proof of Personal insurance for foreign crews
- Power of Attorney from owner of Rally Car, if not property of competitors

11.0 SCRUTINEERING, SEALING AND MARKING

11.1 Sealing and Marking: Refer to rally programme

Scrutineering: Refer to rally programme

Scrutineering Times Refer to Appendix 7



11.1.1 Any crew and car reporting after scheduled time as given in Appendix 7 of these Supplementary 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

11.1.2 The crew must present the following items at Scrutineering:

- Car's Homologation Form as well as any appendices to this form
- Vehicle Logbook, Road Licence and Third Party Insurance for the Car,
- FIA approved Racing Helmets, Race Wear including fireproof underwear
- FIA approved FHR devices – for FIA Registered Competitors

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

11.2 Mud Flaps

The use of Mud flaps and Window tint is mandatory, in accordance with FIA International Sporting Code, Appendix J, Article 252.7.7 and 253.11

11.3 Windows

The use of transparent and colorless anti-shatter films (maximum thickness : 100 microns) is compulsory on side and sunroof windows, unless they are in polycarbonate. Rear side and sunroof windows may use silvered or tinted films (see conditions below) in replacement of transparent and colorless anti shatter films.

Silvered or tinted films fitted on rear side windows must have an opening equivalent to the surface of a circle of 70 mm in diameter so that the driver as well as the contents of the car may be seen from the outside

11.4 Driver's Safety Equipment

All drivers and co-drivers must wear flame-resistant clothing including underwear, helmets and frontal head restraint. (FIA Appendix L Chap III Art: 2). Approved neck restraint devices and flame-resistant clothing will be checked at scrutineering.

Onboard fire extinguishers must be switched on and active (armed) during the rally i.e. when leaving the service park, on road sections, on special stages and in parc ferme.

11.5 Noise level

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

11.6 Special National Requirement

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

11.7 Tracking and Installation of Safety Tracking System

Tracking is mandatory for all participating crews in this event. All vehicles are required to install a tracking device before start of scrutineering, which shall be supplied by the Federation's official Service provider for tracking services. **The fee is embedded in the entry fee made by the crew.**



All cars **must** have a provision for power supply to a Tracker as per Art: 18.2 of the 2024 FIA Regional Rally Sporting Regulations. All cars must be presented for Scrutineering with the Safety Tracking System duly installed.

Place: Shell Amber court

Date & Time: Thursday May 9th, 2024 08:00 – 12:00 Hrs

The Tracking system will be provided by the Organizer

Contact: TBA

It is the responsibility of the crew to ensure that the tracking unit is on at all times during the running of the event. In case a crew find it not working report to the CRO and liaise with the service provider to resolve the problem.

If it is found that the particular crews unit is off more than once the matter will be brought to the attention of the stewards for disciplinary action.

Any evidence of tampering with the tracking device shall be reported to the Clerk of the Course then to discretion of Stewards for a penalty, **if it is noted off more than once it will result in automatic exclusion.**

Tracking equipment installed in the cars must be dismantled and returned to the supplier at the final TC or immediately following retirement. Tracking equipment that is not returned to the Supplier shall be charged at a rate of EUR 400. Competitors who neglect to return the equipment or to pay the charge shall be reported to the stewards of the next round in the series who will remove the offending party from the start list.

11.8 Mandatory Documents to be presented at Scrutineering:

The crew must show the cars' complete certified homologation forms (FIA RRSR Art: 31.1.4)

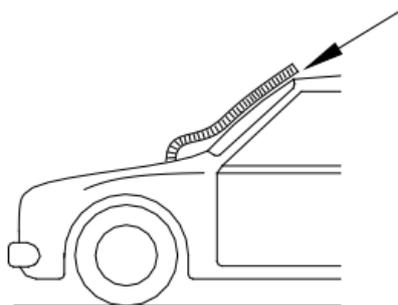
In case of Rally2 cars, the crew must show the cars' FIA Passport.

11.9 Sump Guards

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

11.10 Exterior for Cars homologated in Group Rally 2

Additional opening on the bonnet or on a front fender is authorised for the sole purpose of allowing the air supply to the engine and must conform to 900-a1 in Appendix J Article 261



Dessin / Drawing 261-2



11.11 Front Impact Protection for Cars homologated in Group Rally 2

Front impact protection is authorised and must conform to the specifications of 900-e2 in Appendix J Article 261.

12.0 OTHER PROCEDURES

12.1 Start Area / Start Parc Ferme.

Rally Headquarters

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

12.1.2 Ceremonial Start

The procedure will be announced by means of a Bulletin. The car and crew are required to be present, and any absence will be reported to the Stewards.

12.1.3 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 Article 12 of the International Sporting Code.

Strictly No-Smoking and consuming of alcohol in Parc Fermé.

12.1.4 Starting System:

12.1.4.1 Special Stages.

RBI clocks are in use. A demonstration of their working and start signalling shall be given at the drivers' briefing.

Results for special stages will be measured to 1/10 of a second.

12.1.4.2 Alternative Start Signals

Should these electronic clocks fail, the start will be signalled by the marshal in accordance with Article 48.3 of the 2024 FIA Regional Rally Sporting Regulations.

12.1.4.3 Tyre Warming Zones

Where Tyre Warming Zones (TWZ) have been provided, these shall be marked in the road book. Competitors must exercise care inside the TWZ and especially bring the car to a walking speed before the end of the TWZ. Deliberate stopping in the TWZ or driving in the opposite direction is strictly prohibited. Between the TWZ end board and the start of the special stage, crews must drive at walking speed to position the car on the start line.

12.1.4.4 Start Intervals

Start at TC 0 on Leg 1:	1 Minute Interval
Start of Special Stages Leg 1:	2 Minute Intervals
Start of Leg 2:	2 Minute Interval
Start of Special Stages Leg 2:	2 Minute Intervals



12.1.5 Any late arrival by a crew at the start of the Rally (TC0), of a Leg 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 that section.

12.1.5.1 The Stewards may amend exclusion times, assign times or nullify any road or special stage if conditions make this necessary.

12.1.5.2 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.

In the absence of an electronic Jump Start Detection System, the wheels of the car must not turn until the start signal has been given.

12.1.6 Service Parks

Strictly No Smoking and Consuming of Alcohol in the Service Parks. Crews are responsible for their Service Crews and supporters. ALL LITTER MUST BE REMOVED FROM THE SERVICE PARK.

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

12.1.6.2 Special Stage Finish Procedure as per Art: 49 of the NCR

12.2 Ceremonial Finish Procedure

The ceremonial podium finish and prize giving will take place on the finish ramp. The competitive aspect of the rally will finish at **TC 11A** where the technical delegate will retain those selected for post-event checks. All cars (checked and not checked) once released from the technical zone should proceed to Parc Ferme. A start list will be issued for competitors to leave Parc Fermé to the finish ramp. The detailed procedure shall be promulgated by way of a Bulletin

12.3 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 (Art: 44.2.11. 2024 FMU NCR)

12.5 Shakedown – A road book will be provided for directions from the Service Park to the Shakedown Stage and back to the Service Park. Additionally, instructions or directions for return to start of the Shakedown Stage shall be provided by the Stage Commander at the Finish Control of the Stage. Cars that breakdown on the stage shall be removed from the stage by the Organiser and placed on the road section from where Competitors shall transport them to the service park for repairs. All repairs shall be completed at the Service Park.

12.6 Change of Time Cards during the Rally

Time Cards shall be issued to each competing crew at the end of Administrative Checks. Time Cards are to be handed in at the respective Controls as per time table below.



- Leg 1: Controls 3B, 6B and 8B
- Leg 2: Controls 9B & 11A

These **MUST** be handed in as indicated.

It is the sole responsibility of the Competitor to ensure that the entries made in his Time Cards are correct before leaving a Control.

12.7 Official Time

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.



13.0 IDENTIFICATION OF OFFICIALS

- See colour index below.

Official	Details	Colour
STEWARDS, DELEGATES, OBSERVERS	An identification tag shall be used to identify the various officials.	Yellow
OFFICIAL, VIP	An identification tag	Red
COC	An identification tag	Yellow
Deputy – COC	An identification tag	Yellow
Asst – COC	An identification tag	Red
Time Controller	A red reflective vest / tag in various colors indicating duty / hierarchy.	Blue
Safety Marshall		Orange
Safety Officer	An identification tag	Red
PRESS OR MEDIA	An identification tag	Green
COMPETITIONS RELATIONS OFFICER	Red Jacket or Red Tabard	Red Jacket or Red Tabard
COMPETITOR		Green
SERVICE CREW	An identification tag or Wrist Band	Green
RADIO	An identification tag	Blue
SCRUTINEER	An identification tag	Black
SUPPORT STAFF	An identification tag	White

* A chart will be published indicating the colour tags for each category

14.0 PRIZES

14.1 List of Prizes

Overall	-	1 st - 10 th Driver & Co-Driver	-	2 Trophies
CRC	-	1 st - 3 rd Driver & Co-Driver	-	2 Trophies
2WD	-	1 st -3 rd Driver & Co-Driver	-	2 Trophies
Premier Division	-	1 st -3 rd Driver & Co-Driver	-	2 Trophies
Division 1	-	1 st -3 rd Driver & Co-Driver	-	2 Trophies
Division 2	-	1 st -3 rd Driver & Co-Driver	-	2 Trophies
WIM Awards	-	1 st Driver and Co-Driver	-	2 Trophies

The organizer may at their discretion:

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



15.0 FINAL CHECKS AND PROTESTS

15.1 Final Checks

Place: **Service Park, Jinja** - Date: May 12th 2024,

Those cars selected for final checks will be required to provide enough mechanics to help open components during final checks. One service van may be brought into the final checks area for this purpose.

15.2 Protests

All protests must be lodged in accordance with the stipulations of the International Sporting Code (Article 13 and 15 et seq. and where applicable, with the FIA Judicial and Disciplinary Rules).

15.2.1 Protest Fees

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

- **Protest Fees (FMU) – Appendix R.**

15.2.2 Protest requiring dismantling of the car

If the protest requires the dismantling and the re-assembly of different parts of the car, the claimant must pay an additional deposit to be determined by the stewards upon the advice of the technical delegate.

15.2.3 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc), additional deposit is required. See Appendix R . Deposit may be paid in Cash Or Mobile Transfer.

15.2.4 For a protest involving the whole car: **Euro 1,000**

15.3 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 (FIA)	-	Refer to Appendix R
Sum of International Appeal Fee (FIA)	-	Euro (€) 6,000



APPENDIX 1 - Draft Itinerary

						
Shakedown				Friday May 10 th , 2023		
TC S.S	TC LOCATION	S.S Dist Kms	Liaison Dist Kms	Total Dist Kms	Target Time Temps	1st Car due Car
MUBS SP	Start - SP					
	SD Start		19.54	19.54		
TCSD	Bujagali	0.00	(19.54)	(19.54)		
SD1	Shakedown Stage 1	2.52				12:00
MUBS SP			19.99	22.51	1:09	13:09
	Ceremonial Start					16:00
<i>At least 1 run of shakedown to be completed by Each competitor</i>						
<i>Rally cars may transit thru MUBS SP or Car Wash at Location TBA ahead of Ceremonial Start</i>						

Shakedown 1



F M U		Shell V-Power 2023 F M U UGANDA RALLY		FIA AFRICAN RALLY CHAMPIONSHIP		
		Leg Two		Sunday May 12 th , 2023		
TC S.S	TC LOCATION	S.S Dist	Liaison Dist	Total Dist	Target Time	1st Car due
		Kms	Kms	Kms	Temps	Car
TCPF	Overnight Parc Ferme - Out					7:30
8D	Service A - IN		1.68	1.68	0:05	7:35
Service D (MUBS Jinja SP)		0.00	(87.50)	(129.01)	0:15	
8E	Service D - Out					7:50
RZ	Refuel All Competitors					
6	Distance to next Refuel	(22.55)	(35.81)	(58.36)		
9	Wakisi		19.92	19.92	0:26	8:16
SS9	Sura Mbaya 2	22.55				8:19
9A	Regroup In		15.89	38.44	0:49	9:08
9B	Regroup Out/Service E in				0:03	9:11
Service E (MUBS Jinja SP)		(22.55)	(35.81)	(58.36)	0:30	
9C	Service E Out					9:41
RZ	Refuel - All competitors					
7	Distance to next Refuel	(16.34)	(32.76)	(49.10)		
10	Kitigoma		13.4	13.4	0:24	10:05
SS10	Macarena 3	16.34				10:08
10A	Regroup In (Fufa Technical Ctr)		19.36	35.70	0:39	10:47
10B	Regroup Out				0:15	11:02
RZ	Refuel - All competitors					
8	Distance to next Refuel	(22.55)	(28.77)	(51.32)		
11	Wakisi		12.88	12.88	0:15	11:17
SS11	V-Power Stage (Sura Mbaya 3)	22.55				11:20
11A	Technical/ Holding Point In		15.89	38.44	0:40	12:00
		(38.89)	(61.53)	(100.42)		
Day 2 Totals		61.44	97.34	158.78		
Totals FOR THE RALLY						
		SS	Liaison	Total		
Day 1 - 8 SS		148.01	219.12	367.13		
Day 2 - 3 SS		61.44	97.34	158.78		
Total - 11 SS		209.45	316.46	525.91		
MAXIMUM LATENESS IS 30 MINUTES FOR ANY INDIVIDUAL TARGET TIME OR 30 MINUTES ACCUMULATED OVER A SECTION OR LEG						

Final Itinerary will be promulgated by means of a Bulletin



APPENDIX 2 - Reconnaissance Schedule

All Competitors: Wednesday May 8th 2024 - 06:30 – 18:00 Hrs
 Thursday May 9th 2024 06:30 – 13:00 Hrs

- Recce guide will be provided
- Reconnaissance will be limited to 2 passes only
- Reconnaissance will be done in a convoy format

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

APPENDIX 3 - Names And Photographs Of CRO's

ROLE AND FUNCTION

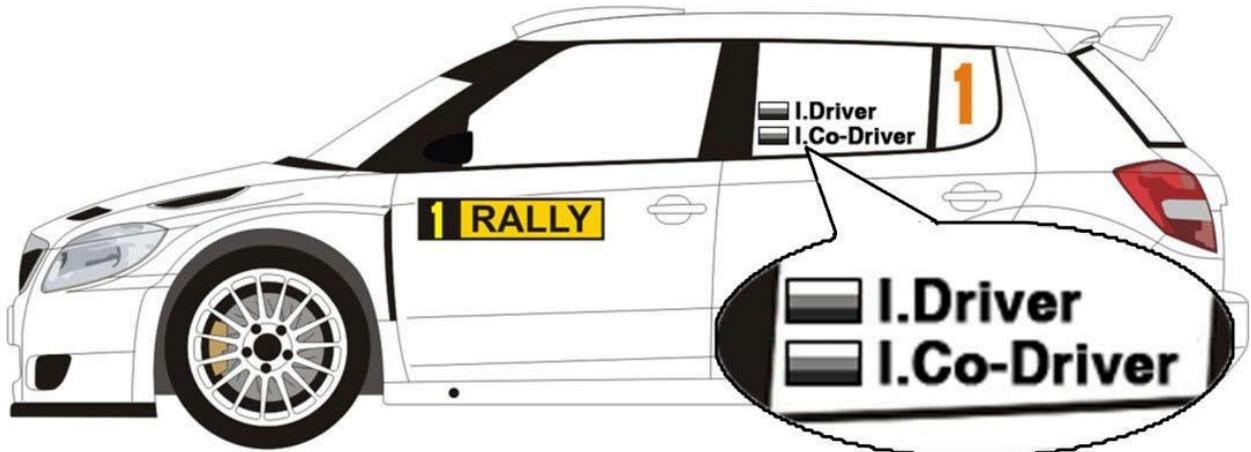
- To inform competitors and play a mediating role at all times.
- Give accurate answers to competitor questions.
- Provide information and clarifications in connection with the Regulations and the running of the rally.
- To avoid forwarding to the Organizers questions which may be satisfactorily resolved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

		
	Mr. Tim Gaway (+256 756 45 80 45)	Mr. TBA (+256 77> ??? ???)
Date	Location	Location
Tuesday May 7 th 2024	Documentation Rally Hqs.	Documentation Rally Hqs.
Wednesday & Thursday May 8 th – 9 th 2024	Tracking Devices Installation	Scrutineering
Friday May 10 th 2024	HQ / Start Park	HQ / Start Park
Saturday May 11 th , 2024	Service Park	Remote Regroup



Sunday May 12 th 2024	Service Park	Remote Regroup
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APPENDIX 4: Decals and Positioning of Advertising





APPENDIX 5 - Extracts From FIA Appendix L

Chapter III - Drivers' Equipment

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

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

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

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

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

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

All crews must use FIA approved FHR systems homologated to FIA standard 8858. Approved FHRs, anchorages and tethers are listed in Technical List N° 29. See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

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

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

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

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

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

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

LINKS:

FIA International Sporting Code and appendices:

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

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



ISC Appendix J, Article 253.7 EXTINGUISHERS – EXTINGUISHING SYSTEMS

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

7.1 Application

7.1.1 In Rallies:

Articles 7.2 and 7.3 apply.

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

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

- World Rally Cars homologated as from 01.01.2017 in compliance with homologation extension 400/01 WRC and with Art. 255A of Appendix J.
- World Rally Cars homologated as from 01.01.2015 in compliance with homologation extension 300/01 WRC and with Art. 255A of 2016 Appendix J.
- World Rally Cars homologated as from 01.01.2014 in compliance with homologation extension 200/01 WRC and with Art. 255A of Appendix J.
- World Rally Cars homologated before 31.12.2013 in compliance with homologation extension 100/01 KSR and with its WR extension, as well as with Art. 255A of 2013 Appendix J.
- Super 2000 (Rallies) cars in compliance with Art. 255A of 2013 Appendix J.
- Group Rally2 cars in compliance with Art. 261 of Appendix J.
- Group R-GT cars homologated as from 01.01.2020 in compliance with Art. 256 of Appendix J
- Group R-GT cars in compliance with Art. 256 of 2019 Appendix J.
- Group Rally5, Rally4 and Rally3 cars in compliance with Art. 260 of Appendix J.
- Group R3/R3T cars homologated before 31.12.2019 in compliance with Art. 260/260D of 2019 Appendix J.
- Group R1 and R2 cars homologated before 31.12.2018 in compliance with Art. 260 of Appendix J.

Technical list n°52 is available on the following link :

<http://www.fia.com/regulation/category/761>



ISC Appendix J, Article 253.8.4 PROTECTIVE PADDING

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

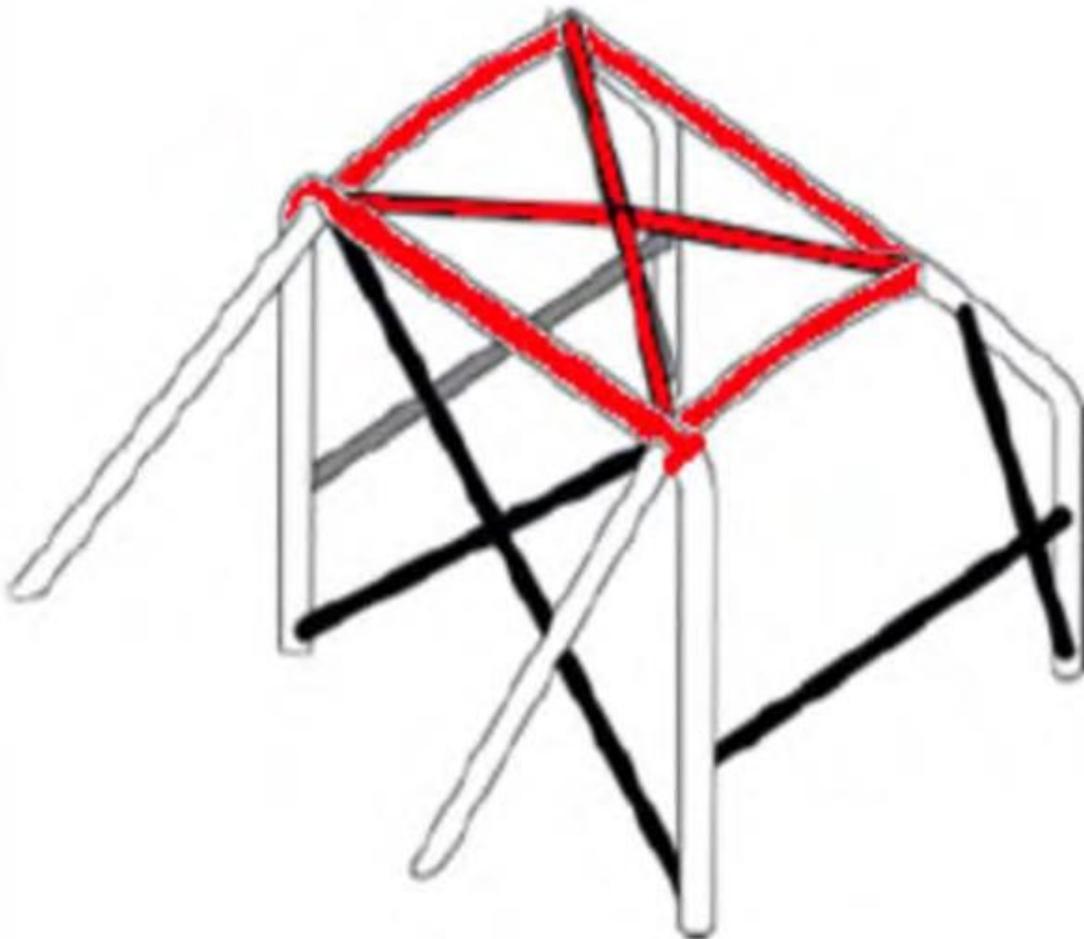
All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).

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

Application:

For all categories.

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





ISC Appendix J, Article 253.14 FIA APPROVED SAFETY FUEL TANKS

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

Only these specifications are accepted by the FIA.

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

Marking and validity of tanks

Each tank must have a marking with the following information :

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

No bladder may be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another two years. A leak-proof cover, made from non-flammable material, easily accessible and removable only with the use of tools, must be installed in the protection for tanks, in order to allow the checking of the validity expiry date.

Applications of these specifications

- Group N and Group A cars:

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

- Cars of other Groups:

See the technical regulations of the Group concerned.

- For all cars:

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

Fuel tanks with filler necks

Applications: Groups A and N Groups R1, R2, R3

Groups Rally5, Rally4, Rally3

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

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

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



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

Seats

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

Seats in compliance with 8855-1999 FIA standard

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

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

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

Seats in compliance with 8862-2009 FIA standard

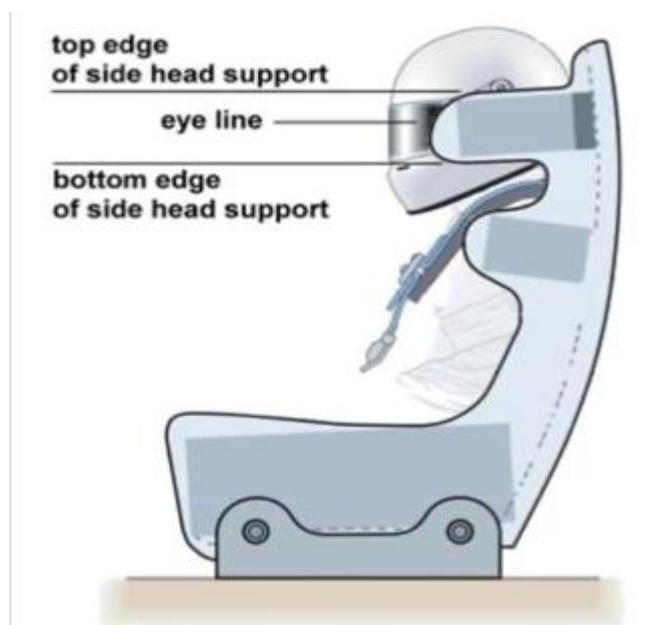
The seat must be used in accordance with the seat manufacturer's instructions and with Technical List n°40. The limit for use is 10 years from the year of manufacture.

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

Seating position:

The driver must choose a seat that fits well.

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





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

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

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

Notes For Competitors, Medical Boards (Signs) COVID 19 Guide As per FIA Appendix S

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, 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 6 - 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. 15.2 & 15.3
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	10 Seconds
2 nd Offence	1 Minute
3 rd Offence	3 Minutes
Further offences	Stewards discretion
Late Check In – Road Sections	10 seconds per min. late and 1 min. per min early
Late Exit from Service Park	10 Seconds per Min
Leaving Parc Fermé without permission before final results	Exclusion
Loss of Time Card or Scrutineering Card	Exclusion
Missing controllers sign on Time Card	FIA RRSR Art 19.3.3
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

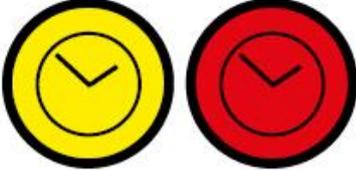
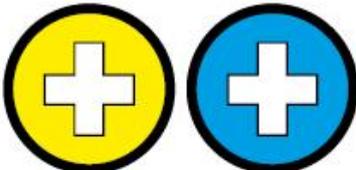


APPENDIX 7 - Scrutineering Times

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 at least 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 10:00 hrs and close at 17:00 hrs.

SCRUTINEERING TIMES	
Car No.	Time
45, 44, 43	10:00
42, 41, 40	10:20
39, 38, 37	10:40
36, 35, 34	11:00
33, 32, 31	11:20
30, 29, 28	11:40
27, 26, 25	12:00
24, 23, 22	12:20
Lunch Break	12:40
21, 20, 19	14:00
18, 17, 16	14:20
15, 14, 12	14:40
11, 10, 09	15:00
08, 07, 06	15:20
05, 04, 03	15:40
02, 01	16:00
Re - Scrutineering of defects	16:20 – 17:00

APPENDIX 8: Rally Control Signs FIA Standard Sign Boards

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

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