



## **SAFARI CHALLENGE 2009 REGULATIONS**

### **1. ARTICLE 1 - DEFINITION OF THE EVENT**

- 1.1. Rally Challenge Safari Ltd in conjunction with the Trans World Motorsports Ltd is organising Safari Challenge 2009, which will be inscribed in the FIA fixture list as an International Event. Participation is by invitation. The parent company East African Safari Rally Ltd is affiliated to the Kenya Motor Sports Federation.
- 1.2. The event is organised in compliance with the prescriptions of the Long Distance Rally Regulations of the Federation International de l'Automobile (The Code), these Supplementary Regulations and Appendices, which supersede all other Regulations. All competitors undertake to comply with these Regulations by the fact of their entry.

### **2. ARTICLE 2 - ORGANISING COMMITTEE**

Surinder Thatthi (Event Director)  
Ron Jackson (Clerk of Course)  
Mike Summerfield (Co-ordinator)  
Others - to be announced later.

### **3. ARTICLE 3 - ROUTE**

- 3.1. The event will start from Mombasa in Kenya on 22<sup>nd</sup> November 2009 and cover approximately 3800 kilometres in Kenya and Tanzania using some of the famous roads used during the famous East African Safari Rally. The finish will be back in Mombasa on 1<sup>st</sup> December 2009.
- 3.2. The route will be as shown in the Road Book using tulip diagrams. The prescribed route will be mandatory and secret passage checks may be established to ensure compliance.

### **4. ARTICLE 4 - ENTRY FORMS, ENTRIES AND TEAMS**

- 4.1. Entries must be submitted on the official Entry Application Form issued by the Organisers. Entries close on 31<sup>st</sup> August 2009. All entries should be sent to:

Rally Challenge Safari Ltd  
P.O. Box 14337-00800  
Nairobi  
Kenya  
Tel: +254-20-4450030  
Fax: +254-20-4450050  
Email: [info@eastafricansafarirally.com](mailto:info@eastafricansafarirally.com)

- 4.2. The Organisers may permit a change of the car and/or crew members from those nominated on the entry form, on written application being made not later than two weeks before the start of the event.
- 4.3. The Organisers reserve the right to refuse any entry application without giving any reason.
- 4.4. The maximum number of starting places for The Challenge and Touring is 30. Should the number of entries received exceed 30; a Reserve List will be established. The minimum number in the Challenge plus Touring is 10, Should any of these minimum numbers not be achieved the organisers reserve the right to cancel the event(s).

## **5. ARTICLE 5 - ENTRY FEES AND INSURANCE**

- 5.1. The official currency of the event is GB pounds sterling. The entry fee is £9,500 which may be paid by instalments. This fee is for two crew members in an entry. Additional crew members may be added at a cost of £1,000 (Article 16.1)

Application fee	£ 1,500.00
On or before:	
28 <sup>th</sup> February 2009	£ 2,500.00
30 <sup>st</sup> April 2009	£ 2,500.00
30 <sup>th</sup> June 2009	£ 1,500.00
31 <sup>st</sup> August 2009	Balance

- 5.2. The entry fee includes: a twin-share hotel room with dinner and breakfast every night of the event including two nights before the Start and two nights after the finish tickets for the Welcome cocktail and Awards Dinners and commemorative event clothing for each crew member.
- 5.3. Additional hotel rooms for use by the additional competing crew only may be purchased for the cost of £1,700.
- 5.4. An entry is deemed to be the property of the first named driver while it is fully paid up as detailed in Article 5.1. At the point it ceases to be fully paid the entry is declared forfeit and it and any fees paid reverts to become the property of the Organisers. At no time may the entry be passed on or transferred to another party without the written approval and permission of the Event Director.
- 5.5. The initial application fee is non-refundable. In the event of competitor cancellation or non-payment of fees by the due date, refunds of the balance will be:

Cancellation before:	
30 <sup>th</sup> April 2009	75% refund
31 <sup>st</sup> July 2008	50% refund
31 <sup>st</sup> August	No refund

- 5.6. The organisers have the right to cancel or postpone the event or any part thereof should circumstances arise which make such action desirable or necessary.
- 5.7. In the unlikely event of cancellation of the event by the organisers, entry fees paid will be refunded in full (less an administration charge of £500 if cancelled after 31<sup>st</sup> July 2009).
- 5.8. Competitors will be responsible for payment of all attendant charges relating to Customs, handling and clearance of their vehicle before and after the event.
- 5.9. Competitors will also be responsible for the payment of any costs they incur for food and any other extras at hotels. The event provides the basic room, dinner and breakfast only. Failure to pay such costs may result in a penalty of from twice the amount of the unpaid bill to exclusion from the event.

- 5.10. At the point when a competitor retires or is excluded he/she relinquishes all rights and benefits of a competitor. However, his/her hotel accommodation may be made available to him/her at the discretion of the Organisers but only on the nights that it is booked.
- 5.11. The Organisers reserve the right to increase the entry fee by up to a maximum of 8% to cover any unforeseen circumstances or the need to re-route the event.
- 5.12. The Promoters/Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Promoters/Organisers also decline any liability for the breach of the laws and regulations of any country covered by the itinerary. Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and shall declare to the Organisers particulars of any such incident from which liability may arise and shall have no claim against the Organiser/Promoters arising out of any act or omission of the Organisers, their servants, or officials, during the course of the event.
- 5.13. The Organisers do not hold themselves to be legally competent in the interpretation of insurance documents, and cannot certify that any particular document is proof of valid insurance for the event. First Drivers will be required to sign a legally binding declaration that both they and their Co-driver are covered by third party insurance valid for the event and the vehicle entered.
- 5.14. **IMPORTANT NOTE:** All motor sport is potentially dangerous. The onus is on Competitors to drive carefully and safely at all times. The Organisers accept no responsibility whatsoever for any accident or injury befalling Competitors, and do not undertake to provide rescue or assistance of any kind. In keeping with long established rally practice, the onus is on Competitors to extricate themselves as quickly as possible from difficulties and recover delays caused by circumstances outside the Organiser's control. All Competitors will be required to sign the indemnity printed on the Entry Form.
- 5.15. Competitors will be entirely responsible for ensuring that their vehicle complies with the law of the countries the event passes through, that they are in possession of all necessary medical certificates and international and local documents including a vehicle carnet and, that during the event they comply with the law and the traffic code. The Organisers accept no responsibility whatsoever for assisting competitors in difficulties, and will not accept any claim for expenses however incurred.

## **6. ARTICLE 6 - AMENDMENTS TO THE REGULATIONS (BULLETINS)**

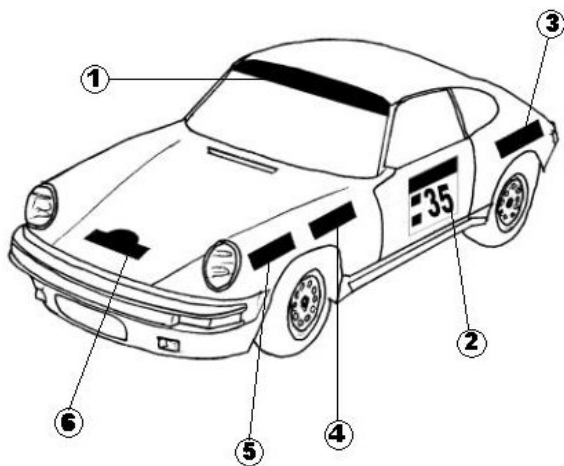
- 6.1. The Organisers reserve the right to modify or clarify the present regulations or the route in accordance with any condition and circumstance, which may arise. Any amendment or additional instruction will be announced by dated and numbered bulletins.
- 6.2. Bulletins issued during the event will be posted on the official notice board at Rally Headquarters and normally issued to competitors who will acknowledge receipt by signature.
- 6.3. Additional or varied route information may also be issued by an Official Instruction for which competitors will acknowledge receipt by signature.

## **7. ARTICLE 7 - INTERPRETATION OF THE REGULATIONS**

- 7.1. The Clerk of the Course is responsible for the application of the regulations during the running of the event.
- 7.2. Any protest must be submitted in accordance with article 12 for deliberation and decision by the Stewards of the Meeting.
- 7.3. The Stewards of the Meeting have the power to decide on any matter not provided for by these regulations.

- 7.4. The Stewards of the Meeting may delegate their powers to one of their number who may act on their behalf if required.
- 7.5. In any dispute arising from the interpretation of these regulations, or additional instructions, the decision of the Stewards will be final and binding within the provisions of The Code and these regulations.
- 7.6. The Stewards of the Meeting have absolute discretion to impose any penalty for any incorrect, fraudulent or unsporting behaviour by any competitor or persons concerned with the entry.
- 7.7. The following definitions apply:
- 7.7.1. "Competitors" - used for physical and legal entities.
- 7.7.2. "Crew" – first driver and other drivers.
- 7.7.3. "The first driver" - assumes the competitor's responsibility at all times throughout the event.

## 8. ARTICLE 8 - VEHICLE IDENTIFICATION AND ADVERTISING



- 1      Windscreen strip  
 3, 4,    Decals 300x150mm on both sides  
 5      Door panel 450x450 on both sides  
 2      Rally plate 400x180 on front and  
 6      rear

- 8.1. The Organisers will supply each crew with two adhesive rally plates (approximately 400 x 180mm), an adhesive sun visor strip (150mm deep) to be worn full width on the upper edge of the windscreen and two adhesive door panels (approx. 450 x 450mm) bearing the competition numbers. These panels may incorporate publicity for the Organisers and/or Sponsors of the event. The Organisers reserve the right to place up to four pairs of decals approximately 300x150mm on each vehicle, details to be advised within 60 days of the event start. The wearing of rally plates and competition numbers is mandatory. The number panels and rally plates must be displayed for the duration of the rally. The penalty for declining to exhibit any or all of the other aforementioned for whatever reason is £150.
- 8.2. The rally plates must be fixed to the front and the rear of the car in a visible position for the duration of the rally. The rally plates must not cover any part of the car's licence plate.
- 8.3. If it is known at any time during the event that any allocated door panel, number or rally plate is missing, a penalty of £150 may be imposed. If any two competition numbers or rally plates are missing at the same time, exclusion may be pronounced.

- 8.4. A competitor who has retired or been excluded from the rally must place a black line across the number on each door panel and notify the rally officials at the earliest opportunity.
- 8.5. There will be no limitations as to the amount or size of advertising or sign writing other than provision must be made for the Organiser's signage, in accordance with Article 8.1.

## **9. ARTICLE 9 - ROAD BOOK AND TIME CARDS**

- 9.1. Each crew will be provided with road books at Documentation, which will provide details of the route to be followed and the location of controls. Road Books will not be issued or given to persons other than those who are official entries or registered service crew in the event.
- 9.2. Any kind of practice or reconnaissance of the route by the crew or their agents is forbidden. Any contravention of this Regulation will be penalised 30 minutes for the first offence and with exclusion for the second offence.
- 9.3. At the start of the rally each crew will be given a time card book, which will indicate the time allowed to cover the distance between time controls and in which the time of booking in at Controls will be entered by officials. Each crew is solely responsible for any entries made on the time card.
- 9.4. The time card book must be available at all times for inspection when requested by an official. At controls it must be presented in person by a member of the crew for completion.
- 9.5. Any correction or amendment to a time card entry, which has not been carried out by an official, may result in exclusion from the event.
- 9.6. The absence of the official time card book or failure to hand in a time card book when requested will result in exclusion from the results.
- 9.7. The crew alone is responsible for presenting the time card at the different controls and to check the time is correctly entered.
- 9.8. The crew must submit the time card to the officials at the correct time and check that the time is correctly entered. The appropriate official is the only person permitted to enter the time on the card. Should any time entered on a time card not be legible or not appear authentic or realistic, the Organisers may use any means at their disposal to establish the time.

## **10. ARTICLE 10 - THE START**

- 10.1. The event will start in Mombasa, Kenya on Sunday 22<sup>nd</sup> November 2009.
- 10.2. Competitor's cars will be required at the Pre-start holding area at a time to be notified.
- 10.3. Crew members must attend the pre-event briefing. The penalty for failing to attend will be £100.

## **11. ARTICLE 11 - OVERNIGHT STOPS**

- 11.1. No Parc Ferme will be enforced at overnight stops for this Challenge. At some venues there will be recommended car parks available. Security of vehicles etc. will be the responsibility of the competitor.

## **12. ARTICLE 12 – QUERIES, PROTESTS AND APPEALS**

- 12.1. All queries concerning the daily classification must be submitted in writing to Rally Office using the official "Results Query Form". Queries will normally be answered in writing no later than the start time of the last competitor the morning following publication.
- 12.2. All protests shall be lodged in accordance with the requirements of The Code.

- 12.3. Any protest against vehicle eligibility must be lodged within one hour of the completion of scrutineering unless it is in respect of something changed subsequent to scrutineering.
- 12.4. Any protest in respect of daily classification must be made within ½ hour of posting.
- 12.5. All protests must be lodged in writing and handed to the Clerk of the Course or his deputy together with the fee of £250 which shall not be returned if the protest is judged to be unfounded.
- 12.6. Competitors may lodge an appeal against the decisions of the Stewards, in conformity with the requirements of The Code.

### **13. ARTICLE 13 – INDEMNIFICATION AND RELEASE**

- 13.1. Entrants and drivers will be required to sign the following declaration: “I have read the Regulations for this event and agree to be bound by them and by the International Sporting Code and the Long Distance Rally Regulations of the FIA. In consideration of acceptance of this entry or my being permitted to take part in the event, I agree to save harmless and keep indemnified the National Sporting Associations of the various countries traversed by the rally and the Clubs organising the various sections of the rally, Rally Challenge Safari Ltd, Trans World Motorsports Ltd and their respective officials, servants, representatives and agents. Furthermore, in respect of any part of this event that takes place on ground where third party insurance is not required by law, this agreement in addition to the named parties above shall extend to all and any other competitor(s) and their agents and to all actions, claims, expenses and demands in respect of loss or damage to their person or property of myself, my driver(s) or mechanic(s) or associated personnel. I declare that the use of the vehicle hereby will be covered by insurance as required by the law which is valid for such parts of this event as shall take place on roads defined by law.”
- 13.2. Entrants and drivers will be required to sign the following release: “This release entitles Rally Challenge Safari Ltd, Trans World Motorsports Ltd to utilise the likeness of me and my car in all forms of promotional and advertising material, officially licensed merchandise including video footage, computer software games, toys and other games utilising the logo of this event. By signing this release I waive my right to any fees relating to the above.”

### **SPECIFIC REGULATIONS FOR THE SAFARI CHALLENGE**

#### **14. ARTICLE 14 - FORMAT**

- 14.1. The distance will be about 3800 kms and will include approximately 16 regularity or other tests on loose surfaces some held on roads closed to other traffic and totalling about 1300 kms. The Regularities and road penalties on the first day of the event will be for practice and they will not be included in the results.
- 14.2. To comply with FIA regulations, a Permit to hold the event will be issued by Kenya Motor Sports Federation.

#### **15. ARTICLE 15 - VEHICLES AND CLASSES**

- 15.1. Class A – Classic Cars (1950 – 1983 inclusive)
- 15.2. Class B – 4x4 recreational vehicles (SUVs)
- 15.3. Class C – Other suitable modern vehicles
- 15.4. The organisers reserve the right to add additional categories and classes or to amalgamate two or more of those above
- 15.5. All vehicles must be properly licensed for use on the public highway. Any form of trade plate is NOT permitted. Cars do not need to have roll cages or any special preparation, however, sump and tank guards are recommended and additional safety precautions encouraged.

## **16. ARTICLE 16 - ELIGIBLE COMPETITORS**

- 16.1. Any person with a valid driving licence. Non-driving passengers without a licence are permitted. The minimum number in a crew is two and the maximum four. The cost of an additional bedroom is £1,700; additional crew members cost £1,000 each including tickets to the Welcome and Awards Dinner, event clothing packs.
- 16.2. The first named driver on the entry form will be responsible for all liabilities and obligations both before and throughout the event.
- 16.3. The Organisers have the right to exclude from the event at any time any competitor who has breached civil law, traffic regulations, acted in a manner not conducive to the smooth running of the event or behaved in such a manner as to bring the event into disrepute. Such decision is at the sole discretion of the Organisers.
- 16.4. Changes of crew during the event are permitted provided the organisers have prior knowledge of such changes. The new crew member must comply with the requirements and obligations of Article 13. The first named driver will be responsible for any costs incurred by the organisers due to the change.
- 16.5. At Documentation each crew member will be issued with an identity card. It must be worn at all times. Failure to comply may result in a fine of £10.

## **17. ARTICLE 17 - STARTING ORDER**

- 17.1. The start order will be determined by the organisers. A list of start times will be posted at Documentation.
- 17.2. Subsequent re-starts each day will be determined at the organiser's discretion.

## **18 ARTICLE 18 - SCRUTINEERING AND DOCUMENTATION**

- 18.1 Scrutineering and Documentation will take place at pre-allocated times.
- 18.2 Vehicles will be checked at Scrutineering for roadworthiness etc and the placement of the required plates and decals. Cars must arrive at scrutineering with the full crew in accordance with the given timetable. Competitors who do not appear for scrutineering within the prescribed time may not be allowed to start.
- 18.3 Cars must carry a tow rope, fire extinguisher, first aid kit and a red warning triangle.
- 18.4 Cars must have towing eyes of adequate strength and size fitted to the front and rear of the car.
- 18.5 Any mountings for still or video cameras must be in place at scrutineering and be approved by the Scrutineer.
- 18.6 Radio for voice communication is permitted provided legal and licensed for the country of use. In-car intercoms, cellular and satellite phones are permitted. Note that the presence of unlicensed equipment in a vehicle may result in confiscation of the equipment and even the vehicle in some countries.
- 18.7 At Documentation the following items will be checked. Driving Licence / Permit for all drivers, Car Registration documents and confirmation of third party insurance. All crew members must be present.

## **19 ARTICLE 19 - CONTROLS - GENERAL CONDITIONS**

- 19.1 The route will be divided into road sections timed to the previous whole minute and Regularity or other tests normally over roads closed +to the public timed to the previous whole second. A target time will be set for each road section and average speed(s) for each regularity section. Timing will be by digital clocks operated by officials. Cars will start at minute intervals unless otherwise instructed in the Road Book or by an Official Instruction or Bulletin.
- 19.2 All controls (i.e. Time and Passage controls, Start and Finish of Regularity tests, etc.) will be indicated by means of FIA pattern signs.
- 19.3 The beginning of the control area will be marked by a warning sign on a yellow background at a distance of about 25m from the position of the control post, which is indicated, by an identical sign on a red background. The control area will be deemed to finish 25m after the control post. Exceptionally, the start and finish of day controls will be identified by a red control board only (no yellow board) and the control will be deemed to extend 10 metres around this board.
- 19.4 The stopping time within a control area must not exceed the time necessary for carrying out control operations.
- 19.5 Approaching or leaving a control from the wrong direction will be deemed as not having visited the control.
- 19.6 Controls other than regularity finishes will close 15 minutes after the due time of the last car, unless the Clerk of the Course decides otherwise. Regularity finish controls will close when the last missing car to have started the regularity has reached the maximum for that test.
- 19.7 The final control each day will open and close at times to be declared in the Road Book or in an Official Bulletin. There will be no penalty for early arrival at this control.
- 19.8 Crews must follow the instructions of any officials at any control. Failure to do so may lead to exclusion from the event.

## **20 ARTICLE 20 - TIME CONTROLS, PASSAGE CONTROLS, PENALTIES**

- 20.1 Time Controls (TC) will be located at the start and finish of the day and before the start of Regularity sections. The start and finish of day may not be manned by an official.
- 20.2 Passage Controls (PC) may be located at intervals along the route. They will either be manned by officials or in Cafés, Garages and the like where a stamp or signature on the time card must be obtained to prove having visited the location.
- 20.3 On Regularity sections competitors will start at a given time and will drive the section maintaining an average speed which will be issued at the start of the section. The average speed may vary for each class and it may be varied during the section. There may be several timing points on a section. The actual length of the section and the average speed(s) nominated will determine an "ideal" time. A penalty will be given for the difference between actual and ideal time.
- 20.4 On Consistency sections competitors must attempt to complete a second pass over the section in the same time as the first. A penalty will be given for the difference between the two times.
- 20.5 The location of the finish of the regularity section will be secret and competitors will be timed at the finish to the previous whole second by an official. The finish may be either a flying finish or stop astride a line.
- 20.6 For stop astride finishes, the line will be marked on the road with a "Stop" board to the side. Competitors will be timed as they stop astride the line (or immediately behind any car already on the line). Competitors overshooting the line will be penalised 5 seconds and must return on foot to

obtain a time. Competitors may not stop in sight of the finish line or they will be given the time at which they stop and penalised a further 60 seconds.

- 20.7 At all Time Controls (TC's) competitors who are early should wait for their due time outside the advance (yellow clock) board defining the start of the control area. The times recorded at these Time Controls will be the time on the official clock when the crew submits the time card book to the official, provided that the car and crew members are within the control area. Exceptionally, should the start of a regularity be delayed resulting in a queue to the Time Control, a time will be given when one crew member submits the time card to the control official, provided the car is in the queue, after which the car will be deemed to be in the control zone. Cars may enter the control area up to 59 seconds before their due time without incurring a penalty for early arrival.
- 20.8 At start and finish controls of the day controls, car and crew may enter the control area early and present their time card but at start of day must be in the correct order.
- 20.9 In order to arrive at a classification order, penalties will be as follows:
- 20.10 Each crew must be available to start a regularity or consistency within 3 minutes of their TC time after which they will receive a penalty of 60 seconds and will be deemed to have started.
- 20.11 For each minute early or late at a time control (TC) - 10 seconds per minute.
- 20.12 Being more than 15 minutes late at or missing a TC - 150 seconds and not being allowed to start the next regularity or consistency test.
- 20.13 For each minute early or late at an end of day time control - no penalty. However booking in outside the published opening and closing times of the control – 1 minute.
- 20.14 Failing to obtain the correct passage control stamp, signature or answer – 1 minute
- 20.15 For each second earlier or later than the ideal time on a regularity or consistency section - 1 second up to a maximum of 150 seconds.
- 20.16 Not attempting or not completing a regularity section - 150 seconds.
- 20.17 Not attempting three consecutive competitive days – deemed to have retired.
- 20.18 A competitor who fails to present himself at a morning start shall accrue penalties for the day as determined above. The competitor may catch up with the event and may rejoin at the beginning of a new day after receiving permission from the Clerk of the Course. The competitor may make use of event hotels rooms but only on the nights they are booked.
- 20.19 Other types of test may be run, penalties for which will be advised in a bulletin.
- 20.20 The Clerk of the Course may amend the penalties by the issue of an official bulletin.

## **21. ARTICLE 21 - CLASSIFICATION**

- 21.1 Penalties shall be expressed as minutes and seconds. The crew with the lowest total shall be proclaimed as the overall winner, the next lowest second, and so on.
- 21.2 A provisional partial classification will be posted on the official notice board at the end of each day at Rally Headquarters or other specified place and subject to the resolution of any queries or protests will become the final classification to that point after 24 hours, and thereafter will not be subject to protest.
- 21.3 At the end of the event the provisional classification will be posted at Rally Headquarters as soon as possible after the closing of the final control. The classification will be final 30 minutes after posting.

21.4 Ties will be resolved by reference to the lowest penalty on the first non-practice day. If this fails to resolve the tie, then by the second day and so on until the tie is broken.

## 22. ARTICLE 22 – AWARDS

22.1 The first placed finisher overall will each receive a pair of trophies.

1. First, second and third in each class will each receive a pair of trophies.
2. Awards will be made for the first and second placed team
3. Other special trophies may also be awarded.

## 23. ARTICLE 23 - SUMMARY OF PENALTIES

Article	Infringement	Penalty
5.9	Failure to settle any outstanding hotel bills relating to the event.	Fine up to Exclusion *
8.1.	Refusing to display sun visor and/or organisers decals etc.	£150
8.3.	Failure to display a door panel, number or rally plate	£150*
8.3.	Failure to display two door panels, numbers or rally plates	Exclusion *
9.2.	Any kind of practice or reconnaissance – 1 <sup>st</sup> offence	30 min
9.2.	Any kind of practice or reconnaissance – 2 <sup>nd</sup> offence	Exclusion
9.5.	Un-approved amendment to time card	Exclusion *
9.6.	Absence of time card or failure to hand in when requested	Exclusion
10.3.	Failing to attend the pre-event briefing	£100
16.3.	Breach of civil law or traffic regulations etc.	Exclusion *
16.5.	Failure to wear identity card	£10
18.2.	Failing to report for Scrutineering within prescribed time	Start refused *
19.5.	Approaching or leaving a control from the wrong direction	60 seconds
19.8.	Failure to follow the instructions of any Control Official	Exclusion *
20.5.	Overshooting the “stop astride” line at a Regularity finish	5 seconds
20.6	Stopping before and in sight of the “stop astride” line at a Regularity finish	60 seconds and stop time deemed to be finish time
20.10	Not being ready to start regularity within 3 minutes of TC time	60 seconds and deemed to have started regularity
20.11	For each minute early or late at a time control	10 seconds
20.12	More than 15 minutes late at, or missing, a TC	150 seconds and a miss for next Regularity
20.13	For each minute early or late at end of day TC	No penalty
20.13	Booking in to end of day TC outside published closing time	60 seconds
20.14	Failing to obtain correct passage control stamp, signature or answer	60 seconds
20.15	For each second early or late against the Regularity Ideal time	1 second
20.15	Maximum penalty on a Regularity	150 seconds
20.16	Not attempting or completing a Regularity	150 second
20.17	Not attempting a Regularity on 3 consecutive days	Deemed retired
General	Where no specific penalty has been specified in Articles	Up to 600 seconds *

\* Discretion of Clerk of Course

## **SPECIFIC REGULATIONS FOR JUST TOURING**

### **24 ARTICLE 24 – FORMAT**

- 24.1 The specific regulations for the Challenge apply other than those referring to the competition.
- 24.2 Entrants are not required to follow the official route and may run to their own time schedule. They must, however, check in with the Organisers at the end of each day.
- 24.3 Entrants in the Rally or Challenge who wish to withdraw or are excluded from the competition and go “Just Touring” are free to do so but must advise the Organisers.
- 24.4 Entrants may only traverse the special stages or regularity sections when they have ceased to be run competitively and then only on the instructions of the officials.
- 24.5 Vehicles must display event identification as described in article 8.
- 24.6 Provided they arrive at the Finish of the Event before the closure of the final control, they will receive a Finisher’s Award.