



## SUPPLEMENTARY REGULATIONS

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## **1. PROGRAM**

OPENING DATE OF ENTRIES : The 1st of October 2015

CLOSING DATE OF ENTRIES : The 1st of September 2016

WELCOME PARTY: 26<sup>th</sup> of November 2016 at 7.30PM

SCRUTINEERING : The 26th to the 27th of November from 09.00AM

OFFICIAL START : The 27th of November 2016 at 11.00AM with the shakedown

RALLY FINISHES : The 1st of December at approx. 5.00PM

RESULT PUBLICATION : The 1<sup>st</sup> of December at 7.00PM

PRIZE GIVING : The 1<sup>st</sup> of December at 7.30PM

OFFICIAL NOTICE BOARD : At Rally Headquarters

## **2. DEFINITION OF THE EVENT**

**2.1** Rêve d’Afrique SARL is the organizer of the 2016 “Rallye du Sénégal Historique” which is inscribed on the ASN events list.

**2.2** The event is organized in compliance with these Supplementary Regulations and Appendices which supersede all other regulations. All competitors undertake to comply with these Supplementary Regulations and subsequent amendments, by simple fact of their entry. Should an item not be covered by these Regulations then the FIA Appendix K for Historic Rallies applies.

**2.3** The Organizers have the right to cancel or postpone the event or any part thereof should circumstances arise which make such an action necessary.



## **3. ORGANISATION**

Name of the Rally : **Rally du Sénégal Historique**

### **3.1 Organizing Committee**

Chairman : Jean-André Collard

Event Director : Raphael Korea

Rally Managers : Valérie De Backer

Address of the Secretariat: same as in 2.1

Emai: [info@rallyedusenegal.com](mailto:info@rallyedusenegal.com)

Website: [www.rallyedusenegal.com](http://www.rallyedusenegal.com)

### **3.2 Officials of the Rally**

Clerk of the Course : Raphael Korea – Mbaye Thiom

Deputy Clerk of the Course : Valérie De Backer

Chief Scrutineer : Rahim Ly

Secretary of the Meeting : Valérie De Backer

Results Coordinator : José Bailly

Press Officer : Jean-André Collard

## **4. GENERAL CONDITIONS**

### **COMPETITORS ELIGIBILITY**

**4.1** Any person (Driver and Co-driver) holding an International Competition Licence issued in his country of origin or residence and a valid driving license is eligible to enter.

**4.2** All entrants from outside SENEGAL must have their entry form endorsed by their ASN if this is not waived by the issuance of the International Competition License itself.

**4.3** The first named driver on the Entry Form will be responsible for all liabilities and obligations both before and during the event.



**4.4** The Stewards of the Meeting have the absolute discretion to impose any penalty for incorrect, fraudulent or un-sporting behavior by any competitor or persons concerned with the entry.

**4.5** The Organizers reserve the right to decline any entry application, without giving any reason.

## **5. DESCRIPTION OF THE ROUTE**

**5.1** The Event will start and finish in Sindia at the Circuit de Dakar, and cover a total distance of Approximately 1.500 km. Most of the approximately 600 km of Special Stages will be on gravel roads.

**5.2** The Route will be described in a Road Book showing 'ball-arrow' and the prescribed route will be mandatory. Secret Passage Controls will be established to ensure compliance.

## **6. ELIGIBLE CARS AND CLASSES**

**6.1** All types of passenger motor Cars built before the 31st of December 1983 with not more than six seats (including Estate Car derivatives) may enter this event in the following classes:

Class 1 – Up to and including 2000cc

Class 2 – Up to and including 3000cc

Class 3 – Over 3000cc

4WD are not permitted in the Event.

Where a vehicle manufactured after the 31st of December 1983 is mechanically and bodily identical to that manufactured prior to this date its body will be considered eligible.

The onus is on the Competitor to prove the specification of the car is the same as that manufactured before the 31st of December 1983. More details are in Appendix B – Herein.

**6.2** All Cars and Vehicles must be licensed and insured for use on public roads. Any form of trade plate is not permitted.

**6.3** The Stewards reserve the right to exclude from the Event, at any time any Competitor who has breached civil law, traffic regulations and acted in any manner not conducive to the smooth running of the Event or has behaved in such manner as to bring it into disrepute. Such a decision is at the sole discretion of the Stewards and is not subject to appeal.

**6.4** It is the obligation of the Entrant / Crews to provide the homologation papers of the car entered and of its relevant date of manufacture and / or any other documentation required to prove the validity of any modification used on the car to show that it was from that period.

## **7. SCRUTINEERING - DOCUMENTATION**

**7.1** Scrutineering and Documentation will take place at pre-allocated times on the Rally Headquarters or at any other place nearby specified by a Bulletin.

**7.2** Rally Cars can be submitted to Scrutineering in absence of the Driver or Co-driver, by the Service Crew properly registered on the "Service Registration Form".

**7.3** The documents checked at Documentation will be:

- International Competition Licences
- normal Driving Licences
- Personal Accident Cover proof
- Car registration documents

## **8. ENTRY FORM - ENTRIES**

**8.1** Entries can be sent by post or e-mailed to the Rally secretariat at [organisation@rallyedusenegal.com](mailto:organisation@rallyedusenegal.com)

**8.2** Entries will be limited to a maximum of 35 cars.

If the entry is fully subscribed the organizers may allow entries on a reserve list. Permission for these reserve cars to run may only be granted by the organizers.

## **9. FEES**

**9.1** Rally Entry Fees + Accommodation+ car transport: **Euros 12.000,-**

The fee payment calendar is as follows and must be strictly adhered to:

- a) Upon application/registration : Euros 2.000,-
- c) By the 1st of June 2016 : Euros 5.000,-
- d) By the 1st of September 2016 : Euros 5000,-

**9.2** Entry application will only be accepted if accompanied by the registration fee of Euros 2.000,-.

Details of the bank and account for the transfer of entry fees are available on application.

**9.3** The Organizers may permit the change of a Crew from that nominated on the Entry Form at any time before the start, with the written permission of the Clerk of the Course.

**9.4** The Car nominated on the Entry Form may only be changed before the Event starts, with the permission of the Stewards.

**9.5** In the event a Competitor cancels his entry or does not pay the fees by the due dates the following calendar of refunds will apply:

- a) Application fee Euros 2.000,- non-refundable
- b) Withdrawal before the 1st of June 2016 – 100% of the fees already paid
- c) Withdrawal before the 1st of July 2016 – 70% of the fees paid
- d) Withdrawal before the 1st of August 2016 – 50% of Fees paid
- e) Withdrawal before the 1st of September 2016 – 20% of the fees paid
- f) After the 1st of September 2016 – no refund

If the Event is cancelled by the Organizers, entry fees paid will be refunded in full, minus the application fees of Euros 2.000,-.

**9.6** Rally Entry Fee - The entry fee will include the following:

- a) One twin bed hotel room for both driver and co-driver on a half board basis at the Start and Finish and all along the route from the 26<sup>th</sup> of November until the 1<sup>st</sup> of December included. Lunch for driver and co-driver during the rally.
- b) Four invitations to the Prize-Giving Party.
- c) An Event clothing pack for the driver and co-driver.
- d) Evacuation from the Rally route to a Hospital in Senegal for the duration of the Rally for the crew and the service crews.
- e) Transfers upon arrival and departure to and from Dakar Airport to the Rally Hotel for the crew.
- f) Transport by container of the rally car from Antwerp to the rally headquarter ([circuitdedakar.com](http://circuitdedakar.com)) and back to Antwerp after the rally.

g) A Customs Assistance will be provided to help clearing the rally cars and service vehicles with their tools, spare parts and rally tyres.

h) All the rally's plate, stickers.

i) A TRIPY GPS will be furnish during the rally. A deposit of 1.000 euros is asked and will be given back at the end of the event.

**9.7** Competitors are responsible for payment of any extras like drinks, telephone calls etc. at any of the evening stopovers and at the Rally hotel. Failure to pay these will result in exclusion from the Event.

**9.8** At a point when Competitors retires from the Event they relinquish all the rights and benefits of a competitor and are not eligible for any accommodation refund but may, if they wish to follow the Rally, use the accommodation around the Route which has been booked and paid for by the Organizers as per 9.7.

Note: The Organizers will not pay for any extra accommodation other than the planned Rally night stops as per 9.7. If a competitor retires and goes back to Dakar then he is responsible for the payment of any accommodation which has not been booked by the organizers.

## **10. INTERPERTATION OF THE REGULATIONS AND THEIR AMENDMENTS**

**10.1** The Organizers reserve the right to amend the present Regulations and the Rally Route depending on circumstances and these amendments will be announced by a dated and numbered Bulletin which will be deemed to be an appendix to these Regulations.

**10.2** Such Bulletins will be posted at the Rally headquarters and during the Event will be presented to Competitors who must acknowledge receipt by a signature. All Bulletins issued prior to the Event will be sent by e-mail to all Entrants and posted on the official website. Such notification is deemed to be an official posting of the Bulletins by Rally H.Q.

**10.3** The Clerk of the Course is responsible for the application of the Regulations during the running of the event

**10.4** The interpretation of these Regulations and the subsequent Bulletins will be the decision of the Stewards and will be final and binding.

# **11. ADVERTISING**

Organizer advertising is compulsory and must be attached to the points on the car as given on the Bulletin supplied at documentation. The stickers must not be cut or damaged in any way before attaching to the car.

**11.1** A space of 70 cm x 60 cm on the front doors of the car must be kept free for the Organizer supplied advertising and competition numbers.

The central part of the roof must also be kept free for the aerial identification Organizer supplied competition number 57 cm x 57 cm.

These must be removed or cancelled upon retirement from the Rally.

**11.2** The country of origin of the driver must be written on the roof, centrally above the windscreen.

**11.3** The Organizer's compulsory windscreen advertising must be placed at the top. It will be 12 cm high and cover the entire width.

# **12. GENERAL OBLIGATIONS**

**12.1** The wearing of helmets and Hans by both driver and co-driver is compulsory during all competitive sections.

FIA racing suits is strongly suggested by the organizer to the crew.

**12.2** Competition numbers must be removed or cancelled upon retirement from the rally.

**12.3** Reconnaissance is not permitted.

**12.4** The use of any form of pace notes or any form of directional notes, except as above in 11.3 not supplied by the Organizers is banned. Anyone found using such notes will be excluded from the Event.

**12.5** The number of tires permitted per rally car is free.

**12.6** Fuel: Only normal pump fuel (91 octanes) available in Senegal and at the Circuit de Dakar (Avgas) may be

used. Octane enhancers are permitted.

**12.7** Radio: VHF or HF radios are forbidden. Cellular and Satellite phone communication is permitted.



**12.8** A Car will not be allowed to start the Event unless it has on board:

- a) Two reflective red warning triangles.
- b) A suitable “Organizers approved” Medical Kit + a “cut seat belt”
- c) At least two 2kg capacity fire extinguishers.
- d) Garage plates are not permitted.

## **13. RUNNING OF THE RALLY**

Official time for the Rally will be GPS time.

### **13.1 Scrutineering**

**13.1.1** No car will be allowed to start if it failed at the Scrutineering by lack of compliance with the safety rules laid down in the present Regulations.

**13.1.2** The Scrutineers have absolute discretion to mark and seal components before and during the Event. Once these marks or seals have been affixed, it is the responsibility of the crew to ensure they are protected until after the Rally. Should marks or seals be missing, the car may be excluded.

It is the crew’s responsibility to make suitable holes in the engine block, chassis and components for the fitting of seals.

### **13.2 Road Book and Time Card**

**13.2.1** Each crew will receive a detailed Road Book with ‘ball-arrow’ diagrams providing the details of the mandatory Route to be followed.

**13.2.2** Each crew will also receive a GPS that will take the drawings and the Road Book track to follow. Use of this GPS by the crew will be mandatory for all competitive section and liaison. It is the responsibility of the crew to properly use this GPS because it controls the Check-points and the times of the crew in trials timed.

**13.2.3** At the start, each Competitor will be given a set of ‘Time Card Books’ where officials will enter the times of passage for each Time Control. The crew is solely responsible for the safe keeping of these books and the penalty for their loss may be exclusion. Amendments or corrections in these books may only be carried out by an official and may result in exclusion if not done so.

### **13.3 Overnight stops**

**13.3.1** There will be a “parc fermé” enforced at overnight stops, close to the Service Park. The Organizers will arrange an area for this “Parc Fermé”. There will be no penalty for early arrival.

**13.3.2** A member of a service crew wearing a “bracelet” with the Rally Car number may move the Car from the Holding Area into the Service Area and from the Service Area to the “Parc Fermé” but must ensure that all control procedures are completed with the Time Card.

### **13.4 Running of the event: Controls and Timing Penalties**

**13.4.1** The Route will be divided into 2 types of sections – road and competitive sections.

**13.4.2** FIA type signs will identify all controls.

**13.4.3** Stopping time at a Time Control must not be more than necessary for completing control operations. A Car that will not start in the control area must be pushed out immediately.

**13.4.4** The Car and crew must enter a Control in the right direction. Approaching the Control from any other direction will be considered as improper passage, resulting in a penalty. It is forbidden to reverse in a Control Area. Offenders will be reported to the Clerk of the Course.

**13.4.5** Controls will open 30 minutes before the first car’s Ideal Due Time and close 15 minutes after the last car’s Maximum Running Time. The Clerk of the Course retains the authority to modify these times by a Bulletin should the need arise.

Additionally, for safety reasons the Clerk of the Course retains the right to close the Start of any Competitive Section if it is deemed impossible to complete it before dark.

Any crew arriving at a control after their Maximum Running Time, or after the control has closed will be penalized.

**13.4.6** There will be no penalty for early arrival at the Final or Regroup controls of any day.

**13.4.7** Penalties for early and late arrival at any other control are as follows:

Road Sections 10 seconds per minute late

1 minute per minute early

Competitive Sections: The time taken, in Hours: minutes: seconds

**13.4.8** Passage Controls may be established to ensure mandatory passage and crews must get their card stamped by the controller or with an automatic electronic system (GPS). A missing (electronic)

stamp will entail a penalty.

**13.4.9 Holding Areas:** The Organizers will establish these at suitable locations along the Route and at the Final Control of each day. These holding areas will operate under “Parc Fermé” rules.

Cars will be held within these areas for an allocated “Target Time”.

These controls are not Regrouping Controls.

Holding Areas are established primarily to allow Service Vehicles to move forward along the Route and catch up at the end of the day.

At the end of the day, early check-out of a Holding Area is permitted without penalty if the service crews have arrived and are ready to work. The time out given must be the actual time out and not an intended time out.

Penalties for early or late arrival will be the same as for Road Sections.

A Car maybe pushed out of the holding area if required.

### **13.5 Service**

**13.5.1** Competitors may have a maximum of one Service Vehicle and one Management Vehicle which must be registered with the Organizers by filling out the “Service Registration Form” prior to Scrutineering. They will receive stickers to be identified. Competitors may nominate a maximum of three mechanics in these two vehicles.

They will be identified by the wrist bands supplied by the Organizers which they will have to wear permanently. Any other person of the service / management Vehicles may not carry out any form of work on the competing cars.

**13.5.2** The three nominated mechanics may only be transported in a registered Service and / or Management Vehicle.

**13.5.3** A Service Vehicles Road Book will be issued and Service Points will be announced before the start.

If the Car is in a Competitive Section the Service Vehicle may only travel in the same direction as the Rally.

The penalty for driving against rally traffic in a competitive section may go as far as exclusion of the competitor responsible for the service crew.

**13.5.4** Competitors may use incidental wayside service stations or garages and their staff, on the rally route.

**13.5.5** Competitors are deemed responsible for the actions and behavior of their service crew.

**13.5.6** Use of any other Vehicles:

Vehicles carrying family, well-wishers, and others are permitted to follow the Rally but they are not allowed to carry any spare parts or tires for the Competitors and neither are any persons from such vehicles allowed to work on the Car in any capacity (not even to clean the windscreen). They may only carry food and drink for the Competitors. If such a Vehicle is seen to be carrying spare parts, tires or any equipment the relevant competitor will be penalized.

**13.5.7** It is not permitted to use an additional vehicle like a truck to carry spare parts and tires during the event. All spares and tires required must be carried in the Service or Management Vehicles in the conditions defined in Article 13.

**13.5.8** Mechanics Identification

The Organizers will issue three wrist bands. These must be worn by the Mechanics working on the Rally Car at any time during the Rally.

**13.5.9** Service Zones

Each evening a "Service Zone" area will be created around the "Parc Fermé" and the Holding Area.

All cars entered in the event must be serviced and repaired within this Service Zone where a maximum of three hours is allowed for service. Early check-in is permitted (see also 13.3 and 13.4.9).

Non-compliance will be reported to the Stewards for action. Should any car need repairs which require outside equipment, the Entrant must make an application to the Clerk, or Deputy Clerk, of the Course for specific permission to remove the vehicle from the "Service Zone".

This must be obtained in writing.

**13.5.10** Retirement from the Rally

Upon retirement from the rally the Entrants registered Service Vehicle, Management Vehicle and three registered service crew members must also retire. They are not permitted to

continue the event to service others. The 3 service crew members must surrender their identification wrist bands to an official. It is permitted to change a Service Vehicle or mechanic with another still in the event with the approval in writing of the Clerk of the Course. Any infringement of this regulation will result in the application of penalties to the crew benefiting from the help of the retired crew and will be reported to the Stewards for further action.

### **13.6 Maximum Running Time and Missing of Sections or full Days**

The Maximum Running Time is calculated between 2 Time Controls which do not necessarily follow each other. It is given in the Time Itinerary. Any competitor exceeding this will be Out of Time Limit (OTL) and will suffer the related penalties (see Appendix A).

Competitors are permitted to miss Road, Service or competitive Sections to a maximum of 3 full days collectively or individually, with penalties and still re-join the rally. Competitor exceeding 4 days will not be classified.

### **13.7 Accidents**

However minor these must be reported to the Clerk of the Course.

### **13.8 Starting order**

The Organisers will establish the first starting order after the results of the check-down. The Daily starting order will be based on the results of the day before.

### **13.9 Course opening cars and sweepers**

The Organisers may provide a course opening car/or cars and a course sweeper, at their discretion.

### **13.10 Tie-breaker**

In the event of a tie the competitor having the fastest time on the first competitive section, and if the tie remains the fastest on the next competitive section, etc. will be declared the winner.

## **14. PENALTIES**

**14.1** Early check in 1 min per minute

**14.2** Late check in 10 seconds per minute

**14.3** Late arrival into "Parc Fermé" 10 seconds per minute

**14.4** Missing a Competitive Section : Time Itinerary + 30 minutes if the stage is less than 40kms, +45min if the stage is more than 40kms.

**14.5** Alteration to Time Card : Steward's Decision

**14.6** Speeding: 1st Offence: 1 minute

Speeding: 2nd Offence 5 minutes

Speeding: 3rd Offence 15 minutes or may Be Exclusion

**14.7** Entering a Control from the wrong direction As per 14.5

**14.8** Missing stamp or signature on a Time Card As per 14.5

**14.9** Loss of a Time or Scrutineering Card May be Exclusion

**14.10** Missing a whole day : as per 14.5

**14.11** Service infringement: 1st Offence 5 minutes

2nd Offence 10 minutes

3rd Offence May be exclusion

## **15. PROTESTS - APPEALS**

**15.1** Final results will be declared 30 minutes after the provisional results have been posted at the end of the rally. No query will be considered after the 30 minute period has expired.

**15.2** The Protest Fee is set at Euros 1.000,- payable, in cash (or equivalent amount in another currency) at the time of handing in the written protest to the Clerk of the Course. Protests can be handed in at any time during the rally.

**15.3** At the end of each day provisional results will be posted as soon as practicable on the Official Notice Board at the overnight halt. Any inquiry on the times of these results can be made in writing to the Clerk of the Course, preferably by the next evening.

## **16. PRIZES – AWARDS – PRIZE-GIVING**

Prize Giving will be held at a Gala Party on the same evening as the finish.

List of Awards

Overall Awards: 1st to 35th Trophies and Replicas

Class and FIA period Awards: 1st and 3rd in the classes and period

Finishers Awards: To all finishers

A Merit award will be given, at the Clerk of the Course's discretion, to a crew who may not even be a finisher.

## **APPENDIX A: TIMING SYSTEM**

### **1. TYPES OF SECTIONS**

**1.1 Road Sections:** A Road Section is defined as being between two Time Controls (TC) timed to the whole minute.

Target Times will be set for these sections. Penalties will apply for Arrival at the Time Controls both before or after the Required Time.

**1.2 Competitive Sections:** A Competitive Section is between a Competitive Start (CS) and the Competitive End (CE) timed to the second.

No Target times are given for Competitive Sections. The time penalty incurred is the time taken to complete the section in hours, minutes and seconds.

**1.3 Regroup:** At some points Regroup Controls will be set up. A Regroup will be between two Time Controls and is established to 'close up' the event. At a "Regroup IN" TC competitors will be given nominated times for the "Regroup OUT" TC.

As far as possible competitors will leave a "Regroup OUT" TC at 2 minute intervals.

The minimum time in a regroup will be 2 minutes.

### **2. CONTROLS**

**2.1** At a Time Control (TC) or a Competitive Start (CS) competitors will be permitted to enter the Control Zone during the period 59 seconds before the Required Time to 59 seconds after.

Competitor's times are taken when they enter the Control Zone i.e. both crew and their car have passed the Control Entry board. At the start line, after the countdown, a competitor must drive away from the line within 20 seconds or is excluded from the section.

Example: Due Time 12:40. A Competitor may enter at any time between 12:39:01 and 12:40:59.

Competitors are required to enter their intended check in time, in the space provided on their Time Card. If they enter the Control within the 59 seconds preceding the check in time the Controller will enter the intended time on the Time Card and hand it back to the Competitor on his due minute. If a Competitor enters the Control Zone earlier than the preceding 59 seconds, the Controller will enter the actual time displayed on his clock. It is the sole responsibility of a Competitor to ensure that the time entered on his Time Card is correct.

**2.2** At a Competitive End Control the Competitor's time is taken as he passes the Red Flying Finish Board. The recorded time will be marked on his Time Card at the CE control located 100 – 300 meters after the Flying Finish Board. Competitors are not allowed to stop between these two boards. The recorded time (hours and minutes ignoring the seconds) at the CE Control is also the Start Time for the next Road or Service Section.

**2.3** The interval between Competitors departing from a TC or CS will be 2 minutes, even if several competitors arrived on the same minute. Departure will always be in order of arrival.

**2.4** A Control Zone is the distance between the Yellow Clock Board and the crossed Beige Board.

A typical layout is as follows:

TC 0 08:00 Time Control – Start of Day

Target Time 15 minutes

TC 1 08:15 Time Control – End of Road or Service Section

2 minutes "Dead Time" are allowed between the TC and the CS

CS 1 08:17 Competitive Start

Time taken between the CS and the CE will be the time

recorded on the Time Card in hours: minutes: seconds

CE 1 08:40:26 Competitive End and Start of the next Road or Service section.

The start time for the Road or Service Section is the same as

the Competitive End time, (minus the seconds)

Target Time 01:00



TC 2 09:40 Time Control – End of Road or Service Section

2 minutes “Dead Time” are allowed between TC and the CS

Note: Dead time may, on occasion, exceed 2 minutes.

CS 2 09:42 Competitive Start

CE 2 11:42 Competitive End and Start of Road or Service Section

The Start time for the Road or Service Section is the same as the Competitive End time, minus the seconds.

TC 2 B 12:21 Time Control – “Regroup IN”

Competitors will be regrouped at this Control and they will depart from TC 2 C at consecutive 2 minute intervals after the first car departs at 12:41.

The TC 2 C “Regroup OUT” time will be allocated at TC 2 B.

TC 2 C 12:41 Early check in is allowed at TC 2 D, End of Day, without penalty.

Penalties for lateness will still apply.

TC 2 D 16:30 Time Control – End of Day - End of Road or Service Section

17/23

### **LATENESS**

If you are used to European Regulations you will find that ‘lateness’ regulations on this event are applied and expressed very differently. Please study this very carefully.

There are, effectively, two types of ‘lateness’:

**1) Lateness:** At the Start of Day and at a “Regroup OUT” TC it is expressed as “Lateness”. You are allowed 15 minutes lateness at these TC’s.

Example:

a) Your due Start Time is 06:45. Your actual Start Time is 06:59 therefore you have incurred 14 minutes Lateness penalty, but you are allowed to start.

b) Your due Start Time is 06:45. If you only arrive at the Start TC at 07:01, you have exceeded your

lateness and you are OTL (Out of Time Limit) and deemed not to have visited the control and so incur the set penalty which is missing the stage.

**2) Allowed Running Time:** For all other Sections there is a Target Time and an Allowed Running Time. Both these times are shown in the Time Itinerary. The Allowed Running Time will not necessarily be between consecutive Time and Competitive Controls; it may cover the distance between several Time and Competitive. Controls

Although 'lateness' is not mentioned anywhere it will be helpful for you to understand that an Allowed Running Time has been calculated by adding a period of 'lateness' to the time shown in the Itinerary (Sum of the related Target Times and Allowed Times) between the two appropriate Controls

**Dead Time:** The 3 minutes or more allowed between TC and CS, are not included in this calculation.

The following example shows the relationship between Itinerary Times and Allowed Running Time for a section between TC 3 and TC 6:

1st Car's due Time at TC 3 08:45

1st Car's due Time at TC 6 10:45

To be on time you should take 2 hours

Assuming Allowed Running Time between TC 3 and TC 6 is 4 hours.

Therefore your 'Lateness' allowance between TC 3 and TC 6 is in fact 2 hours and as such is Penalised.

If you exceed your Allowed Running Time, you are Out of Time Limit (OTL) and you are deemed to have missed the day and suffer the corresponding penalties.

Thus in the above example the Allowed Running Time expires at TC 6 and a new one starts there.

Allowed Running Times are not cumulative.

# APPENDIX B: TECHNICAL APPENDIX – VEHICLE REGULATIONS

## 1. TYPES OF CARS ALLOWED IN THE EVENT

Cars allowed to enter the Rallye du Sénégal 2016 are, any passenger vehicle manufactured before 31st December 1983.

Where a vehicle whose body was manufactured after the 31st of December 1983 but is mechanically and bodily identical to that manufactured prior to this date, it will be considered eligible.

The onus is on the competitor to prove that the specification of the vehicle is the same as that of the model built before 31st December 1983.

Where a modification was homologated on a vehicle within the period specified by the manufacturer it is the onus of the competitor to provide details of this homologation and/ or period evidence when requested.

It is the responsibility of the entrant/competitor to comply with these regulations and to show the Organizer that the vehicle complies.

Are admitted to the category “prototypes” , all the Group B and cars that have been modified or added surplus to the extent permitted by Annex K 2011. But without going beyond the following changes:

- **Engine:** Addition of oil radiators, without modification of the body.

No restrictions for carriers without changing the original locations.

- **Gearbox:** Free Reports, but retaining the original model covers.

No restrictions for carriers without changing the original locations.

Adding oil radiators, without modification of the body.

- **Suspension:** Reinforced anchor points and chapels dampers,

Springs and dampers free without changing the original fasteners points.

- **Brakes:** Replacing drums with discs (in compliance with the specifications of periods)

- **Exhaust:** Free.

- **Direction:** Free Report retaining the original principle.

- **Wheels and tires:** Free
- **Breakdown of the cockpit:** No modification of the body.
- **Passage of wheels:** interior modifications without modification wings origins or compliance period specification for that group (expander wings)
- **Windows:** Off the windshield, all glass parts can be polycarbonate minimum thickness of 5 mm.
- **Body:** No changes can be made to the hull or the original chassis.

The material of the doors and covers is free in respect of the form and the original dimension.

- **Fuel:** Compliance with Article 5.5 of Annex K 2011.

## **2. SAFETY REQUIREMENTS FOR ALL CARS**

**2.1** All cars in the rally must be fitted with a roll cage.

Specifications of the roll cages in FIA Appendix J are highly recommended.

The welding or bolting of cages and reinforcements to the suspension turrets are permitted.

**2.2** Cars must have a minimum of two hand held fire extinguishers, securely mounted and easily accessible by the crew, with a minimum total capacity of 2.4 liter AFFF or 2kg dry powder.

Extinguishers must have a visual method of checking the charge either by gauge or certified label.

**2.3** Cars must have a protective bulkhead of non-flammable material, between the engine and the crew compartment, capable of preventing the passage of fuel and flames in the case of an accident. They must also be fitted with a fireproof bulkhead between the fuel tank and the crew compartment capable of preventing the passage of flames and fluids.

**2.4** All fuel lines, connections and filler pipes must be enclosed within a liquid-proof metal tube or casing. Breathers and overflow pipes must be of metal or metal braided. Pipes carrying flammable or hot liquid passing through the passenger compartment must also be metal, metal covered or metal braided.

a) Sealed metal covers or containers must enclose oil tanks or expansion bottles located within the crew compartment.

b) Additional metal fuel containers are permitted provided they are not carried in the passenger compartment, and are securely fixed. They must be checked at Scrutineering.

c) All Cars must be fitted with circuit breakers which can isolate all electric circuits and stop the engine from both inside and outside the car. Switches must be clearly labelled with red arrows.

d) All Cars must be fitted with full harness seat belts to the current FIA standards.

**2.5** All cars must be fitted with laminated glass windscreens.

**2.6** The maximum fuel tank capacity is 120L.

If a tank is not the standard one as supplied by the manufacturer, then it must be an FIA approved safety fuel tank or one acceptable to the Chief Scrutineer.

A capacity of 100 Liters is recommended.

### **3. BODY MODIFICATIONS**

**3.1** The original bodywork, shape and materials cannot be changed other than the use of lightweight panels for doors, bonnets, boots, and wings provided the manufacturer homologated them before 31st December 1983.

Easing of the wheel arch to accommodate the wheel / tire size and type is not encouraged and individual cases must be authorized by the scrutineer.

**3.2** Extra air vents for the passenger compartment are allowed.

**3.3** Cars must have mud flaps of stout material, at least behind the rear wheels. They must cover the tyres and be a maximum of 7cms above the ground.

**3.4** For safety reasons, the glass in the doors, quarter lights and rear windows may be changed for plastic which must be homologated as per FIA Appendix K.13.2 This permits replacement with a clear rigid transparent material at least 5 mm thick, e.g. Lexan 400, Altuglas, Perspex.

**3.5** Animal catchers and 'roo' bars are permitted.

**3.6** Jump plates and jump straps or holders are permitted.

### **4. MECHANICAL MODIFICATIONS**

#### **4.1. Engine**

a) The engine must be that originally specified for the car by the manufacturer or an engine homologated as an option before the 31st of December 1983.

The cylinder block and head must be the same as originally fitted to the car. This means that the

engine may not be changed from the original model to another engine homologated at a date later than the car's year of manufacture unless this engine modification is a variant in the car's original homologation papers before 31st of December 1983.

Engine capacity is restricted to the manufacturer's specification for cars produced before the 31st of December 1983 or homologated as an option before that date.

Overbore beyond 60 thousandths of an inch (1.524mm) above the manufacturer's specification will not be allowed.

b) Camshafts must remain in their original location and number but their specifications are free.

Internal modifications to the engine are free.

c) The original carburetor may be replaced by another type but not by Fuel Injection unless it was the manufacturer's original specification or was available as an option for the car before the 31st of December 1983. This also applies the other way from fuel injection to Carburetors.

Carburetors and Manifolds are free.

d) Oil coolers may be added within the bodywork, but not protrude the car's silhouette.

e) The mechanical method of coil discharge triggering within a distributor i.e. points and condenser may be changed and converted to an electronic one. The original distributor housing may be changed but the distributor must retain its original function and location.

f) Electronic ignition conversions that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.

g) The following are not permitted, unless the Homologation Papers show them or provable Period use exists.

- The use of additional O2 or  $\lambda$  sensors in/on the engine, air intake, exhaust systems or manifolds.

- The use of electronic ignition systems that can be altered, either manually or electronically whilst the car is moving.

The use of any electronic component that can or could collect, transmit or store information or data regarding the engines performance. (Components as fitted by the organizers are obviously permitted)

h) It is permitted that locations for sensors / components will be installed to aid diagnostics during

service. However these sensors / components must be removed and blank plugs fitted when the car is not being serviced.

#### **4.2 Miscellaneous**

a) The gearbox casing and number of gears must be those specified and fitted to the car before the 31st of December 1975 or those, which have been homologated for competition before that date. Gearbox ratios and gear material types are free. The bell housing may be substituted or modified. Gearbox and differential oil coolers are permitted provided that they are housed within the original bodywork and do not change the original profile of the car.

b) Axles, axle ratios and axle mountings (on the axle side and not on the body side) are free and may be fitted with limited slip differentials. All mounting positions onto the body must be as per the standard car or homologation papers. The mounting bolt sizes and form of attachment (rubber bush or uniball) is free. Period evidence with photos may be accepted by the Scrutineer on request.

c) Brakes are free and maybe changed from drums to metal disks. Carbon fibre or other composite brakes are not permitted.

d) Exhaust systems are free.

e) Protection guards for gearboxes and differentials are permitted and recommended.

#### **5. SUSPENSION**

**5.1** The general layout, including the mounting location points, must be as the original in shape and design. The shock absorber or strut fixations must be in the same locations as on the original car. This must be supported with photos from the standard car and/or homologation papers from the period.

**5.2** Front stub axles and hubs must remain as designed in the period. The material of the stub axles may be changed but not the design and size. The mounting of the suspension to the hub may be modified, but must be approved by the Scrutineer and such modification must not increase the suspension travel.

**5.3** However due to the nature of the event the strengthening of pressed steel suspension

components is permitted but they must follow the original profile of the component. Original components may not be replaced with alternative parts (tubular frame parts).

**5.4** Springs and shock absorbers are free; however the type of spring (e.g. leaf or coil) must be as original.

**5.5** Sway bars may be added or increased in size and check straps for extension are permitted.

**5.6** Twin shock absorbers are not permitted for vehicles below a gross weight of 1 700 kg. This weight must be that of the car with only the 2 spare wheels, without drivers and no extra items in the vehicle.

The Organisers will arrange to have the cars using twin shock absorbers weighed at Scrutineering.

## **6. WEIGHT**

The weight of the car must not be less than the weight of the production car and or that on the homologation papers.

## **7. SPARE WHEELS**

A second spare wheel is permitted in the car or outside the car. Not half way between.

Mounting it outside the car on special brackets is allowed, but must be deemed safe by the Scrutineer and must not protrude from the body of the car.

Wheels and tires size maybe changed.

Tires deemed by the organizers, due to size or construction, not to be “within the spirit of the event” will not be permitted (see also art. 12.5).

# **ANNEXE C : ADVERTISING**

1. Location of Compulsory stickers and their position on the rally car.
2. The Bonnet and Boot Plate are compulsory.