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From:	<i>The Clerk of the course</i>		
To:	<i>All competitors</i>		
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Number of pages:	6	Attachments:	0

Amendments to the Supplementary regulations

1.4 Overall competitive distance and total distance of the itinerary (update)

Competitive	1011.02 km
Liaison	517.15 km
TOTAL:	1528.17 km

2.6 Panel of Stewards (updated)

Chairman of the Stewards (RVMSC):	Chris Eden (KEN)
Steward	Konstantin Panayotov (BGN)
Steward	Gurvir Bhabra (KEN)

2.6 Senior Officials (updated)

Deputy Clerk of the Course	Konstantin Panayotov (BGN)	+254 (0) 728 917 463
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10.2 Sealing (new)

The cylinder block and chassis must be sealed/marked. These components are not allowed to be changed during the event and will be marked at scrutineering.

The scrutineers may check markings at any time and at the end of the rally may disassemble the parts to check their conformity.

Crews who need to change the cylinder block must file a written request to the Clerk of the Course for allowance. Only after such allowance is given and the scrutineer breaks the seal / marking, the crews may start the replacement. After replacement of the cylinder block, the car must be re-scrutineered and the new cylinder block must be sealed / marked. Change of cylinder block can only be done in the Flexi service, after the last special stage of the Leg.



In case allowance is given and the cylinder block is changed, a fixed penalty of 4 hours will be applied.

If cylinder block is changed or the seal / marking is broken without the allowance of the Clerk of the Course, the crew will be excluded from the rally.

Under no circumstances the chassis may be changed.

12.3 Start order and Seeding (new)

12.3.1 Criteria for seeding

Based on their classification and performance in selected previous events, the entered drivers will be divided into two (2) groups: P1 and P2.

P1 – winners and best-performed drivers in:

- Rift Valley 1000 Classic 2016
- East African Classic Safari Rally 2017
- Balkan Classic Rallye 2016 / 2017

P2 – all other drivers

12.3.2 The starting order during the rally is as follows: P1 drivers start before P2 drivers.

12.3.2.a The starting position for Leg 1 of the drivers within the groups P1 and P2 is left to the discretion of the Clerk of the Course

12.3.2.b The starting position for the subsequent Legs of the rally for the drivers within the groups P1 and P2 is based on the classification at the finish of the final special stage of the previous Leg without the incurred time penalties for that Leg.

12.3.2.c P1 drivers re-starting after retirement in the previous Leg shall start for the subsequent Leg as a merged group after the other P1 drivers according as per 12.3.2.b.

12.3.3 The Clerk of the Course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers within groups P1 and P2 or change the time interval between cars.

12.3.4 During the rally, the Clerk of the Course may, with the knowledge of the Stewards, replace drivers from group P1 to group P2 and vice versa based on their overall performance in the event.



12.5 Maximum Permitted Lateness (new)

Maximum Permitted Lateness to check-in at a TC (Time Control):

Any lateness exceeding 15 minutes of any individual target time to check-in at a time control or an accumulative lateness exceeding 30 minutes at the end of each Leg (Day) will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival as per Art. 13.3 shall be that for 30 minutes lateness. The crew may nevertheless re-start the rally under the provisions specified in the Supplementary regulations. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

13.3 Early and Lateness Penalties (updated)

Road Sections: ~~1 minute~~ 10 seconds per minute lateness

~~2 minutes~~ 1 minute per minute early

Competitive section times will be recorded in hours, minutes, seconds and tenth of a second.

13.6 Check in time (new)

The check-in time is the time obtained by adding the target time for the Road Section to the Competitive Section finish time or the previous TC time, these times being expressed to the minute.

13.7 Missing a complete Leg (new)

Any competitor failing to start a Leg of the rally will be given a fixed time penalty of 12 hours.

13.8 Late Arrival into Parc Ferme (new)

Late arrival into Parc Ferme: 1 minute per minute lateness. Any lateness exceeding 30 minutes will be deemed a non- arrival.

Non-Arrival into Parc Ferme: 4 hours

18. RE-START (NEW)

18.1 General

A crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup (Parc Ferme) unless they confirm otherwise with the Clerk of the Course by completing the form and lodging it as soon as possible before the publication of the Start list.



After the Clerk of the Course has been informed of a retirement, the crew must hand in their time card and tracking system. When retirement is on a special stage, that stage time will not be recorded.

In the case of retirement under Art. 12.5 Maximum Permitted Lateness of these Supplementary Regulations, the competitor concerned will be allowed to re-start after the next overnight regroup (Parc Ferme). The time penalty will be applied from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

Any crew, which has retired from the last Leg of the rally, will not be classified.

18.2 Penalties for Re-start

For all crews, which re-start, a time penalty will be applied. This time penalty will be as follows:

- For each Competitive section missed: The crew will receive the maximum time of the Competitive Section published in the Final Itinerary.

Should retirement occur after the last Competitive Section of a Leg, the crew would nonetheless be deemed to have missed that last Competitive Section.

19. REPAIRS PRIOR TO A RE-START (NEW)

19.1 Service location and time allowed

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight regroup prior to the next Leg, no later than 1 hour before the scheduled start of the first car

19.2 Scrutineering of repaired cars

The car must retain its original chassis and engine block as marked at pre-rally scrutineering. The competitor must be represented during this re-scrutineering at a time to be advised by the organizers.

19.3 Technical requirement of repaired cars

19.3.1 Only when a repaired car has passed inspection by the Scrutineers may it re-start the next Leg.

19.3.2 The same engine block and chassis must be used throughout the rally except in the case of Art. 10.2 Sealing.

20. SPEED CONTROL ZONES (NEW)

19.1 Definitions

1) Entry of a control zone

- Speed zones may be established in either Competitive or Transport stages.

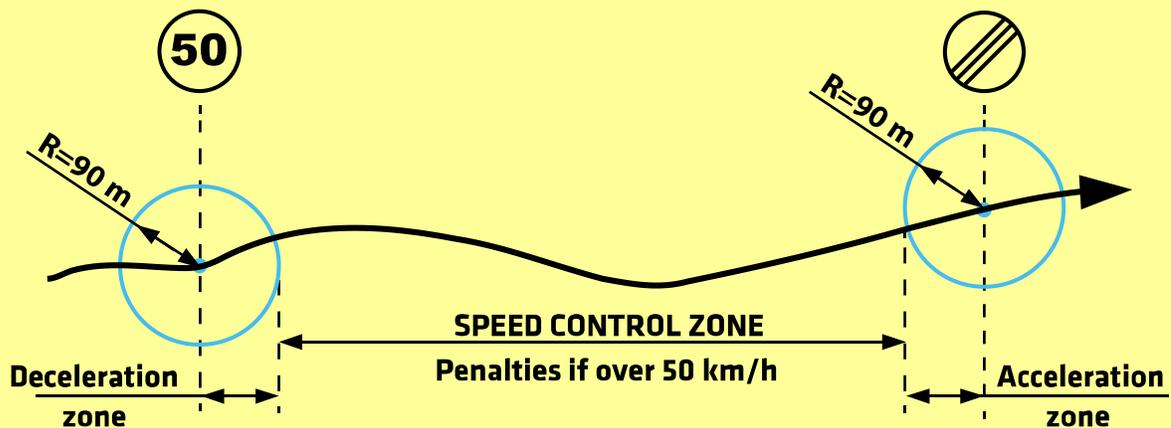
- The start of a speed control zone registered in the GPS tracking system will be indicated in the road book by a box with signs described in the table of signs. To validate the entry of Zone, the competitor must pass at less than 30 meters (radius around the waypoint), on pain of penalties for missing waypoints
 - 90 meters after entering the speed control zone is considered as a deceleration zone (zone of tolerance).

2) The speed control zone

The competitors can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30, 40, 50, 60, 70 or 80 km/h between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

3) Exit of the control zone

- The end of a GPS speed control zone will be indicated on the road book by a box with a sign, described in the table with symbols.
 - 90 meters before the exit of the speed control zone will be considered a zone of tolerance as to avoid any arguments concerning the measuring of speed.
 - Competitors can reaccelerate from this point.
 - The exit point of the speed control zone is a compulsory point of passage. To validate the exit of the Zone, the competitor must pass at less than 30 meters (radius around the point).



19.2 Going through speed control zones

- 1) In areas defined as speed control zones, the speed of competitors is limited to 30, 40, 50, 60, 70 or 80 km/h.
- 2) If the local speed limit is lower, it applies. Also, it is the competitors' responsibility to adapt their speed to local population and traffic conditions.
- 3) Speed control zones will be indicated in the road book by the signs described in the table of symbols.



- 4) The presence or absence of signposts indication speed limits can on no account serve as an argument in case of dispute.
- 5) Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded.
- 6) The speeding in the speed control zones can be manually determined by means of a radar or automatically through evaluation the record of the GPS track log.
- 7) The driving time in the speed control zone is virtually divided in time periods of 5 seconds. Based on the GPS record an average speed over each time period of 5 seconds is calculated.
- 8) A tolerance of 10% is added to the average speed or to the radar measured speed to build the maximal allowed speed. The maximal allowed speed in the speed control zone is the base for determination of the speeding. An infringement occurs by exceeding the maximal allowed speed.
- 9) The penalty for speeding is 1 minute per 1 km/h over the maximal allowed speed in the speed control zones. If the competitors disagree with the infractions noted, they must make a written protest accompanied by the appropriate deposit, which they must then hand to the Rally Control Center within one hour after publishing the preliminary results.
- 10) By several infringements in one and the same speed control zone, penalized will be only once on the base of the highest recorded speed.
- 11) All repeated offense will result in a financial penalty and may go as far as exclusion at the Stewards decision.

Kind regards:

Alexander Kovatchev
Clerk of the Course