# FEDERATION OF MOTORSPORTS CLUBS OF UGANDA (FMU)

# 2026 NATIONAL COMPETITION RULES

MEMBER OF

**These 2026 National Competition Rules (NCRs) were drafted by the FMU Sporting Commission and ratified by the FMU Executive Committee.**

**Any alterations to these rules will be made by means of bulletin.**

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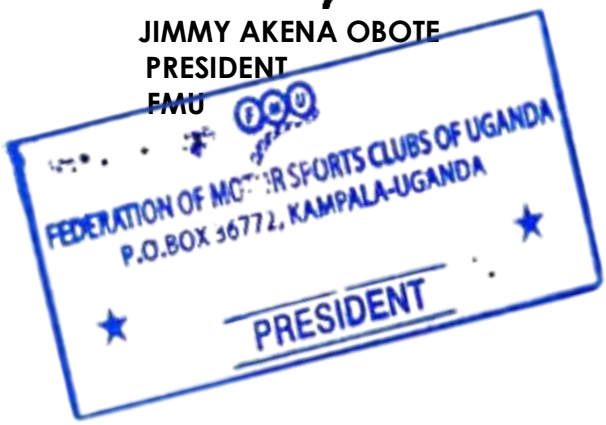
| **FMU SPORTING COMMISSION** | **FMU** |

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   CC Secretary: Davis Wabusa

2. **Uganda Motor Club (UMC)**
   President: Paul Balitema
   CC Secretary: Chris Lubega

3. **Southern Motor Club (SMC)**
   President: Godfrey Mayanja
   CC: Jamil L. Mucakaze (Rally)
   CC: George Ssemakula (Motorcycling)

4. **Eastern Motor Club (EMC)**
   President: Kees J Kagolo
   CC: Ashraf Sajjabbi

5. **United Motor Sport Club (UMOSPOC)**
   President: Johnson Were
   CC: Charles Ssemengo

6. **MPU – Motorsport Club (MPUC)**
   President: Paul Azirao
   CC: Bwanika Vincent

7. **Central Motor Club (CMC)**
   President: Shyam Kotecha
   CC: Alfred Mutanda

8. **Mbarara Motor Club (MMC)**
   Odeon Tumwebaze
   Didas Mastiko
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   General Secretary – Peter Kigozi
   CC: Sharif Galiwango (Motorcycle)
   CC: Ssegingo Rashid (Rally)

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    President: Paul Kayigwa
    CC: Denise Balidawa

11. **Speedway Motor Club (SMOC)**
    President: Abdul Kateete
    CC: Noella Blick

12. **Formula One Association Uganda (F1UG)**
    President: Raymond Mugisha
    CC: Emmanuel Watenga

13. **Uganda Bikers Association (UBA)**
    President: Angel Semukutu

14. **Uganda Motorsport Marshals Association (UMMA)**
    President: Vincent Jjemba
    CC: Patrick Kiyega

15. **Uganda Motor Sport Safety Marshals Association (UMSSMA)**
    President: Ronald Batalaze
    CC Secretary: Hellen Bukenya

## CONTENTS

**INTRODUCTION OF THE CODE**

1.1 INTERNATIONAL REGULATIONS OF MOTOR SPORT
1.2 INTERNATIONAL SPORTING CODE
1.3 ACQUAINTANCE WITH AND SUBMISSION TO THE REGULATIONS
1.4 NATIONAL CONTROL OF MOTOR SPORT
1.5 NATIONAL COMPETITION RULES/ FMU NATIONAL SPORTING CODE
1.6 DELEGATION OF SPORTING POWER
1.7 WITHDRAWAL OF DELEGATION
1.8 PRESS STATEMENTS AND E-MAIL CIRCULATIONS
1.9 PENALTIES
2.0 SCALE OF PENALTIES
2.1 ABUSE & CHILD PROTECTION POLICY

**1. GENERAL CONDITIONS**
1.1 APPLICATION
1.2 OFFICIAL LANGUAGE
1.3 INTERPRETATION
1.4 DATE OF APPLICATION

**2. DEFINITIONS**
2.1 BEGINNING OF THE RALLY
2.2 BULLETIN
2.3 COMMUNICATION
2.4 CONTROL ZONES
2.5 CREW
2.6 DECISION
2.7 FIA
2.8 END OF THE RALLY
2.9 LEG
2.10 MEDIA ZONE
2.11 NEUTRALISATION
2.12 NOTIFICATION
2.13 PARC FERMÉ
2.14 PROHIBITED SERVICE
2.15 RECONNAISSANCE
2.16 RECONNAISSANCE TIMETABLE
2.17 REGROUP
2.18 ROAD SECTION
2.19 SECTION OF THE RALLY
2.20 SERVICE
2.21 SPECIAL STAGE
2.22 SUPER SPECIAL STAGE
2.23 TEAM
2.24 TIME CARD
2.25 TECHNICAL ZONE
2.26 WAIVER
2.27 YELLOW CARD
2.28 BLUE CARD

**CHAMPIONSHIPS & POINTS**
3. CHAMPIONSHIP REQUIREMENTS
3.1 ATTRIBUTION OF CHAMPIONSHIP POINTS
3.2 NUMBER OF RESULTS FOR THE FINAL
4 CHAMPIONSHIPS AND TITLES
5 CHAMPIONSHIPS ON TWO WHEELS
6 SUPPORT CHAMPIONSHIPS
7 SPECIFIC REGULATIONS FOR CHAMPIONSHIPS
7.1 DIVISION TITLES
7.2 2-WHEEL DRIVE CHAMPIONSHIP
7.3 TEAM CHAMPIONSHIP
7.4 CLUB MAN RALLY CHAMPIONSHIP (CRC)
7.5 FMU SPRINT CHAMPIONSHIP
7.6 AUTOCROSS CHAMPIONSHIP

**CHAMPIONSHIP CLASSIFICATION**
8. DEAD HEAT IN A CHAMPIONSHIP
8.1 DRIVERS AND CO-DRIVERS
9. CRITERIA FOR PRIORITY DRIVERS
9.1 FIA PRIORITY DRIVERS
9.2 REPOSITIONING OF PRIORITY DRIVERS
10. RALLY CHARACTERISTICS
10.1 RALLY CONFIGURATION
10.2 PROGRAMMES FOR THE RALLIES
10.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

**OFFICIALS**
11. OFFICIALS AND DELEGATES
11.1 STEWARDS
11.2 FIA DELEGATES
11.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

**ELIGIBLE CARS**
12. CARS ELIGIBLE TO ENTER FIA REGIONAL CHAMPIONSHIP

**RALLIES**
12.1 CLASSES OF CARS
12.2 ADDITIONAL PROVISIONS
12.3 NATIONAL/REGIONAL CARS

**TYRES AND WHEELS**
13. GENERAL
13.1 F OR ALL TYPES OF CARS AND ALL COMPETITORS
13.7 CONTROL
13.8 TYRE MARKING / CONTROL ZONES
13.9 ROAD SECTIONS
13.10 TYRE PRESSURE ADJUSTMENT
13.11 TYRE PRESSURE AND TEMPERATURE SENSORS
13.12 SPARE WHEELS
13.13 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT
13.14 AVAILABILITY OF TYRES
15. TYRE QUANTITIES

**MECHANICAL COMPONENTS**
16. MECHANICAL COMPONENTS
16.1 ENGINE REPLACEMENT
16.2 TURBOCHARGERS
16.3 TRANSMISSIONS
18. ADDITIONAL CAR REQUIREMENTS
18.1 ON-BOARD CAMERAS
18.2 TRACKING SYSTEM

18.3 NOISE LEVEL IN THE SPECIAL STAGES

**STANDARD DOCUMENTS AND FMU VISA**
19. FIA STANDARDISED DOCUMENTS
19.1 GENERAL
19.2 ROAD BOOK/ITINERARY
19.3 TIME CARDS
20. ISSUING OF AN FMU VISA

**INSURANCE**
21. INSURANCE COVER
21.1 DESCRIPTION OF INSURANCE COVER
21.2 PUBLIC LIABILITY COVER
21.3 EXCLUSION OF COVER

**ENTRIES**
22. ENTRY PROCEDURE
22.1 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)
22.2 AMENDMENTS ON THE ENTRY FORM
22.3 ASN AUTHORISATIONS
22.4 CHANGE OF COMPETITOR AND/OR

**CREW MEMBER(S)**
22.5 COMPETITORS' AND CREW MEMBERS'

**UNDERTAKINGS**
23. ENTRY CLOSING DATES
23.1 RESPECT OF CLOSING DATES FOR ENTRIES
23.2 ENTRY CLOSING DATES
24. ENTRY FEES
24.1 ACCEPTANCE OF ENTRY FORM
24.2 REFUND OF ENTRY FEES
24.3 PARTIAL REFUND OF ENTRY FEES
25. CLASSES
25.1 CHANGE OF CLASS ENTERED

**CAR IDENTIFICATION**
27. COMPETITION NUMBERS
27.1 GENERAL
27.2 FRONT DOOR PANELS
27.3 REAR WINDOW
27.4 SIDE WINDOWS
27.5 ROOF PANEL
27.6 FRONT PLATE
28. DRIVER'S AND CO-DRIVER'S NAMES
28.1 REAR SIDE WINDOWS
28.2 DOOR PLATES / COMPETITION NUMBERS / DRIVERS' NAMES
29. ADVERTISING
29.4 ORGANISER'S OPTIONAL ADVERTISING
29.5 CHAMPIONSHIPS IDENTIFICATION AND ADVERTISING

**ADMINISTRATIVE CHECKS AND SCRUTINEERING**
30. ADMINISTRATIVE CHECKS
30.1 TIME SCHEDULE
30.2 DOCUMENTS REQUIRED
31. SCRUTINEERING BEFORE THE START OF THE COMPETITION ELEMENT OF THE RALLY
31.1 GENERAL
31.2 TIMETABLE
32. CHECKS DURING THE RALLY
32.1 ADDITIONAL CHECKS
32.2 RESPONSIBILITY OF THE COMPETITOR
33. FINAL CHECKS
33.1 FINAL PARC FERMÉ
33.2 SELECTION OF CARS
33.3 HOMOLOGATION FORM

**DRIVING CONDUCT**
34. BEHAVIOUR
34.1 GENERAL RULES
34.2 DURING RECONNAISSANCE AND/OR SHAKEDOWN ROAD SECTIONS
34.3 EXCESSIVE SPEED DURING THE RALLY / TRAFFIC LAWS

**RECONNAISSANCE**
35. RECONNAISSANCE
35.1 RECONNAISSANCE CARS
35.2 TYRES FOR RECONNAISSANCE CARS
35.3 RESTRICTION OF RECONNAISSANCE
35.4 RUNNING OF RECONNAISSANCE

**SHAKEDOWN**
36. SHAKEDOWN REQUIREMENTS
36.1 GENERAL
36.2 RUNNING OF SHAKEDOWN
36.3 DISCLAIMER
36.4 TECHNICAL REQUIREMENTS
36.5 BREAKDOWN DURING SHAKEDOWN
36.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD
36.7 SERVICE DURING SHAKEDOWN
37. FREE PRACTICE / QUALIFYING

**STARTS AND RE-STARTS**
39. CEREMONIAL START
40. RALLY START
40.1 START AREA
40.2 MAXIMUM LATENESS AT A START
41. START ORDER AND INTERVALS
41.1 REVISED START ORDER

**REQUIREMENT**
41.2 REPOSITIONING OF DRIVERS
41.3 START ORDER LEG 1
41.4 START ORDER FOR SUBSEQUENT LEGS
41.5 START INTERVAL

**CONTROLS**
42. CONTROLS – GENERAL REQUIREMENTS
42.1 SIGNAGE OF CONTROLS AND ZONES
42.2 PROTECTIVE BARRIERS
42.3 STOPPING TIME IN CONTROL AREAS
42.4 READINESS TO WORK
42.5 SEQUENCE OF CONTROLS AND DIRECTION
42.6 MARSHALS' INSTRUCTIONS
42.7 MEDIA ZONES (WHEN APPLICABLE)
42.8 ON-BOARD CAMERA DATA EXCHANGE AND

**CAMERA MAINTENANCE POINTS**
43. PASSAGE CONTROLS
44. TIME CONTROLS
44.1 OPERATION

44.2 CHECK-IN PROCEDURE
44.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE
44.4 TYRE WARMING ZONE (TWZ)
45. MAXIMUM PERMITTED LATENESS
45.2 EARLY ARRIVAL
45.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS
46. REGROUPING CONTROLS
46.1 PROCEDURE AT A REGROUP
46.2 EXIT FROM A REGROUP

**SPECIAL STAGES**
47. GENERAL
47.1 TIMING
48. SPECIAL STAGE START
48.1 START POINT
48.2 START PROCEDURE
48.3 MANUAL START PROCEDURE
48.4 DELAYED START THROUGH FAULT OF CREW
48.5 DELAY OF A SPECIAL STAGE
48.6 FALSE START
49. SPECIAL STAGE FINISH
49.1 FINISH LINE
49.2 STOP POINT
50. POWER STAGE
51. SUPER SPECIAL STAGES
51.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE
51.2 RUNNING OF A SUPER SPECIAL STAGE
51.3 SAFETY
52. INTERRUPTION OF A SPECIAL STAGE
53. COMPETITOR SAFETY
53.1 EQUIPMENT OF THE CREWS
53.2 EQUIPMENT OF THE CARS
53.3 INCIDENT ON A SPECIAL STAGE
53.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER
53.5 USE OF RED FLAGS
54. RE-START AFTER RETIREMENT
54.1 GENERAL
54.2 PENALTIES
55. REPAIRS PRIOR TO A RE-START
55.1 SERVICE LOCATION AND TIME ALLOWED
55.2 SCRUTINEERING OF REPAIRED CARS

**SERVICE**
56. SERVICING – GENERAL CONDITIONS
56.1 PERFORMING OF SERVICE
56.2 TEAM PERSONNEL & SERVICE RESTRICTIONS
57. SERVICE PARKS
57.1 GENERAL
57.2 SERVICE PARK SCHEDULES
57.3 SERVICE PARK IDENTIFICATION
57.4 SPEED INSIDE SERVICE PARKS
57.5 EXTERNAL ASSISTANCE
57.6 LAYOUT OF SERVICE PARKS
58. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICEPARK
59. FLEXI-SERVICE
59.1 GENERAL
59.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES
60. REMOTE SERVICE AREAS (RSA)
60.1 GENERAL
60.2 NUMBER OF TEAM PERSONNEL
60.3 ELIGIBLE EQUIPMENT AND TOOLS
60.4 REMOTE SERVICE AREAS VEHICLE PASS
60.5 TYRE FITTING AREA (TFA)

**FUEL – REFUELLING**
61. REFUELLING AND PROCEDURES
61.1 LOCATION
61.2 PROCEDURE IN REFUELLING AREAS
61.3 PROCEDURE AT COMMERCIAL FILLING STATIONS
62. FUEL USE

**PARC FERME**
63. RULES OF PARC FERME
63.1 APPLICATION
63.2 PERSONNEL ALLOWED IN THE PARC FERMÉ
63.3 PUSHING A CAR IN THE PARC FERMÉ
63.4 CAR COVERS
63.5 REPAIRS IN PARC FERME
63.6 FUEL CUT-OFF SYSTEM ACTIVATION
63.7 PARC FERME AFTER THE END OF THE RALLY

**RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY**
64. RALLY RESULTS
64.1 ESTABLISHING RESULTS
64.2 PUBLICATION OF RESULTS
64.3 DEAD HEAT IN A LEG OR CHAMPIONSHIP RALLY
64.4 PROMOTION OF RESULTS
65. PROTESTS AND APPEALS
65.1 LODGING A PROTEST OR APPEAL
65.2 PROTEST DEPOSIT
65.3 ADDITIONAL DEPOSIT
65.4 APPEALS
66. RALLY PRIZE GIVING
66.1 PODIUM CEREMONY
66.2 PRIZE GIVING
67. ANNUAL FIA PRIZE-GIVING
67.1 ATTENDANCE REQUIREMENTS
67.2 ABSENCE

**APPENDIX I - CONTROL SIGNS**
1. CONTROL ZONES
2. FIA STANDARD SIGN BOARDS

**APPENDIX II - STANDARD DOCUMENTS**
1. SUPPLEMENTARY REGULATIONS
2. BULLETINS
3. RALLY GUIDE
4. EXAMPLES OF LAYOUT OF ITINERARY
5. ROAD BOOK
6. STANDARD FIA TIME CARDS
7. STANDARD ENTRY FORM
8. ENTRY LISTS
9. START LISTS & RALLY RESULTS
10. MEDIA SAFETY BOOK

**APPENDIX III — SAFETY**

**APPENDIX IV - PODIUM CEREMONY**
1. REQUIREMENTS
2. PROCEDURE (CONTROLLED BY THE MASTER OF CEREMONY)

~~**APPENDIX V — HOMOLOGATION OF TYRES**~~
~~A. TARMAC TYRE REGULATIONS~~
~~B. WET TARMAC TYRE REGULATIONS~~
~~C. SNOW TYRE REGULATIONS~~
~~D. GRAVEL TYRE REGULATIONS~~

**SPECIFICATIONS**
**APPENDIX E: ENVIRONMENT**
**APPENDIX F: DOCUMENTATION PROGRAM**
**APPENDIX M: MEDICAL**
**APPENDIX R: FEES**
**APPENDIX T: LICENCES**

**APPENDIX XX: ORGANISATIONAL REQUIREMENT**

## INTRODUCTION TO THE CODE

### ARTICLE 1.1 INTERNATIONAL REGULATIONS OF MOTOR SPORT

1.1.1 The FIA shall be the sole international sporting authority entitled to make and enforce regulations based on the fundamental principles of safety and sporting fairness, for the encouragement and control of automobile Competitions, and to organise FIA International Championships.

1.1.2 The FIA shall be the final international court of appeal for the settlement of disputes arising therefrom; it being acknowledged that the Fédération Internationale de Motocyclisme shall exercise the same powers insofar as vehicles with one, two and three wheels are concerned.

1.1.3 To the fullest extent permitted by applicable law, neither the FIA (and in this case FMU) nor any of its officers, agents, employees, directors or officials shall be liable to any other party for any claim, cost, damage or loss resulting from any action, decision or omission by the FIA (FMU) and/or its officers, agents, employees, directors or officials in connection with their duties, except for willful misconduct or fraud.

### ARTICLE 1.2 INTERNATIONAL SPORTING CODE

1.2.1 So that the above powers may be exercised in a fair and equitable manner the FIA has drawn up the International Sporting Code, which includes all appendices thereto.

1.2.2 The purpose of the Code is to regulate, encourage and facilitate motor sport.

1.2.3 It will never be enforced so as to prevent or impede a Competition or the participation of a Competitor, save where the FIA concludes that this is necessary for the safe, fair or orderly conduct of motor sport.

### ARTICLE 1.3 ACQUAINTANCE WITH AND SUBMISSION TO THE REGULATIONS

1.3.1 Any person, or group of persons, organising a Competition or taking part therein:

a) Shall be deemed to be acquainted with the statutes and regulations of the FIA and the national regulations (FMU Constitution, Bylaws & Standing Orders, NCRs, National Code of Conduct and general statutes governing the Sport in Uganda)

b) Shall undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom.

1.3.2 In case of non-compliance with these provisions, any person or group which organises a Competition or takes part therein, may have the Licence which has been issued to them withdrawn, and any manufacturer may be excluded from the FIA Championships on a temporary or permanent basis. The FIA and/or the ASN will state reasons for its decisions.

1.3.3 If an Automobile is found not to comply with the applicable technical regulations, it shall be no defence to claim that no performance advantage was obtained.

### ARTICLE 1.4 NATIONAL CONTROL OF MOTOR SPORT

1.4.1 The Federation of Motorsports Clubs of Uganda is the sole recognized by the FIA, FIM (FIM-Africa), CIK and the National Council of Sports (NCS) as sole national regulator of all motorized sport of land vehicles on one wheel, two wheels, three wheels and four wheels (or as such multiple wheels) with sporting power for the enforcement of the Code and control of motor sport throughout its territory placed under the authority of its own country and jurisdictions.

### ARTICLE 1.5 NATIONAL COMPETITION RULES/ FMU NATIONAL SPORTING CODE

1.5.1 In order that the above FIA, CIK and FIM delegated powers may be exercised in a fair and equitable manner, the FMU, through its Competitions' Committee and Sporting Commission has drawn up a set of rules to be known as the National Competition Rules (NCRs)/FMU National Sporting Code, which conform to the codes of FIA and FIM. Appendices to the NCR's shall be published by the FMU Sporting Commission and shall have the force of the NCR. All FMU Member Clubs and licence holders are obliged to own a copy of the NCR's,

Appendices and any subsequent changes to them which the Secretariat will have uploaded in electronic version on the FMU Website (www.motorsportuganda.com) and other media handles.

1.5.2 The NCRs and Appendices shall govern all competition meetings and sporting events (or otherwise any FMU regulated activities) organized with the approval of the FMU. They may be amended by means of official bulletins issued by the FMU Sporting Commission and any amendments so published shall have the force of the NCR's. Should a case not be covered (or fundamentally inconsistent) by these NCR's then the FIA/CIK/FIM rules and FIA/FIM General Prescriptions will apply.

**ARTICLE 1.6 DELEGATION OF SPORTING POWER**

1.6.1 All events belong to FMU and approval for the organization of an event is reserved for FMU affiliated Motor Clubs (Recognised Clubs) who have undertaken to abide by these NCR's and are fully complaint with the requirements for recognition under the FMU Constitution including but not limited to the mandatory fees for subscription and inscription.

1.6.2 FMU in addition to recognized clubs, may delegate the whole or part of the organising powers to other bodies as may be deemed fit for the promotion and development of the sport with the approval of the Executive who shall have the power of ratification of the Calendar.

1.6.3 The organizer shall be issued with a Certificate of No Objection and the relevant ***Organising Permit.***

**ARTICLE 1.7 WITHDRAWAL OF DELEGATION**

1.7.1 FMU may withdraw the delegation of its powers from the Club or Body at its own discretion over but not limited to organizational misconduct, non-compliance to the regulations and statutes, bringing the sport into disrepute or any breach of existing contracts and expected standards by the delegated organizer be it in the previous activity organized or an ongoing activity being organized.
1.7.2 For Club organisers, FMU may be guided by the principle of relegation and advice from the Sporting Commission in allocation and delegation of organizing rights where applicable.

**ARTICLE 1.8 PRESS STATEMENTS AND E-MAIL CIRCULATIONS**

1.8.1 Motor sport throughout the world is governed by the FIA and FIM under their respective International Sporting Codes. Uganda is bound by these Codes, and FMU is both responsible for upholding and enforcing these Codes, and anyone who organizes or takes part in any motor sport event in Uganda submits to these Codes. One of the cardinals of these Codes forbids any action which is prejudicial to the interest of motor sports. The weight of this rule is indicated by the penalties for breaching it: suspension and or fine up to 50,000 US Dollars (or its prevailing in Uganda Shillings equivalent). Among the actions that constitute a breach of the Code are baseless, racial and defamatory attacks on the motor sport establishments or FMU through the Press and any media including social media.

1.8.2 Traditional Media and/or Social Media should not be used to make disparaging or negative remarks about competitors, officials, volunteers, event organisers, promoters or FMU and the Sport in general. There can be serious consequences for misuse of the media. Officials, Competitors, Volunteers and proxies/representatives connected to them (including family members) should desist from behavior that puts the sport into disrepute. If anyone has an issue that needs resolving, there are advised to use the existing appropriate channels.

**ARTICLE 1.9 PENALTIES**

Any breach of the Code, of the National Competition Rules or their appendices, or of any Supplementary Regulations committed by any organizer, official, competitor, driver, or other person or organization may be penalized or fined. Penalties or fines may be inflicted by the Jury or Stewards and FMU. The decision of the Jury / Stewards becomes immediately binding notwithstanding an appeal if it concerns questions of safety or of irregularity of entry by a competitor entering an event. Nevertheless, as a safeguard, if a competitor appeals, excluding the cases cited above (safety, irregularity of entry), the penalty will be suspended, without however the competitor, rider and the driver being able to take part in the prize-giving or the podium ceremony, nor can they appear in the final official classification of the event, in any place other than that resulting from the application of the penalty, unless they have won their appeal before the appeal courts and their rights have then been reestablished. Penalties of riding, driving through or stopping in pit lanes are not susceptible to appeal. In matters relating to the fight against doping, the sanctions mentioned in the anti-doping regulations set out in the Anti-Doping Code and The Code Chapter 2, Article 4 of Appendix L shall be applied. As well as this and independently of the prescriptions of the following Articles, FMU may, upon the proposal and report of the FMU

Observer or the joint report of the two Stewards of the meeting or Jury members designated by FMU, directly inflict a penalty which will take the place of any penalty which the Jury or Stewards of the meeting may have pronounced on any one of the abovementioned parties. In this case, the Club concerned cannot refuse to appeal on behalf of the party concerned. Also, the Stewards in FMU Championships may decide the following penalties applicable to the riders, competitors or to the drivers: suspension for one or more events, fine, withdrawal of Championship points. Points should not be deducted separately from riders and drivers, save in exceptional circumstances. These penalties may, where applicable, be cumulated or applied with suspension of sentence.

**ARTICLE 2.0 SCALE OF PENALTIES**

2.1 Penalties may be inflicted as follows in order of increasing severity:

- Reprimand (blame)
- Warning
- Fines
- Obligation to accomplish some work in the interest of motorsport
- Time penalty
- Exclusion
- Suspension (of competitor/official's licence)
- Disqualification

2.2 **Time penalty** means a penalty expressed in minutes and/or seconds. Any one of the above penalties can only be inflicted after an enquiry has been held and, in case of one of the last three, the concerned party must be summoned to give them the opportunity of presenting their defense. A penalty consisting of the withdrawal of points over the whole of the Championship may be imposed by the FMU Sporting Commission.

2.3 **Fines:** A fine may be inflicted on any competitor, and also on any rider, driver, assistant or passenger, and official who does not comply with the requirements of any of the FMU Regulations or with any instruction of the officials of the meeting (see The Code Article 132). The infliction of a fine may be ordered by FMU Competitions Committee or by the Jury or Stewards of the meeting or other Judicial body of FMU. However, when these fines are inflicted by the Jury or Stewards they may not exceed a certain sum which will be set each year by FMU (Appendix 'R'). Furthermore, they will have to be inflicted in accordance with a collective decision of all the Jury or Stewards and not by only one of them. The Maximum fine given by an organ of the Federation (Jury/Stewards, Competitions Committee, National Court of Appeal is set in Appendix R).

**2.3.1 Time limit for payment of fines**: Fines shall be paid at the earliest upon notification and in all cases before the commencement of the prevailing or next Jury or Stewards meeting. Any delay in making payment may entail the omission of the rider or crew from the final classifications or suspension during the period a fine remains unpaid. The proceeds from fines shall be used as FMU deems fit. This same text will be applied for national fines.

**ARTICLE 2.1: ABUSE & CHILD PROTECTION POLICY**

2.1 The FMU policy statement on child protection is as follows:

The child's welfare is paramount
All children whatever their age, culture, disability, gender, language, racial origin,
religious belief and/or identity, have the right to protection from abuse. All suspicions and allegations of inappropriate behavior will be taken seriously and responded to swiftly and appropriately.
Anyone under the age of 18 years should be considered as a child for the purposes of this document.

2.2 Abuse
The FMU will not tolerate any form of abuse or aggression towards any gender, officials, marshals, spectators, and competitors.

## GENERAL PRINCIPLES

### 1 GENERAL CONDITIONS

FMU organises Rally Championships which are the property of FMU. The word "Championships" automatically includes the FMU Rally Championships. All FMU Championships are governed by this National Sporting Code and its appendices (the National Code), the FIA International Sporting Code (the Code) and event Supplementary regulations which consist of articles applicable to one or more of the specific Championships.

### 1.1 APPLICATION

**1.1.1** All drivers, competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the National Code, the applicable Technical Regulations, the present Sporting Regulations, and the supplementary regulations of each rally.
For the purposes of the current Sporting Regulations, the championship promoters or any suppliers connected with competitive cars are considered to be rally participants in accordance with Art. 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them, and abide by the decisions of FMU.

**1.1.2** Only FMU may grant waivers to these regulations.

**1.1.3** Any request for a waiver from regulations applicable for the Championship must be submitted on the form provided in the NCRS. Any article in the Supplementary Regulations which may change these regulations without a waiver is void.

**1.1.4** The Clerk of the Course is charged with the application of these regulations and the rally Supplementary Regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the rally Supplementary Regulations. In the cases specifically referred to in these Regulations, and as he may otherwise deem appropriate, he shall also notify in writing any such application to the competitor/s concerned.

**1.1.5** Anything that is not expressly authorised by these regulations is forbidden.

**1.1.6** Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in National Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions as stipulated in the National Sporting Code.

### 1.2 OFFICIAL LANGUAGE

The various documents, and in particular the Supplementary Regulations and any bulletins, must be written in English. The documents written in English remain at the discretion and responsibility of the organiser.

### 1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only FMU has the authority to decide. During the event the Stewards will decide on any dispute.

### 1.4 DATE OF APPLICATION

These regulations come into force on 1st February 2026.

### 2 DEFINITIONS

### 2.1 BEGINNING OF THE RALLY

The rally begins on the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally begins at TC0 time control.

### 2.2 BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the rally as detailed in Appendix II. A bulletin cannot change or amend the Rally Sporting Regulations. This can only be done by the issuing of a waiver granted by FMU.

**2.3 COMMUNICATION**
Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

**2.4 CONTROL ZONES**
The zones between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control zone.

**2.5 CREW**
A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, either member of the crew may drive during the rally and each one must hold an FMU driver's competition licence for the current year and a valid driving licence, which is valid for the rally. If no competitor is listed on the entry application, the driver is deemed also to be the competitor. When competing outside Uganda, crews must have taken out an international insurance policy covering their repatriation, if necessary, after an accident.

**2.6 DECISION**
A document issued by the Stewards to announce their findings following an enquiry, hearing or investigation.

**2.7 FMU**
Any mention of the FMU refers to the FMU Competitions Committee and/or Sporting Commission and any other relevant body/Commission/Committee of the Federation.

**2.8 END OF THE RALLY**
The rally ends upon posting of the Final Classification. The competition element of the rally finishes at the final time control.

**2.9 LEG**
Each competitive part of the rally, separated by an overnight regroup (parc fermé). If Super Special Stages are organised on the evening before Leg 1, this shall be considered to be Section 1 of Leg 1.

**2.10 MEDIA ZONE**
A zone established for the media prior to the time control at the entrance of service parks, remote services or regroup parks.

**2.11 NEUTRALISATION**
The time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.

**2.12 NOTIFICATION**
An official written document issued and published by the Clerk of the Course informing, as appropriate, a competitor/competitors of the application of these Regulations and/or the rally supplementary regulations.

**2.13 PARC FERMÉ**
An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the Supplementary Regulations of the rally and where only authorised officials are admitted.

**2.14 PROHIBITED SERVICE**
The use or receipt by the crew of any manufactured materials (solid or liquid, unless if supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.

**2.15 RECONNAISSANCE**
The presence on a special stage in any way whatsoever of an FMU licenced driver and / or co-drivers at any time or of any non-priority crew member intending to enter a rally after the announcement of the itinerary.

**2.16 RECONNAISSANCE TIMETABLE**
The timetable specified in the Supplementary Regulations during which the crews may familiarise themselves with the rally route.

**2.17 REGROUP**
A stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.

**2.18 ROAD SECTION**
The parts of an itinerary which are not used for special stages.

**2.19 SECTION OF THE RALLY**
Each part of the rally separated by a regroup.

**2.20 SERVICE**
Any work on a competing car except where limited in these regulations.

**2.21 SPECIAL STAGE**
Timed speed test on roads closed to the public for the rally.

**2.22 SUPER SPECIAL STAGE**
Any variation from the running of a special stage as described in these regulations and detailed in the rally Supplementary Regulations and identified as such in the itinerary.

**2.23 TEAM**
A team is made up of the competitor, the crew and support personnel.

**2.24 TIME CARD**
A card intended for the entry of times recorded at the different control points scheduled on the itinerary.

**2.25 TECHNICAL ZONE**
A zone which may be located between two time controls for the purpose of carrying out technical checks by the scrutineers.

**2.26 WAIVER**
The act of intentionally relinquishing or amending part of these regulations. FMU may only grant a waiver in a special, unavoidable and individual situation. A waiver cannot change the general meaning of the regulations.

**2.27 YELLOW CARD**
A yellow card can be given by the Sporting Commission to an event organiser if a serious lack of safety in rallies is observed. The Sporting Commission may decide not to include an event that has been given a yellow card on the following year's calendar.

**2.28 BLUE CARD**
A blue card can be given by the Sporting Commission to an event organiser if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, etc.) is observed. To be included in the following year's calendar, the organiser must accept and implement the action list decided by the Sporting Commission.

## CHAMPIONSHIPS CALENDAR

| | WORLD RALLY CHAMPIONSHIP | AFRICAN RALLY CHAMPIONSHIP | FMU NATIONAL RALLY CHAMPIONSHIP | FMU MX CHAMPIONSHIP | FMU KARTING CHAMPIONSHIP | FMU SPRINT CHAMPIONSHIP | FMU AUTOCROSS & ENDURO CHAMPIONSHIP | OTHER FMU SANCTIONED EVENTS |
|---|---|---|---|---|---|---|---|---|
| 02-04 JAN | | | | | | | | |
| 09-11 JAN | | | | | | | | |
| 16-18 JAN | | | | | | | | |
| 22-25 JAN | Rallye Monte Carlo | | | SYMPOSIUM | | | | |
| 30-01 FEB | | | LICENCING | | | | | |
| 06-08 FEB | | | | MX 1 | | | | |
| 12-14 FEB | Rally Sweden | | SAFETY AND TIMING MARSHALS TRAINNING | | | | | |
| 20-22 FEB | | | SYMPOSIUM | | | | | UG CHALLENGE EAST/NORTH |
| 27-01 MAR | | | OFFICIALS TRAINING | | | | END/AUTOX 1 | |
| 06-08 MAR | | | | MX2 | | | | |
| 12-15 MAR | Safari Rally Kenya | ARC 1 KENYA SAFARI | | | | | | |
| 20-21 MAR | | | | | KARTING 1 | | | |
| 27-28 MAR | | | NRC 1 | | | | | |
| 03-05 APR | | | | MX3 /CAC 1 | | | | |
| 09-12 APR | Rally Croatia | | | | | | | |
| 17-19 APR | | | | | | SPRINT 1 | | TT &DRIFTING** |
| 23-26 APR | Rally Isras Canarias | | | | | | END/AUTOX 2 | PANYIGORO ROAD SAFETY RIDE |
| 01-03 MAY | | | | | | | | |
| 07-10 MAY | Rally de Portugal | ARC 2 UGANDA | NRC 2 | | | | | |
| 15-17 MAY | | | | MX4 | | | | |
| 22-24 MAY | | | | | | | | |
| 28-31 MAY | Rally Japan | | | | | | END/AUTOX 3 | |
| 05-07 JUN | | | | | KARTING 2 | | | |
| 12-14 JUN | | | | MX5 | | | | |
| 19-20 JUN | | | NRC 3 | | | | | UBA EUROPE TOUR |
| 25-28 JUN | Acropolis Rally Greece | | | | | | | |
| 03-05 JUL | | | | MXON JR CZECH REPUBLIC | | SPRINT 2 | | |
| 10-12 JUL | | ARC 3 RWANDA | | MX 6 | | | | |
| 16-19 JUL | Rally Estonia | | | | | | | |
| 24-25 JUL | | | NRC 4 | | | | | |
| 30-02 AUG | Sectro Rally Finland | | | | KARTING 3 | | AUTOX 4 | |
| 07-09 AUG | | | | | | | | TT &DRIFTING |
| 14-16 AUG | | ARC 4 BURUNDI | | | | | | |
| 21-23 AUG | | | | | | | | UBA LONG ROAD SOUTH |
| 27-30 AUG | Rally Del Paraguay | | | MXOAN NAMIBIA** | | | | |
| 04-05 SEPT | | | NRC 5 | | | | | |
| 10-13 SEPT | Rally Chile Bio Bio | | | | KARTING 4 | | | |
| 18-20 SEPT | | | | | | SPRINT 3 | | |
| 25-27 SEPT | | | | | | | ROOF OF AFRICA END | CONCOURSE D'ELEGANCE |
| 01-04 OCT | Rally Sardegna | ARC 5 TANZANIA | | MXON FRANCE | | | END4/AUTOX5 | |
| 09-10 OCT | | | NRC 6 | | | | | |
| 16-18 OCT | Central European Rally | | | | | | | |
| 23-25 OCT | | | | MX 7 | KARTING 5 | | | |
| 30-01 NOV | | | | | | | | TT &DRIFTING |
| 06-08 NOV | | | | | | | | |
| 13-14 NOV | Rally of Saudi Arabia | | NRC 7 | | | | | |
| 20-22 NOV | | | | | | | | |
| 27-29 NOV | | | | | | | END5/AUTX 6 | |
| 04-06 DEC | | | | | | | | |
| 11-12 DEC | | | NRC 8 | MX CAC 2 KENYA | | | | Drivers Day Out |
| 18-20 DEC | | | | | | | | |
| 25-27 DEC | | | | | | SPRINT 4 | | |
| 31-03 JAN | | | | | | | | EMC GDI |

**ARC –** African Rally Championship **NRC –** National Rally Championship **MX-** Motocross **MXOAN –** Motocross Of African Nations **MXON –** Motocross Of Nations **CAC –** Central Africa Challenge **END –** Enduro **AUTOX –** Autocross

### ORGANISING CLUBS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **NRC 1** | Motorsport Promo Club (MPU) | **MX 1** | Enduro Club (EC) | **Enduro/AutoX 1** | Enduro Club | **Karting 1** | F1 Club | |
| **NRC 2** | FMU | **MX 2** | Southern Motorsport Club (SMC) | **Enduro/AutoX 2** | Uganda Motocross Club (UMX) United Motorsport Club (UMOSPOC) | **Karting 2** | F1 Club | Ramathan |
| **NRC3** | Southern Motorsport Club (SMC) | **MX3 CAC1** | Speedway Motorsport Club (SMOC) | **Enduro 3 AutoX3** | Motorsport Promo Club (MPU | **Karting 3** | Uganda Motocross Club (UMX) | Easter Weekend |
| **NRC 4** | Eastern Motorsport Club (EMC) | **MX 4** | Uganda Motocross Club (UMX) | **Auto4** | Mbarara Motor Club (MMC) | **Karting 4** | F1 Club | Independence |
| **NRC 5** | Uganda Motorsport Club (UMC) | **MX 5** | Eastern Motorsport Club (EMC) | **Enduro 4/Auto5** | Enduro Club (EC) | **Karting 5** | F1 Club | Boxing Day |
| **NRC 6** | Central Motorsport Club (CMC) | **MX 6** | Enduro Club (EC) | **Enduro 5/AutoX6** | Speedway Motorsport Club (SMOC) | **TT&Drifting** | Uganda Motocross Club (UMX) | |
| **NRC 7** | United Motorsport Club (UMOSPOC) | **MX 7** | Southern Motorsport Club (SMC)) | | | | | |
| **NRC 8** | Motorsport Africa Club (MOSAC) | | | | | | | |
| **SPRINT 1,2,,3 4** | FMU | | | | | | | |

## 3 CHAMPIONSHIP REQUIREMENTS

### 3.1 ATTRIBUTION OF CHAMPIONSHIP POINTS

**3.1.1a)** For each Championship title, points will be awarded for each rally taking into account the final classification according to the following scale:

**TABLE 1 - NATIONAL AND POAUR**

| | NATIONAL EVENT | POAUR ARC EVENT | | POWERSTAGE BONUS | | TEAM CHAMPIONSHIP |
|---|---|---|---|---|---|---|
| POS | FIA & NATIONAL | FIA | NATIONAL & GROUP - S | NRC OVERALL | 2WD | TEAM OVERALL |
| 1 | 50 | 70 | 68 | 10 | 7 | 10 |
| 2 | 45 | 63 | 61 | 9 | 6 | 9 |
| 3 | 40 | 56 | 54 | 8 | 5 | 8 |
| 4 | 37 | 52 | 50 | 7 | 4.5 | 7 |
| 5 | 34 | 48 | 46 | 6 | 4 | 6 |
| 6 | 31 | 43 | 41 | 5 | 3.5 | 5 |
| 7 | 29 | 41 | 38 | 4.5 | 3 | 4.5 |
| 8 | 27 | 38 | 36 | 4 | 2.5 | 4 |
| 9 | 25 | 35 | 33 | 3.5 | 2 | 3.5 |
| 10 | 23 | 32 | 30 | 3 | 1.5 | 3 |
| 11 | 21 | 29 | 27 | 2.5 | 1 | 2.5 |
| 12 | 19 | 27 | 25 | 2 | 1 | 2 |
| 13 | 17 | 24 | 22 | 1.5 | 1 | 1.5 |
| 14 | 15 | 21 | 19 | 1 | 1 | 1 |
| 15 | 13 | 18 | 16 | 1 | 1 | 1 |
| 16 | 11 | 15 | 13 | 1 | 1 | 1 |
| 17 | 9 | 13 | 11 | 1 | 1 | 1 |
| 18 | 7 | 10 | 8 | 1 | 1 | 1 |
| 19 | 5 | 7 | 5 | 1 | 1 | 1 |
| 20+ | 3 | 4 | 2 | 1 | 1 | 1 |

**3.1.1b) There will be additional bonus points attributed to the Power Stage as in Table 1 above.**

**TABLE 2: CRC, 2WD, SPRINT AND SUPPORT CHAMPIONSHIPS**

| Divisions CRC, 2WD & SUPPORT CHAMPIONSHIPS | | Overall Sprint Championship (N,S, SPV, A5 to A7,CRC & 2WD) | |
|---|---|---|---|
| POS | POINTS | POS | POINTS |
| 1 | 20 | 1 | 10 |
| 2 | 15 | 2 | 08 |
| 3 | 12 | 3 | 07 |
| 4 | 10 | 4 | 06 |
| 5 | 08 | 5 | 05 |
| 6 | 07 | 6 | 04 |
| 7 | 06 | 7 | 03 |
| 8 | 05 | 8 | 02 |
| 9 | 04 | 9+ | 01 |
| 10 | 03 | | |
| 11– 15 | 02 | | |
| 16+ | 01 | | |

**3.1.2 Attribution of reduced points**

Should one of the rallies counting towards a Championship be able to be run in its entirety, the points shall be awarded based on the established classification:

- Full points if 75% or more of the scheduled length of special stages has been run,
- Half points being awarded if 50% or more but less than 75% of the scheduled length of special stages has been run.
- One third of points being awarded if 25% or more but less than 50% of the scheduled length of special stages has been run.
- No points will be awarded if less than 25% of the scheduled length of special stages has been run.

Any decimals will be rounded up or down to the next full number. In exceptional circumstances, FMU may decide to apply a different principle for the attribution of reduced points.

**3.1.3** In order to score points in any Drivers Championship, the person nominated as the driver on the entry form must drive the car on the Special Stages, except in a case of force majeure occurring during the competition, notified to the Stewards and acknowledged by them.

**3.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION**

**3.2.1** The classification will be established taking into account the criteria required for each Championship. The driver and the co-driver having totaled the highest number of points will be declared the relevant champion/winner.

**3.2.2** Regardless of the criteria required for each Championship, all results are taken into account for the final classification when the Championship is actually held over five events or more.

**3.2.3** Titles will be awarded if at least 60% of the events scheduled on the initial calendar have actually been run for that championship, with a minimum of five.

**4 CHAMPIONSHIPS AND TITLES**

| | |
|---|---|
| FMU National Rally Championships for Drivers and Co-Drivers | 8 NRC Events |
| FMU Premium, Division 1 and Division 2 for Drivers and Co- Drivers | 8 NRC Events |
| FMU 2WD Championship for Drivers and Co- Drivers | 8 NRC Events |
| FMU Clubman Rally Championship for Drivers and Co- Drivers | 8 NRC Events |
| FMU Sprint Championship for Drivers and Co- Drivers | 4 Events |
| FMU Sprint Clubman Rally Championship for Drivers and Co- Drivers | 4 Events |

| | |
|---|---|
| FMU Sprint 2WD Championship for Drivers and Co- Drivers | 4 Events |
| FMU National Autocross | 5 Events |

## 5 CHAMPIONSHIPS ON TWO WHEELS

**Refer to Specific Regulations for Motorcycling & FIM Codes**

## 6 SUPPORT CHAMPIONSHIPS

| | |
|---|---|
| FMU Rally Veteran cup | 8 NRC Events (50+yrs) |
| FMU Women In Motorsport cup | 8 NRC Events |
| FMU Buggy Championship | 5 Events |
| FMU 4WD Championship | 5 Events |

All competitors classified in the Support Championships shall be awarded points **(Table 2)** in a pool classification.

**6.1** All other supplementary titles and championships (Drifting, Hill Climb, Cross Country, Touring etc) not on the calendar will be published in form of a bulletin.

## 7 SPECIFIC REGULATIONS FOR CHAMPIONSHIPS

### 7.1 DIVISION TITLES

There shall be three division championships; Premium, Division One and Division Two. These shall be classified only alongside the 8 NRC Events on the Calendar.

#### 7.1.1 PREMIUM DIVISION

Shall comprise all drivers seeded from 1-12 from the previous season. The Division will also include all former National Rally champions.

#### 7.1.2 DIVISION ONE

Shall comprise all drivers seeded from 13-25 from the previous season.

#### 7.1.3 DIVISION TWO

Shall comprise all drivers based on their end of year position from the previous season. This division will also include all drivers promoted from the Clubman Rally Championship.
A driver who has been out of competition for two or more years shall be classified by the FMU Competitions Committee.

The FMU Competitions Committee can recommend the classification of a driver in a division they deem appropriate. The classification shall be approved by the Sporting Commission.

A Co-driver MUST participate in at least 80% of the events in whichever division to be declared a division champion.

### 7.2 2-WHEEL DRIVE CHAMPIONSHIP

#### 7.2.1. GENERAL PROVISIONS

This Championship will only be scored on the 8 NRC Events on the calendar. 2WD Sprint Championship will be scored only on stand-alone sprints.

The minimum number of entrants per event shall be three (3).

The minimum number of events required for the Championship to take place shall be four (4).

#### 7.2.2 ELIGIBLE CARS

Banning of FIA Group N, WRC and S i.e allow group A cars but do not compromise safety Group N, A, WRC, S1600 and S2000 cars as homologated by FIA, are not eligible for this championship. Show room vehicles of 2-Wheel Drive with 1000cc turbo and naturally aspirated engines shall be permitted in this Championship.

### 7.2.3 PERMITTED CLASSES

The Championship is limited to cars whose engine cubic capacity does not exceed 2000cc.

### 7.2.4 PERMITTED MODIFICATIONS

All modifications are forbidden unless expressly authorized by these regulations. Modifications of components of shock absorbers and hand brake systems are permitted. All other components of the car must retain their original status and function.

For the benefit of tyre clearance, fenders may be modified. However, tyres must be contained in the body work and when viewed from above the car in a perpendicular angle of 90 degrees from the ground.
The use of standard suspension on group A cars as opposed to tubular suspension shall be allowed.
The use of sequential gearboxes is permitted in this category. Competition tyres shall be used for this category and competition rims are highly recommended.

### 7.2.4 Safety

Wearing of 2 shoulder straps. Anchorage points on the shell, two or possibly one symmetrical above the seat for the shoulder straps. **These belts must comply with FIA standard No. 8853/98 or 8854/98.**

The belts must be equipped with push button release systems. It is prohibited for the belts to be anchored to the seats or their supports. The shoulder straps of 6-point safety harness must be installed on the rear seat lap strap anchorage points originally mounted by the manufacturer. The shoulder straps must be installed crosswise symmetrically about the center line of the front seat.
A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint).
The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface.
The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen.
Holes may be made in the series seat if this proves to be necessary in order to avoid such occurrence. Care must be taken that the straps cannot be damaged through chaffing against sharp edges.

### 7.2.5 Fire Extinguishers

Two (2) 2-Kg Hand-operated extinguishers are compulsory.
The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.
The fire extinguishers shall not have a safety seal during competition.
During the rally, the fire extinguisher systems MUST be activated when leaving the service park, on the road section, on the special stages and parc ferme.

Possession of a malfunctioning or defective fire extinguisher will be reported to the stewards who shall impose a penalty to the extent of exclusion.

### 7.2.6 Roll Cage

A safety cage must be designed and made so that, when correctly installed, they reduce body shell deformation and so reduce the risk of injury to occupants.
The essential features of safety cages are sound construction, designed to suit the particular vehicle, adequate mountings and a close fit to the body shell.
Tubes must not carry fluids.
The safety cage must not unduly impede the entry and exit of the driver and co-driver.
The pipe used for the roll cage shall have the following:

- Minimum tensile strength of 350 N/mm
- Dimensions (mm) of 45 X 2.5 or 50 X 2.0

### 7.2.7 Roll Cage Padding

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

All tube of the cage identified on diagram (Appendix J Art.253-8.3 FIA ISC), and all roof re-enforcements must be fitted with paddings in compliance with FIA standard 8857-2000 Type A (See Technical list N*23). Each padding must be fixed in such a way that it is not moveable from the tube.

## 7.3 TEAM CHAMPIONSHIP

### 7.3.1 TEAM COMPOSITION

a) A Team shall comprise more than two (2) crews.
b) A Team wishing to score points in the Team Championship, must register for the Championship and pay a registration fee as indicated in **Appendix R**.
c) Each Team must submit a name of a licensed Team Manager. Team manager shall be the person holding the operational responsibility of the Competitor(s) at the Competitions;
    (i) Shall be conversant with the National Competition Rules (NCRs),
    (ii) Shall hold a Team Manager License **(See Appendix R).**

d) Teams shall undertake to take part in National Rally Championship rounds with three (3) crews nominated to score points per round.
e) The nominees must include a 2WD crew.
f) For any one Team, a maximum of three (3) nominated crews may be eligible to score points of which only the 2 best placed will score points according to their relative position. The third placed crew may neither score nor detract points from the other Team registered crews.

### 7.3.2 POINTS ALLOCATION

**a)** Each nominated crew will be classified at the end of a rally. Team Championship points will be allocated according to **Article 3 - Table 1.**
b) The NRC Championship title for Teams will be awarded to the registered team that has scored the highest number of points from the eight (8) NRC events.
c) The minimum number of entrant teams per event shall be three (3) for the championship to stand.
**d)** The rule for deciding between registered teams which has scored exactly the same points total shall be as **Article 8, 8.1.1 and 8.1.2.**

### 7.3.3 PRIZES

Organising clubs will award a **single trophy** to the team with the most points collected per event.

In case of a tie, the greater number of highest places achieved in the final classifications of the round will be considered.

## 7.4 CLUB MAN RALLY CHAMPIONSHIP (CRC)

The Clubman Rally Championship shall be reserved for competitors in their 2nd year of competition, having met the provisions of the Autocross championships in the preceding year.

The minimum number of entrants per event shall be three (3) for the championship to stand. However, should an event fail to have the minimum, the entrants present shall be permitted to start in order to gain their minimum required events to be promoted. The organizer will award trophies for the participants.

The Minimum number of events required for the Championship to take place shall be four (4). This Championship will only be scored on the 8 NRC Events on the calendar. CRC Sprint Championship will be scored only on stand-alone sprints.

**7.4.1** A driver shall be a CRC competitor for a complete year (one) or sporting season, and must have been classified as a finisher in at least four (4) CRC events of the calendar year to be subjected to evaluation for promotion to the National Rally Championship.

A CRC driver is not eligible to participate in any foreign competitions.

**7.4.2** If a CRC competitor fails to qualify for the NRC, FMU CC will assess the circumstances of their performance with the possibility of relegation to the Autocross Championship.

**7.4.3** When the CRC Championship is run alongside the NRC event, CRC competitors shall be classified as a finisher after completing at least 60% of the total competitive distance of the event. A separate Itinerary shall be issued by the organizers clearly marking the end of the CRC competition.

**7.4.4** CRC Co-drivers with Class C Competition Licence shall not be eligible for participation in the NRC.

**7.4.5** Should an experienced co-driver holding Class A Competition Licence wish to become an entrant as the 1st Driver in a season, he/she shall be classified in the CRC category.

**7.4.6** Such a co-driver will be tied to this class for the rest of the season and shall not participate and score points in the NRC and/or 2WD Championships for that season.

### 7.5 FMU SPRINT CHAMPIONSHIP

**7.5.1** The Sprint Championship for drivers shall consist of the 4 stand-alone Sprint events.

**7.5.2** All crews taking part in Rally Sprint events are eligible to score points for the FMU Sprint Cup for drivers and Co- drivers depending on the Final Classification of crews duly classified as finishers.

### 7.6 AUTOCROSS CHAMPIONSHIP

An Autocross is a Speed Event taking place on a Permanent or Semi-Permanent Circuit having a majority of the circuit on an Unsealed Surface, or fully sealed surface on application in the event's SSRs. All Regulations contained in Appendix M of the International Sporting Code will apply as a component to these General Prescriptions.

The National Autocross Championship is open to all eligible drivers and riders aged eleven (11) years and over competing for various National Class honors.

The Autocross is an entry point to motor rallying where all new competitors (driver and co-driver) in their first year of competition must compete and be assessed before progressing to the Clubman Rally Championship.

Autocross cadet and junior classified competitors must attend training with an FMU licensed academy.

Autocross co-drivers with Class C Competition Licences shall not be eligible for the NRC.

#### 7.6.1 Circuits

Two types of circuit will be approved, i.e. permanent and temporary. A permanent circuit is one of which the main features can only be changed by physical reconstruction. A temporary circuit is one defined by markings that can be readily moved or used for day events.

**a)** Plans for new circuits or modifications to existing circuits must be sent to the Sporting Commission for its approval prior to any works being undertaken. Failure to do so may result in the circuit/modifications not being approved by the Commission.

**b)** All new permanent circuits intending to stage National or international events will be required to be built to conform fully to the circuit regulations set out by the Sporting Commission.

**c)** A 1:500,or larger scale, dimensioned plan of every circuit shall be submitted to the Sporting Commission. In the case of temporary circuits, a plan must accompany each application with a detailed Safety Plan for a permit. In the case of permanent circuits, a dimensioned plan, drawn to a scale of 1:500, or larger must be filed with Sporting Commission on application and, after inspection and approval of the circuit, a circuit licence will be issued. At least 8 weeks' notice must be given when applying for a circuit licence whether permanent or temporary.

**d)** The Circuit shall be a Maximum of twelve (12) kilometers in Length and a Minimum of six (6) kilometers starting and finishing within the same vicinity.

**e)** Where the hosting club wants to use an alternative circuit to the above, a proposal of such system with details must be proposed before the Sporting Commission to prove validity, at least 8 weeks before an event.

**f)** The Circuit will be a Minimum Width of Four (4) meters. Bridges and Underpasses should be a Minimum Width of Three (3) meters and should have sides capable of withstanding the impact of Competing Vehicles. If vehicles are competing on two lanes side by side, then the distance between the two lanes should not be less than 5 metres throughout the entire track.

**g)** The Maximum Length of any Straight should not exceed Three Hundred (300) meters, preceded by a corner of no less than 90 degrees and should be followed by a 45 degree chicane (drawing as below) into a corner of at least 90 degrees or a hairpin to reduce the competitor's speed down substantially. The Maximum Length of a straight from the starting line should not exceed One Hundred and Fifty meters (150 metres) and should be followed by a corner of at least 60 degrees to reduce the competitor speed on account of safety.

**h)** Any straight in excess of 100 meters should be marked only in areas where there are no obstacles such as trees/bushes etc and this is to be followed by a chicane of 135 degrees.

**i)** Approaches to underpasses, jumps, bridges or drops should be preceded by a maximum straight of 10 metres on account of safety

**j)** The circuit should be marked so as to ensure that Competitors will all follow the same route without any possibility of any Short Cuts or Corner Cutting. Rocks, Stones and Metal Pegs must not be used as Circuit Markers. Wooden Pegs not higher than 4 feet and tape will be used to mark the track. Jumps must be kept to a Minimum height. Water splashes and Mud Holes are to be avoided where possible.

**k)** Circuits must be clearly marked by Wooden Pegs with Plastic Tape. The Circuit must have an adequate supply of spare Wooden Pegs and Plastic Tape available.

**l)** All Circuits should have Clearly Defined and Marked Competitors Paddock / Pits / Service Parks, Officials and Organisers' Area, First Aid and Ambulance Area, Spectators Care Park Area, Catering Facilities Area, Washrooms and Refuelling area. All these Areas must be clearly marked.

**m)** Spectator Barriers / Tapes and any of the above Areas must be a Minimum of 15 meters from the side of the Circuit.

**n)** The Circuit should not be changed once Official Practice has started except in any case where the Safety of Spectators or Competitors is in question. In such circumstances the Clerk of the Course in consultation with the Stewards may alter the Circuit with the minimum requirement that is required to make it safe.

**o)** All Circuit Markers and Tape should be Penalty Markers thus if dislodged/or if the tape is cut by a competitor must be replaced/repaired in the exact position. Competitors dislodging any Marker or cutting the Tape shall be liable to a Time Penalty of 5 seconds per infringement. Should a competitor dislodge pegs/tapes more than three (3) times in a single heat will result in that competitor being awarded the bogey time for that heat. Merely touching the peg/ tape and not dislodging the same will not be deemed to be an infringement.

#### 7.6.2 Organisation

**a)** Event Permits for all Championship Autocross Events must be applied for Eight (8) weeks prior to the event in accordance with the Code.

**b)** Competitors and Officials must be fully compliant with the National Competition Rules and the event Supplementary Regulations issued for the event.

**c)** Any Official must be a Minimum age of 18 years.

**d)** The Supplementary Regulations, Safety Plan and Entry Forms should be available from the Event Secretary and FMU at least Seven (7) days prior to the event. The Secretary of the event's Address and Contact must be made known in the Supplementary Regulations.

**e)** The following Officials are mandatory:

- 3 Stewards* (1 Steward shall also perform role of Observer)
- Clerk of the Course*
- Secretary of the Event
- FMU Medical Delegate
- FMU Safety Delegate
- FMU Environmental Delegate
- FMU Technical Delegate
- Chief Marshal

- Competitors Relations Officer
- Chief Results Officer
- Scrutineers
- Media Officer
- Safety Officer

*Must be well versed with the NCRs and SSRs. The Clerk of the Course may appoint additional Officials and Judges of Fact if it is deemed necessary.

**f)** All Officials must Sign-On on the Official Signing on Sheet. This must be sent to FMU with the Results of the Event.

**g)** All Competitors must Sign-On on the Official Competitors Signing on Sheet. This must be sent to FMU with the Results of the Event.

**h)** Official Results of All Classes must be sent to FMU within Seventy two (72) hours of the Event.

**i)** Final Results must be posted on the Event Notice Board as soon as possible after the Last Heat for a period of Thirty (30) minutes during which time any Protests must be lodged with the Clerk of the Course. Protests must be lodged, in accordance with the Code and in writing by a Competitor and must be accompanied by a Protest fee as per Appendix R.

**j)** If the Timing System is Manual there must be a Minimum of Three Timekeepers and Clocks per Vehicle on the Circuit. The Middle time will be the Awarded Time. A record of all times must be kept and submitted with the Official Results.

**7.6.3 Entries**

**a)** The Supplementary Regulations and Entry Forms will be Available from the Event Secretary at least Seven (7) days prior to the event. Entries must be accompanied by the Entry Fee. Entries at Normal Fee's should be with the Secretary Five (5) days prior to the Event. Entries at Late Entry Fee may be accepted on the Day if prescribed in the Supplementary Regulations.

**b)** The Entry Fee: to be specified in the Supplementary Regulations. Late Entry Fee: to be specified in the Supplementary Regulations.

**c)** The entry fee is to be refunded:

- In full if the event is not run
- In full if the driver's entry is not accepted
- Less a cancellation fee, specified in the Supplementary Regulations, if a driver withdraws from the event prior to the Driver's Briefing. Any competitor arriving after Driver's Briefing will not be allowed to compete and no refund will be issued.

**d)** The above competitor's entry fee covers the Drivers gate entry fee plus one other person

**e)** No additional fees or levies may be charged in excess of the stipulated entry fees.

**f)** Holders of Junior National s must have their Parents or Certified Legal Guardian present throughout the Event.

**g)** The Clerk of the Course may at any time during an Event, stop any competitor or vehicle from continuing in the event for any safety or unsporting behavior related reason.

**h)** A competitor(s) shall enter only One (1) vehicle per event.

**i)** A Minimum of Three (3) Entries must be received for a Class or Event to be classified.

**j)** If there are less than (3) entries in any class, then the competitors will race for overall championship points only

**k)** Sharing of vehicles or co-drivers is not permitted.

**l)** Competitors cannot Change Vehicles Once the 1st Official Race heat starts. In the event of a breakdown of a vehicle before a competitor runs their heat as per the published Official Heat Sequence, at the discretion of the Clerk of Course, the competitor may be placed at the end of the heat to allow for the repair of the vehicle. If the vehicle cannot be repaired by the end of that heat, then the competitor will be classified as not having run as DNS with no entitlement to Bogey Time.

**m)** The following Documents must be produced at Signing On

- Valid Competition Licence issued by FMU.
- Valid Uganda National Driving Licence. Exception for Article 5.6 3)
- Valid Motor Club Membership Card.
- Valid Racing Number Issued by FMU.
- Valid Medical Certificate issued by FMU and signed by a doctor.
- Competitors are encouraged to have a personal Insurance cover.

**n)** All Competitors will have a Minimum of One (1) Official Practice Run and a Maximum of Two (2) Official Practice runs at the discretion of the Clerk of Course.

**7.6.4 Classes And Championships**

**a)** **CADETS** - This class is reserved for all new competitors in their first year of competition using any Four-Wheeled Vehicle Maximum Engine Capacity 2,000cc. In order to progress to the Clubman Rally Championship or other Autocross Classes, such a competitor must have completed and has been assessed over at least four (4) Autocross events in a year.

**b)** **OPEN CLASS**- This class is reserved for second year competitors and any top tier competitors.

**c)** **2WD NON TURBO CLASS** - Any Four-Wheeled Vehicle of Two Wheel Drive Maximum Engine Capacity 2000cc. Standard Fuel Injection System & E.C.U

**d)** **2WD TURBO/SUPERCHARGED CLASS** - Any Four-Wheeled Vehicle of Two Wheel Drive, Maximum Engine Capacity 1600cc with Turbo Intake/Supercharged. No restriction on Ignition, Fuel System and E.C.U

**e)** **BAMBINO CLASS** - Any Four- Wheeled Vehicle of Two Wheel Drive. Maximum Engine Capacity 500cc. Standard Fuel Injection System & E.C.U. Age group 11 to 16 years old.

**f)** **FRAME CARS (BUGGIES)** - The above 4 classes (Art. 6.2 – 6.5 above) are the Only Classes that a Junior National Closed Circuit Competition Licence Holders may participate in.

**g)** **4WD NON TURBO CLASS** - Any Four-Wheeled Vehicle of Four Wheel Drive, Maximum Engine Capacity 5000cc. Standard Fuel Injection System & E.C.U

**h)** **4WD TURBO/SUPERCHARGED CLASS** - Any Four-Wheeled Vehicle of Four Wheel Drive, Maximum Engine Capacity 2500cc with Turbo Intake/ Supercharged and No restriction on Ignition, Fuel System and E.C.U

**i)** **OPEN CLASS** - Any Four Wheeled Vehicle

**j)** **QUAD BIKE/ATV CLASS** - Specific requirements for the Quad bike class, which must adhere to, are contained in Article 12 below and any item not covered are to be referred to under the current Autocross Rules and the Code. Junior National Closed Circuit Competition Licence Holders with minimum age of 14 years are also eligible.

**k)** All Vehicles will be Subject to Scrutineering for Safety and Eligibility at each Event.

**7.6.5 Sealed Surface Event**

No racing slick tires. Only treaded road legal tires may be used with a minimum tread depth of 3 mm or in excess of the Tire Wear Limit indicator (TWI) as marked on the tire.

**7.6.6 Safety**

**a)** Marshals should be distributed around the Circuit and must be in visual contact with each other and equipped with a Yellow Flag.

**b)** The Organisers that run events where there are any concealed sections MUST have radios for communication.

**c)** The Organisers should have a minimum of 5 HF radios and 5 Whistles for all events for speedy communication

**d)** The Organisers should have a Vehicle capable of Towing Competing Vehicles either off the Circuit or back to the Paddock / Pitts / Service Parc

**e)** The Presence of a Medical Officer is Mandatory and must be present throughout the event and shall hold all competitors' medical cards.

**f)** An Ambulance Equipped and Staffed is Mandatory throughout the Event.

**g)** In the event of any of the medical services being used for whatever reason the event must be stopped until these Services are resumed. In the event of any treatment to any competitor, the leader of the medical team will provide a report to the organisers and a copy of the report should be sent to the FMU Safety and Medical Commission together with all other documentation.

**h)** Fire Extinguishers of Five (5) Kg Dry Powder should be made available in the Service Park / Paddock / Pits / Refueling area and strategically placed at points around the Circuit at Marshal Points.

**i)** Competitors must exit vehicle at refuel.

**j)** Competitors are required to have a Fire Extinguisher of Five (5) Kg available in their Pit area. No cooking should take place in the pits. Organisers must provide a centralised refueling point to enhance the safety of the event. Checking of these fire extinguishers will be done to ensure there is one fire extinguisher per competing vehicle at their paddock.

**k)** Due to the Introduction of Frame Cars (BUGGIES), it is mandatory that Pipe and Metal cutting equipment and or hydraulic body jacks are made available at all events.

**l)** Passengers are prohibited during the Event. If a Parade Lap is held Competitors may use any Vehicle where Passengers will be permitted.

**m)** No untethered Dogs, Animals or Pets are allowed to enter the circuit and these should not be walked anywhere near the racing track at all times.

**n)** The Speed Limit in the Service Park / Paddock / Pits will be at walking pace. Any infringement by a competitor will result (at discretion of Clerk of Course) to a 30 second time penalty, which will be added to the competitor's aggregate time for the event.

**o)** No Testing of Vehicles is permitted in the Paddock / Pits.

**p)** Testing of vehicles on Public Roads leading to and from the Circuit and on Public Roads in general is strictly prohibited.

**q)** Competing vehicles driven on Public Roads Must Have All racing Numbers Covered and be driven within the Law.

**r)** Please note that Frame Cars (BUGGIES) are prohibited on public roads as they are not road legal.

**s)** Jetting Strip: All competitors should only test their vehicles on a closed circuit area provided by the organizers of the event. Infringement of this will result in a 30 second time penalty which will be added to the competitors' aggregate time for the event.

**t)** A safety Roll Cage is Compulsory. Minimum as per the Appendix J of the FIA regulations.

**u)** A Minimum of One (1) One (1) kg Dry Powder Fire Extinguisher Must be Carried in All Competing Vehicles, Securely Mounted in a position reachable by the Driver. This fire extinguisher will be scrutineered for validity.

**v)** It's MANDATORY for all open cockpit vehicles without firewalls to be equipped with a plumbed in (electrical or mechanical) fire extinguishers system. Minimum size, 2.25 litres and two nozzles. One nozzle in cockpit, second nozzle over engine.

**w)** Fuel Tanks must be Securely Mounted and be of a Safe Construction. An approved form of a fuel tank vent valve is mandatory and will be checked at scrutineering.

**x)** Batteries must be securely mounted.

**y)** The battery must be of the sealed Maintenance Free (MF) type to prevent any form of spillage if a vehicle is upside-down. This is Compulsory and will be verified at Scrutineering.

**z)** An FIA approved seat is mandatory. If out of date, a scrutineer will check for its integrity.

**aa)** Seat Belts will be a Minimum of a "Four Point" design and be of a Good Quality. The rear mounting behind the Seat for the Shoulder Straps should be level with the driver's shoulders or a maximum of 45 degrees below the horizontal. The quality and construction shall be checked for integrity at Scrutineering.

**bb)** Frame Cars (BUGGIES) must meet FMU Safety and Technical specifications and must be fitted with Safety Side Nets of a Fabric not Metal Design and must be capable of being released quickly and easily. During a race, the safety side net must be secured.

**cc)** All Competitors will be required to wear Full set of overalls covering the ankles and wrists. All drivers must wear driving overalls of a minimum single layer fire resistant (Nomex) during all Autocross competitions.

**dd)** It is highly recommended that drivers purchase FIA homologated standard 8856 – 2000, as this type is mandatory for FIA approved events.

**ee)** Users must ensure that the garments are not too tight as this reduces the level of protection. Embroidery sown directly on the overall shall be stitched onto the outermost layer only and the thread used for affixing them to the overall must be flame proof.

- Good quality Full Face or Motocross Crash Helmet, with either Visors or Goggles (respectively) for frame car (BUGGY) competitors as well as Driving Gloves are compulsory.
- It is the responsibility of the competitor to wear these apparels and failure to wear them during a race will lead to disqualification from that race.
    - Neck braces are mandatory, a HANS device is highly recommended.

**ff)** Scrutineering will be conducted on All Competing Vehicles andcompetitors' Clothing

**gg)** Racing Numbers, in accordance with the Code, will be supplied by the organisers. • Racing numbers should be Clearly Visible on Both Sides of the Vehicle.

- Vehicles competing in NRC championship shall retain their door numbers for the entire season as allocated by FMU.
- Numbers will be allocated by FMU based on previous year championships standings. Numbers will be allocated to each competitor and not vehicle.

**hh)** Blood Group should be clearly marked on Drivers Helmet as well as on the competing vehicle.

**ii)** **No driver is permitted to consume alcohol or take recreational drugs during or immediately prior to an event. Prescription drugs that may cause drowsiness or affect ones motor skills are also prohibited.** Anti-doping and

Alcohol tests may be carried out according to the WADA Anti Doping Code. Any driver who tests positive will be excluded from the whole event and further penalties may be imposed by FMU. It is at the discretion of the doctor, the Clerk of the Course or the Stewards in charge at any race meeting to carry out any anti-doping / alcohol tests to verify use by any driver.

**7.6.7 General**

**7.6.7.1 Penalties**

**a)** Jump Starts – Is deemed to have occurred if any unfair advantage is gained through premature acceleration or when the driver crosses the start line ahead of the completed countdown. If a Driver takes off during the countdown, results in a Black Flag – The race to be re-started and the driver that jump started issued a 10 Seconds penalty

**b)** Dislodging Penalty Marker or cutting the tape: 1 minute

**c)** Entry of a car not admitted under article or Regulation: Start Refused d) Absence of Valid Documentation: Start Refused

**d)** Failure to pay entry fee or outstanding fee: Start Refused

**e)** Vehicles failing to conform to safety measures: Start Refused

**f)** Reporting Late or delaying of Starting grid of a heat: Exclusion from the heat A maximum delay of 3 minutes is allowable for one to report to the start

**g)** Failure to wear a helmet or driving gloves: Exclusion from the heat

**h)** Absence of identification marks affixed by Scrutineer: Exclusion from Meeting j) Failure to respect instructions by the flag signals: Decision of the stewards

**i)** **Unsporting and deliberate short-cutting of the circuit in order to gain an advantage will result in immediate disqualification. Repeated infringements may lead to a report of the driver to FMU and may result in a suspension of his / her Competition licence.**

**7.6.7.2** The Start will be a Standing Start by Either a Green Flag or Lights and will be demonstrated at Drivers Briefing. The Finish will be a Flying Finish indicated by a Chequered Flag.

**7.6.7.3** Flag Signals will be Restricted to the Following:

- Green Flag & Chequered flag at the Start: start and the finish
- Yellow Flag: Slow Down an Obstacle or Danger on the Circuit - Take Great Care.
- Red Flag (only shown or ordered by the Clerk of the Course): Stop and proceed to the Paddock /Pits/Start at Walking Pace when directed by a Marshal or Official.
- Black Flag (only shown or ordered by the Clerk of the Course): to warn a driver

**7.6.7.4** Whistles (in the absence of radios) are to be introduced for use by the Marshalls / officials to notify the starter and other officials of tape cut/peg dislodged by competitors or to signal for assistance.

**7.6.7.5** Definitions: DNF (Did Not Finish), DNS (Did Not Start)

**7.6.7.6** Definitions: Force Majeure: This may include but not be limited to Acts of God such as flooding, earthquakes etc., Government restrictions, civil strife, insurrections or any other cause beyond the reasonable control of the officials whose performance is affected. Only the Clerk of Course in consultation with the Stewards can declare a Force Majeure.

**7.6.8 Results**

**a)** Provisional Results will be posted on the Event Notice Board as soon as possible after the last Heat / Run. Protests must be made not later than Thirty (30) minutes from the time the Provisional Results are posted. Results shall be made Final at the expiry of the 30 minutes or after all Protests have been discharged.

**b)** Awards/Prizes will be issued at the Discretion of the Organizing Club or as indicated in the Supplementary Regulations.

**7.6.9 Junior National Closed Circuit Licence Holders**

**a)** Junior National Closed Licence Holder shall be a minimum of Eleven (11) years old and maximum eighteen (18) years old. See exception Article 5.6

**b)** 2WD Non-Turbo, 2WD Turbo / supercharged, Bambino, Quad bike/ATV & Frame Cars (BUGGIES) vehicles are the Only Classes a Junior National Closed Circuit Licence Holder may compete in.

**c)** Competitors who have attained the age of 18 years may apply to FMU for up grading into the Open Class. The decision whether to up-grade or not will be entirely at the discretion of FMU.

**7.6.10 National Championship**

**a)** ALL Rounds of the National Autocross Championships will count towards the respective Class Championship in reference to Article 11.5

**b)** Championship Points will be awarded as per the scoring system below

**c)** Respective Class Championship Prizes will be awarded at the Annual Awards Ceremony. Ladies Cups will be awarded in all Classes of the Championship.

**d)** The Minimum Number of Entries for an Event to count for the National Autocross Championship in any Class or the whole event will be three (3).

**e)** The minimum number of autocrosses for a championship to stand shall always be four (4) unless due to conditions or cases of Force Majeure. All Championship events will count and a competitor with the highest number of points scored shall be the National Autocross Champion in their respective class.

**f)** Postponement or Cancellation of any event due to reasons beyond the control of the Organisers should be communicated to the Sporting Commission at least **fourteen (14) days** prior to the event and Postponement / Cancellation due to weather or circuit conditions, four (4) days prior to the event. Once a decision to cancel is made, this MUST be communicated to all known competing drivers and riders immediately on obtaining approval of the Sporting Commission.

**CHAMPIONSHIP POINTS:**

| POSITION | POINTS | POSITION | POINTS | POSITION | POINTS | POSITION | POINTS |
|---|---|---|---|---|---|---|---|
| 1st | 20 | 5th | 13 | 9th | 9 | 13th | 5 |
| 2nd | 17 | 6th | 12 | 10th | 8 | 14th | 4 |
| 3rd | 15 | 7th | 11 | 11th | 7 | 15th | 3 |
| 4th | 14 | 8th | 10 | 12th | 6 | 16th + | 2 |

**7.6.11 Technical Rules for Quad Bikes/ATV's Equipment Standards and Technical Rules**

**a)** The All-Terrain Vehicles (ATV) for use in Autocross competition require approval by the Sporting Commission prior to use in competition. The rules concerning these ATV components are intended to give freedom to modify or replace some of the parts in the interest of safety, research and development, with constraints imposed to limit cost.

**b)** A competition licence is mandatory of all participating riders. The minimum age for any participant is 16years old

**c)** **Special Technical Requirements**

- Where the rules so permit, equipment to be installed, replaced, altered or fabricated, is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly.
- Any component of a motocross ATV deemed by the Technical Delegate as necessary for operation must be in place, securely mounted, in proper working order and structurally sound.
- Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason deemed in the best interest of safety or the Autocross Championship.

**d)** **Engine Displacements,** ATV Motocross: Upto 1,000cc 4-stroke

**e)** **Approval of ATVs,** Compliance with approval requirements will not guarantee the Technical Delegate's approval. Approval may be withheld or withdrawn for a just cause that the Technical Delegate deems in the best interest of the sport.

**f)** **Engines**

- Engine case numbers must match frame year and model.
- Supercharging or turbo charging is not permitted.
- Type of cooling system (water, oil or air) must remain the same as the production model.
- Fuel injection is permitted only if it is standard equipment on the production model.

**g)** **Transmissions**

- Primary drive method must remain the same as the production model. b) Primary drive must be completely enclosed by a cover or guard.
- Number of transmission speeds must be the same as the production model.

**h)** **Exhaust System**

- Exhaust pipes and mufflers must be securely attached together and bolted to the frame.
- Mufflers must have internal mechanical or packed baffling.

- The discharge end of the exhaust pipe must not extend beyond the rear edge of the rear grab bar.

**i) Frame**

The main frame must be the same as the original production model of the same manufacturer of the same Year.

- Cracked or broken frames are prohibited.
- Strengthening gussets or tubes may be added, but none may be removed.
- Suitable OEM floorboards or side bars, known as Nerf Bars, are required either above or below the bottom frame rail. They must be of a closed loop design and not extend beyond a point of widest dimension of the vehicle when measured with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent riders' feet from going below the bars. Webbing or plastic mesh are accepted materials.
- No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame.
- Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed.
- Engine mount location, steering head, control arm (A-arm) mounting points, swing arm pivot point, and rear suspension mounting point must be the same as the original production model.
- Sub-frames may be replaced with aftermarket units of steel, aluminium or titanium, provided they are similar in design to the production part and utilize original mounting points.
- Front bumpers and rear grab rails must be of a closed loop design and utilise stock mounting locations. No protruding or open tubing ends are allowed. Mud screens are permitted as long as no sharp edges are exposed. Sharp corners or edges of any kind are prohibited.
- Aftermarket skid plates are permitted.
- ATV fenders must extend to cover a portion of the rear tires.

**j) Width**

The width of the ATV will be considered legal, provided the wheels do not lift the spreader bar off the ground with the ATV in normal ride height as the ATV is ridden between the 50-inch wide spreader bar.

**k) Swing Arm, Control Arms and Steering Stem**

- Swing arm, control arms (A-arm) and steering stem (column) may be replaced with items of similar design to the production model.
- Chain guides must not be removed or relocated.

**l) Handlebars and Controls**

- Cracked or broken handlebars are prohibited.
- Control levers must have minimum 1/2 inch diameter ball ends.
- All motocross ATVs must be equipped with a functioning tether-type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut-off at any time when the rider becomes separated from the ATV.
- All motocross ATVs must be equipped with a self-closing throttle mechanism.

**m) Suspension**

- The manufacturer's original suspension concept of either single or double shocks or MacPherson-type struts must be maintained.
- Aftermarket reservoir shocks are permitted.

**n) Brakes**

- Motocross ATVs must be equipped with adequate and operating front and rear wheel brakes.
- Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes with drum brakes.
- Carbon fiber or carbon composite brake discs and/or carriers are prohibited. d) Aluminium or titanium rear brake discs are prohibited.

**o) Tires**

- Studded tires, other than rubber, are prohibited
- Paddle (continuous radial rib) tires are prohibited.

**p) Fuel Tanks**

Replacement tanks may be utilized in place of originals, provided their weight and capacity are no less than the approved production tanks they replace.

## 8 DEAD HEAT IN A CHAMPIONSHIP

### 8.1 DRIVERS AND CO-DRIVERS

For drawing up the final and/or provisional classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be:

**8.1.1** According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship, counting only those rallies which have served to make up their points total;

**8.1.2** According to the greater number of highest places achieved in the final classifications of their respective Championship, taking into consideration only those rallies in which all of the drivers and/or co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.

**8.1.3** In the event of a further tie, FMU itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

## 9 CRITERIA FOR PRIORITY DRIVERS

### 9.1 FMU PRIORITY DRIVERS

- P1, Drivers who have been former overall rally champions, won an event, won several stages in the FMU National Rally Championship in one of the three previous years.
- P2 Drivers who have won the DIV 1 Championship in the previous three years.
- P3 Drivers who have won a Club Rally Championship in the previous three years.

### 9.2 REPOSITIONING OF PRIORITY DRIVERS

The Stewards may reposition an FMU priority driver when he has entered in a car which, in the opinion of the Stewards, does not justify him benefiting from his priority in the initial start order.

### 9.3 NON-SCORING COMPETITORS

A Non-Scoring (NS) competitor will be a participant in an FMU event but not eligible to scoring any championship points.

## 10 RALLY CHARACTERISTICS

### 10.1 RALLY CONFIGURATION

**10.1.1** The surfaces of all special stages must remain the same during a rally. However, a waiver request should be sent to FMU when the use of limited sections of tarmac on a gravel rally or vice versa exceed 10% of one special stage length. A super special stage may have different road surfaces.

**10.1.2** Rallies will not exceed a total length of 350 km. The total distance of special stages is set between 120km and 140 km. However, there must ideally be no more than 60 km of special stages between visits to service parks or remote service areas. Alteration may be sought with justification by COC seeking a waiver from FMU.

**10.1.3** No one complete stage may be run more than thrice in a rally, super special stages excluded. Any part of a stage run more than twice must obtain the agreement of the FMU.

**10.1.4** The average speed for Target times shall not exceed 50kph.

### 10.2 PROGRAMMES FOR THE RALLIES

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

**10.2a)** No event shall have more than 4 special stages (6 for an ARC event) which may be repeated no more than 3 times each. Running the stages in reverse would constitute a new stage. A Super Special Stage (Circuit) is excluded from this arrangement. Scattered stages on axis/main road are highly discouraged.

**10.2b)** The selection of any course shall be evaluated by the relevant FMU Competitions Committee and approved by the Sporting Commission. The request for such approval shall include a detailed itinerary giving the exact distances to be covered.

**10.2.1** The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the beginning of reconnaissance)
- Scrutineering
- Ceremonial Start (if any)
- Rally
- Podium Ceremony

**10.2.2** With the exception of the ARC rally, the duration of the rally will be limited to 3 days, including reconnaissance.

**10.2.3** All competitive parts of a rally will be run on a Friday and Saturday.

**10.2.4** The podium ceremony shall be held within 1 hour of the arrival of the last car into final service.

**10.2.5** The reconnaissance schedule shall take place over 2 days. Organisers may, however, submit justification to vary this to the FMU.

**10.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME**

**10.3.1** Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary is respected.

**10.3.2** No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the FMU Safety Delegate.

**10.4 FMU INSPECTION**

**10.4.1** The route of any rally on the Championship shall be inspected by FMU, Uganda Police and the National Road Safety Council not later than eight (8) weeks prior to the event.

**10.4.2** Should an inspection have serious concerns about the stages of an itinerary, FMU may require organiser to improve and a re-inspection done within seven (7) weeks prior to the event rally. Such inspection shall be at the organiser's expense.

**10.4.3** An FMU inspection report or the inclusion of any stage in a Championship rally in no way guarantee or imply that a stage can be considered safe.

**10.4.4** FMU Sporting Commission shall, in consultation with the Safety and Medical Commission inspect and pass all circuits and racing tracks whether temporary or permanent for homologation of the same. Guidelines, specifications and regulations will be issued for track owners and developers to comply and implement. In the case of permanent circuits and race tracks, a plan must accompany the application for inspection with detailed safety plan and dimensions. On satisfaction of the guidelines and specifications, a licence will be issued.

## 11 OFFICIALS AND DELEGATES

### 11.1 STEWARDS

**11.1.1** The panel of Stewards (the Stewards) shall always comprise three members. The Chairman and one member shall be appointed by FMU and be of a different club from that of the organising club. The third member shall be appointed by the organiser of the rally. There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the rally at least one of the Stewards must be in the vicinity of the rally HQ.

#### 11.1.2 OPERATING MODE

The Stewards are to operate in the form of a "continuous meeting", with the minutes carried out in the form of a Stewards Rally Log gathering all the events from the beginning of the checks until the publication of the final classification.
This method allows the greatest reactivity, as the Stewards are always ready to make decisions.
At least two of the Stewards, preferably the Chairperson and Club Steward, must remain at the event Rally HQ (preferably at or adjacent to the Service Park during the running of the event) as soon as the competitive element of the rally has started, to support the CoC.
The other FMU Steward who is also the FMU Observer may go out to Observe the running of rally. However, the FMU Steward must always be reachable via phone and be able to be present within a reasonable time since the panel must function always as a whole (for example for summons and hearings).

#### 11.1.3 STEWARDS MEETINGS

Two formal meetings should be held on the first (start) and last day (end) of the rally respectively. Additional "informal" meetings should be held before the posting of starting order the qualifying stage (if any) and at the end of each leg, only in the presence of the Stewards, Secretary to the Stewards and Clerk of the Course FMU, mainly to examine and approve the restart list for the following day.

These meetings will be held when the Clerk of the Course is ready to submit the restart list, based on the classification after the last stage not being a super special stage, if any. The Clerk of the Course would also submit his daily report, if ready (otherwise, it should be submitted to the Stewards as soon as possible the following day). No minutes should be drawn up for these informal meetings.

**a) 1st Formal Meeting (after Administrative Checks/Scrutineering)**

**Mandatory Attendance:**

- Chairperson of the Stewards
- FMU Steward
- Club Steward
- Clerk of the Course
- FMU Technical Delegate or Chief Scrutineer
- Secretary to the Stewards
- Safety Delegate

**Optional Attendance:**

- FMU Observer (when not acting also as Steward)
- Competitors' Relations Officer i.e. if nothing to report
- Event Manager (may be mandated by the Chairman of Steward)

**Organiser's discretion, but not strictly required:**

- Chairman of the Organising Committee - **Attendance Mandatory for the first meeting**

Additional attendance, such as local authorities, should be approved by the Chairman of the Stewards.
In this case, the meeting would start with an introduction and presentation part. The guests should then leave the room, so that the meeting can be pursued confidentially.

**b) 2nd Formal Meeting (on the last day/at the end of the rally)**

**Mandatory Attendance:**

- Chairperson of the Stewards
- FMU Steward
- Club Steward
- Clerk of the Course
- FMU Technical Delegate or Chief Scrutineer
- Secretary to the Stewards
- Safety Delegate/Club Safety
- Medical Delegate

**Optional Attendance:**

- FMU Observer (when not acting also as Steward)
- Competitors' Relations Officer i.e. if nothing to report
- Event Manager (may be mandated by the Chairman of Steward)
- Environment Delegate (submits reports to FMU)

**11.2 FMU DELEGATES**

The following delegates will be appointed by FMU and each of them will draw up a report covering his/her responsibilities at the rally:

**11.2.1 N/A**

**11.2.2 FMU Technical Delegate**

The FMU Technical Delegate will liaise with the Clerk of the Course and will be the chief scrutineer responsible for all technical matters.

**11.2.3 FMU Safety Delegate**

The FMU Safety delegate is specifically responsible for monitoring the safety of the public and media. He has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions are not satisfactory.

If the safety conditions cannot be met within this time period, the FMU Safety Delegate will request the Clerk of the Course to cancel the stage. The Safety Delegate reserves the right to report to the Rally Commission a serious safety concern which may result in a Yellow Card being awarded to the event.

**11.2.4 FMU Media Delegate**

The FMU Media delegate will be in charge of all the media matters including pre-rally and post rally FMU Press Conferences.

**11.2.5 FMU Medical Delegate**

The FMU Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

**11.2.6 FMU Observer**

The FMU Observer(s) will review all aspects of the rally and complete the appropriate FMU report form. The FMU Stewards shall also serve as FMU Observer.

**11.2.7 FMU Sporting Delegate**

The FMU Sporting Delegate will observe the competitors' and technical officials' participation in the event. He/She shall report any incidents and other sporting matters to the Chairman of Stewards. The delegate may be appointed to FMU events.

**11.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)**

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors/crews. There must be at least one CRO at each rally who must be easily identifiable by the competitors/crews.

## 11.4 MARSHALS

Members of service clubs UMMA and UMMSA shall marshal at events.
Non-members of these service clubs may marshal at events provided that they have had prior training and certification from FMU. These non-members shall be supervised by a member of a Service Club at every individual station. Local volunteers may also be co-opted to safety during events as long as they have undergone basic orientation but cannot replace the trained marshals.
The deployment schedules and lists must be availed in the first stewards meeting.

## 11.5 OFFICIALS' AND VOLUNTEER'S CODE OF CONDUCT POLICY

**1. Objective of Policy**
This Code of Conduct contains the guidelines and expectations of FMU concerning the behaviour and conduct of our officials, volunteers and other persons under the direction of or representing FMU.

**2. Scope of Policy**
This Policy applies to FMU Officials and Volunteers representing FMU at any time or in any place including:
**(a)** at FMU's motorsport or other events such as social or sponsorship events (Event/s);
**(b)** while travelling to or from those places; and
**(c)** at all other times at which individuals are wearing FMU apparel or uniforms, whether compulsorily or by choice.

**3. Definitions**
Capitalised terms used in this Policy have the following meanings unless stated otherwise:
**(a)** Junior Official refers to all FMU Officials under 18 years of age;
**(b)** Official refers to any person who is appointed by an Event organiser to undertake a specific task at events under the control of an Event permit issued by FMU and holds a current valid FMU Officials' licence with the relevant accreditation to act in the role;
**(c)** Volunteer means an unpaid/honorary representative engaged on authorised and approved FMU business, including but not limited to Officials, Stewards and Commission, and Committee members;

**4. Code of Conduct**
**(a) Place Safety, Health and Welfare above all else**
**(i)** Always place the safety and welfare of children above other considerations. Ensure you are aware of your mandated responsibility to report suspicion of child abuse and neglect. Also ensure you are aware of the FMU Junior Officials Policy and your obligations under this.
**(ii)** Recognise that the Event, by its very nature, carries a certain level of risks and dangers, and exercise due care and caution at all times.
**(iii)** Be medically fit to carry out the required duties of the role you accept at an Event. If you are unable to do so, you must notify FMU and the Event organisers immediately. FMU will be the sole judge of medical fitness for officiating roles and reserves the unconditional right to remove any official from a role on this basis.
**(b) Operate within the rules of the sport, including National and International guidelines**
Representatives must abide by all FMU Rules, Regulations, policies and procedures and any amendments or additions, which may be in force at any time.
**(c) Comply with all requirements of venues, FMU and the law**
**(i)** Respect and comply with the requirements of venues at all times.
**(ii)** Respect the intellectual property of FMU and understand that all training materials and regulations are the property of FMU.
**(iii)** Comply with all National laws.
**(iv)** Comply with the FMU Workplace Health and Safety Policy.
**(v)** Officials are registered by the issuing of an Official Licence by FMU, assuming the applicant's credentials have satisfied FMU requirements.
**(vi)** Any Official Licence issued by FMU will remain the property of FMU, which reserves the right to withdraw or suspend it at any time, in accordance with the National Competition Rules (NCR) and relevant FMU policies.
**(d) Be professional in conduct, behaviour and personal appearance**
**(i)** Act professionally and in a sportsmanlike manner at all times.
**(ii)** Be positive role models to others.
**(iii)** Acknowledge that FMU is committed to providing fair, safe and socially responsible motor sport.
**(iv)** All Officials and Volunteers shall not publicly behave, act or speak in such manner that is detrimental, prejudicial or offensive to the Event, the Event organisers or their associated organisations, FMU, or Sponsors.
**(v)** Understand that the conduct of Officials and Volunteers directly reflects on FMU and that you have a responsibility to ensure FMU's public image is not tarnished.

**(vi)** All Officials and Volunteers must exhibit professional presentation, including wearing correct uniform and maintaining appropriate standards of personal hygiene.

**(e) Be responsible and accountable for all actions taken.**

**(i)** Any Official or Volunteer who brings motorsport into disrepute or commits an act prejudicial to the interests of FMU or motorsport generally may face disciplinary action.

**(ii)** All Officials and Volunteers shall, with prior training, supervision and/or licensing, accept full responsibility to the assigned role during the Event.

**(f) Be ethical, fair, impartial and honest in all their dealings with other people and FMU**

**(i)** Be consistent, objective and courteous when making decisions.

**(ii)** Do not use your involvement with FMU to promote your own beliefs, behaviours or practices where these are inconsistent with those of FMU.

**(iii)** Declare and avoid all conflicts of interest prior to accepting or performing a role.

**(iv)** Act with integrity at all times.

**(v)** Officials and Volunteers must not gamble or wager in relation to any Event to which they are appointed. For the avoidance of doubt, this includes all categories on any day of an Event in which you are officiating, whether trackside or otherwise. If you are officiating only one day of a four-day Event, you may not bet on any Event on any day. For example, if you are only officiating on Thursday, you may not bet on the Event on Thursday, Friday, Saturday or Sunday, including practice, qualifying or race. Failure to adhere to this condition will result in serious consequences.

**(g) Respect each other, and be open to communication and feedback**

**(i)** Treat all persons with respect and courtesy and have proper regard for their dignity, rights and obligations.

**(ii)** Be open to communication and feedback given to assist with your development as an Official or Volunteer.

**(iii)** Do not participate in or tolerate any form of violence, abuse, harassment or intimidation of others.

**(iv)** Do not treat anyone differently because of gender, age, roles allocated, experience, sexual orientation, race, culture, religion or any other protected attribute.

**(v)** Respect the lines of authority established for the control of the Event and comply with all reasonable instructions from senior officials.

**(h) Seek continual self-improvement**

Officials and Volunteers should aim to continually improve through officiating at events and completing training to upgrade their level of competency.

**5. Implications for Non-Adherence**

Any breach of this Policy shall result in disciplinary action being taken by FMU. Disciplinary action may include but not be limited to suspension of duties or obligations or termination of employment or other arrangements with FMU.

**6. Related Rules, Policies or Procedures**

**(a)** Junior Officials Policy
**(b)** Member Protection Policy
**(c)** Social Media Policy and Guidelines

**7. General**

(a) The Policy Manager is the **General Secretary** to whom any questions in relation to this Policy should be directed.
(b) This Policy will be reviewed every 2 years if not sooner.

## 12 CARS ELIGIBLE TO ENTER FMU CHAMPIONSHIP RALLIES

### 12.1 CLASSES OF CARS

- Cars complying with the 2020 Appendix J, Art.255A, when driven by a driver who has obtained the approval of
- S2000 cars conforming to the 2013 Appendix J, Art. 254A and Art.255A.
- Group A Kit Cars with a corrected cylinder capacity of less than1600cc.
- Group R cars (R1/R2/R3/R3T/R3D) conforming to the 2018 Appendix J, Art. 260 and 260D.
- Group R4 cars conforming to the 2020 Appendix J, Art. 260
- Group R5 cars conforming to the 2020 Appendix J, Art.261.
- Group A cars with a corrected cylinder capacity of up to 2000cc conforming to the 2020 Appendix J, Art. 255.
- Group N cars conforming to the 2020 Appendix J, Art.254.
- National Cars which do NOT comply with the current FIA Appendix J, Article 253 - 14 FIA APPROVED SAFETY FUEL TANKS. (Article 253-14 will be mandatory since 2020 in Uganda)

**Specially Prepared Vehicles class (SPV)**

**a)** any vehicle not in its original production form in respect to body and engine
**b)** any vehicle using homologated engine type or part/s current or past and has to run 33mm turbo restrictor
**c)** all road legal vehicles allowed
**d)** National Super A class with restrictor 34mm

| CLASSES | GROUPS |
|---|---|
| ~~RC1~~ | ~~National Rally Cars: 1.6 T engine (WRC Cars)~~ |
| RC2 | S2000-Rally: 1.6T engine with a 28mm restrictor |
| | S2000-Rally: 2.0 Atmospheric |
| | Group R5 (VR5) |
| | Group R4 (VR4) |
| | Group NR4 over 2000cc (current N4) |
| RC3 | Group A over 1600cc and up to 2000cc |
| | Super 1600 |
| | R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C) |
| | R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C) |
| | R3 (turbo / up to 1620cc / nominal – VR3T) |
| | R3 (diesel / up to 2000cc / nominal – VR3D) |
| RC4 | Group A up to 1600cc |
| | R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B) |
| | Kit-car up to 1600cc |
| | Group N over 1600cc and up to 2000cc |
| RC5 | Group N up to 1600cc |
| | tmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B) |
| NATIONAL | Complying with all FIA regulations except the current FIA Appendix J, Article 253 – 14 (since 2020). Their Homologation books or technical passports must be presented at scrutineering. All two-wheel drive non-homologate cars not exceeding 2000 CC<br>Any derivative of the FIA R5 out of its homologation<br>Intl GpS 4x4 Myo 2003+ , GpN 4x4 without Ft3-ft5 safety fuel tanks |
| S | Cars with expired homologation but in compliance of their original homologation. Their Homologation books must be presented at scrutineering. |
| classic | These are pre-1985 models and must conform to Appendix J Art. 253 |

| | |
|---|---|
| **National Super A** | Cars complying with all FIA Group A regulations with 34mm restrictors except the current FIA Appendix J |

## 12.2 ADDITIONAL PROVISIONS

| Homologation No | Make | Year of Manufacture | End of FIA Extension | FMU Class | |
|---|---|---|---|---|---|
| N-5656 – Subaru Impreza N10 | Subaru Impreza N10 | | 2023 | NAT (without Tank) | |
| N-5676 – Subaru Impreza N11 | Subaru Impreza N11 | | 2023 | NAT (without Tank) | |
| N-5695 – Subaru Impreza N12 | Subaru Impreza N12 | | 2024 | NAT (Without Tank) | |
| N-5714 – Subaru Impreza N14 | Subaru Impreza N14 | | 2026 | FIA (with tank) | |
| N-5732 – Subaru Impreza N14 | Subaru Impreza N14 Spec C | | 2026 | FIA (with Tank) | |
| N-5732 – Subaru GVB (2024) | Subaru GVB | | 2024 | FIA | |
| N-5758 – Subaru VAB (2027 | Subaru VAB | | 2027 | FIA | |
| N-5480 – Subaru Impreza GC8 | Subaru Impreza GC8 | | | S | |
| N-5652 – Subaru Impreza N8 | Subaru Impreza N8 | | | S | |
| N-5688 – Evo IX | Mitsubishi Lancer Evolution IX | | 2024 | NAT (Without Tank) | |
| N-5718 – Evo X | Mitsubishi Lancer Evolution X | | 2030 | FIA | |
| N-5673– Evo VIII | Mitsubishi Lancer Evolution VIII | | NAT | NAT | |
| N-5629 – Evo VII | Mitsubishi Lancer Evolution VII | | | S | |
| N-5585 – Evo V & VI | Mitsubishi Lancer Evolution V & VI | | | S | |
| N-5559 – Evo IV | Mitsubishi Lancer Evolution IV | | | S | |
| A5775 – Fiesta R5 | Ford Fiesta R5 | | | FIA | |
| OTHERS | | | 2WD Turbo 1000 CC | NAT | |
| | | | 2WD Natural Aspirated ≤ 2000CC | NAT | |
| | | | GpN 4X4 without FT3 – FT5 Safety Fuel Tank | NAT | |
| National Super A | | | | SPV | |

**FMU technical passport is mandatory for all cars, a copy of which shall be kept at the FMU Secretariat.**

# 2025
# LISTE DES VEHICULES / PAYS
# LIST OF VEHICLES / COUNTRIES

| *N° Homologation* | | *Description* | *Début* | *Fin* |
|---|---|---|---|---|
| | | ***(ARG) Argentine / Argentina*** | | |
| **Toyota Argentina** | | | | |
| T2 | 2014 | TOYOTA HILUX (SRV) – 2'982.2 x 1.5 = 4'473.3cc | 01.01.2013 | 2026 |
| T2 | 2015 | TOYOTA HILUX SW4 (SUV) – 2'982.2 x 1.5 = 4'473.3cc | 01.01.2013 | 2026 |
| | | ***(CZE) République Tchèque / Czech Republic*** | | |
| **Skoda** | | | | |
| A | 5760 | FABIA 1.0 MPI 44 KW – 999.1cc | 01.04.2015 | 2026 |
| A | 5777 | FABIA 1.0 MPI 55 KW AMBITION / 5 GEARS MANUAL G. | 01.04.2019 | 2026 |
| A | 5786 | FABIA 1.0 MPI 59 KW ACTIVE / 5 GEARS MANUAL GEARBOX | 01.09.2022 | 2030 |
| **Audi Hungaria Zrt** | | | | |
| A | 5785 | EA888 GEN3 R4 2,0L BZ TFSI 140/145 KW 320NM – 3'381.5cc | 01.09.2022 | 2029 |
| But Homologation Valid Only for Engine | | | | |
| | | ***(DEU) Allemagne / Germany*** | | |
| **Audi** | | | | |
| GT3 | 038 | R8 LMS | 01.05.2015 | 2030 |
| **BMW** | | | | |
| F3 | 325 | 318iS | 01.03.1999 | |
| F3 | 334 | E90 320si – 1'997.4cc | 01.10.2006 | |
| GT3 | 053 | M4 GT3 (NEW) | 01.01.2022 | 2029 |
| **Corvette – D** | | | | |
| GT3 | 045 | CALLAWAY CORVETTE C7 GT3-R | 01.06.2016 | 2026 |
| **Daimler-Chrysler AG** | | | | |
| F3 | 330 | MERCEDES BENZ M 271 | 01.04.2002 | |
| **General Motor Europe** | | | | |
| F3 | 327 | OPEL/VAUXHALL ZAFIRA X 18 XE – 1'796cc | 01.03.2000 | |
| **Mercedes AMG GmbH** | | | | |
| GT3 | 042 | MERCEDES-AMG GT3 | 01.03.2016 | 2029 |
| **Adam Opel AG** | | | | |
| A | 5751 | ADAM OPEL ASTRA H ESSENTIA 1.6 – 1'598cc | 01.01.2014 | 2025 |
| But Homologation Valid Only for Engine | | | | |
| A | 5752 | ADAM SLAM 3-DOOR HATCHBACK 1.4 – 1'398.1 cc | 01.01.2014 | 2025 |
| A | 5781 | OPEL CORSA GS LINE 130 - 1'204 X 1.7 = 2'046.8cc | 01.01.2021 | 2028 |
| F3 | 310 | OPEL/VAUXHALL ASTRA-A 16V – 1'998cc | 01.04.1993 | |
| F3 | 333 | ZAFIRA B – 1'598cc | 01.04.2006 | |
| **Porsche** | | | | |
| GT3 | 041 | 911 GT3 R (991) | 01.03.2016 | 2025 |
| GT3 | 050 | 911 GT3 R (991 II) | 01.02.2019 | 2028 |
| GT3 | 055 | 911 GT3 R (992) | 01.12.2022 | 2030 |
| **Volkswagen** | | | | |
| A | 5774 | POLO 1.0 MPI 55 KW COMFORTLINE / 5 GEARS MANUAL | 01.10.2018 | 2025 |
| F3 | 302 | PASSAT – 1'984cc | 01.08.1991 | |
| F3 | 309 | 19 GOLF GTI – 1'781cc | 01.04.1993 | |
| F3 | 311 | 17 GOLF GTI – 1'588cc | 01.04.1993 | |
| F3 | 336 | GOLF 5 – Engine Identity CBF – 1'984.3cc | 01.07.2007 | |

# 2025
# LISTE DES VEHICULES / PAYS
# LIST OF VEHICLES / COUNTRIES

| N° Homologation | | Description | Début | Fin |
|---|---|---|---|---|
| | | **(FRA) France / France** | | |
| **Alpine** | | | | |
| R-GT | 001 | A110 – 1'798cc | 01.07.2020 | 2027 |
| **Citroën** | | | | |
| A | 5769 | C3 FEEL PURETECH 110 – 1'199.5 x 1.7 = 2'039.1cc | 01.01.2017 | 2025 |
| A | 5773 | C3 FEEL PURETECH 82 – 1'199.5cc | 01.01.2018 | 2030 |
| **Peugeot** | | | | |
| A | 5743 | 208 VTI 125 3 PORTES – 1'598.2cc | 01.10.2012 | 2025 |
| A | 5754 | 1.6 THP 163 | 01.03.2014 | 2025 |
| But Homologation Valid Only for Engine | | | | |
| A | 5765 | 1.6 THP 270 – EP6FDTR - 1'598.2 x 1.7 = 2'716.9cc | 01.04.2016 | 2026 |
| A | 5780 | 208 GT LINE 130 - 1'204 x 1.7 = 2'046.8cc | 01.07.2020 | 2027 |
| N | 5765 | 1.6 THP 270 – EP6FDTR - 1'598.2 x 1.7 = 2'716.9cc | 01.04.2016 | 2026 |
| **Renault** | | | | |
| A | 5755 | CLIO R.S – 1'618.4 x 1.7 = 2'751.3cc | 01.06.2014 | 2025 |
| A | 5779 | CLIO R.S. LINE TCE 1.3 EDC – 1'331.4 x 1.7 = 2'263.4 cc | 01.03.2020 | 2029 |
| F3 | 314 | CLIO WILLIAMS – 1'998cc | 01.03.1994 | |
| F3 | 321 | MEGANE COUPE | 01.03.1998 | |
| F3 | 328 | CLIO RENAULT SPORT 2.0 – 1'998.4cc | 01.03.2001 | |
| | | **(GBR) Grande Bretagne / Great Britain** | | |
| **Aston Martin** | | | | |
| GT3 | 051 | VANTAGE AMR GT3 | 01.03.2019 | 2031 |
| **Bentley** | | | | |
| GT3 | 049 | CONTINENTAL GT3 2018 | 01.04.2018 | 2031 |
| **Ford** | | | | |
| A | 5748 | FIESTA ST – 1'597 x 1.7 = 2'714.9 cc | 01.07.2013 | 2026 |
| A | 5770 | FIESTA 1.0L – 998.8 x 1.7 = 1'698cc | 01.01.2017 | 2027 |
| A | 5775 | FIESTA 1.0L ST-LINE (140 PS) - 998.8 x 1.7 = 1'698 cc | 01.01.2019 | 2026 |
| A | 5775 | FIESTA 1.0L ST-LINE (140 PS) - 998.8 x 1.7 = 1'698 cc | 01.07.2019 | 2026 |
| But Homologation Valid Only for R5 | | | | |
| A | 5778 | 2L GDI I4 GD 098 AB – 1'998.8cc | 01.07.2019 | 2026 |
| But Homologation Valid Only for Engine | | | | |
| A | 5782 | FIESTA ST - 1'496 x 1.7 = 2'544cc | 01.04.2021 | 2028 |
| F3 | 317 | ESCORT RS COSWORTH – 1'994.5cc | 01.01.1995 | |
| F3 | 329 | Zetec SE Engine | 01.07.2001 | |
| Ra1-22/01 | | PUMA RALLY 1 | 01.01.2022 | 2029 |
| GT3 | 058 | MUSTANG GT3 | 01.03.2024 | 2031 |
| **Mc Laren** | | | | |
| GT3 | 052 | 720S-GT3 | 01.04.2019 | 2029 |
| | | **(ITA) Italie / Italy** | | |
| **Alfa Romeo** | | | | |
| F3 | 304 | TWIN SPARK 2.0 – 1'995cc | 01.01.1993 | |
| F3 | 318 | 155 2.0 T.SPARK SUPER 16V | 01.06.1995 | |
| F3 | 322 | T. SPARK 1.4 / 1.6 16V | 01.03.1998 | |
| **Ferrari** | | | | |
| GT3 | 044 | 488 GT3 | 01.03.2016 | 2028 |
| GT3 | 056 | 296 GT3 | 01.01.2023 | 2030 |

**2025**
**LISTE DES VEHICULES / PAYS**
**LIST OF VEHICLES / COUNTRIES**

| *N° Homologation* | | *Description* | *Début* | *Fin* |
|---|---|---|---|---|
| **Fiat** | | | | |
| F3 | 303 | TIPO i.e. 16V – 1'755.6cc | 01.10.1992 | |
| **Automobili Lamborghini S.p.A.** | | | | |
| GT3 | 054 | HURACAN GT3 EVO2 | 01.12.2022 | 2029 |

***(JPN) Japon / Japan***

| | | | | |
|---|---|---|---|---|
| **Fuji** | | | | |
| A | 5758 | SUB. IMPREZA WRX Sti 2015 - 1'997.8 x 1.7 = 3'396.3cc | 01.02.2015 | 2027 |
| N | 5758 | SUB. IMPREZA WRX Sti 2015 - 1'997.8 x 1.7 = 3'396.3cc | 01.02.2015 | 2027 |
| **Honda** | | | | |
| F3 | 301 | B21A1 ENGINE – 2'056cc | 01.07.1991 | |
| F3 | 306 | CIVIC 3 DOOR SIR.II (A-5444) – 1'596cc | 01.01.1993 | |
| F3 | 307 | PRELUDE 4WS(BA5) (A-5357) – 1'958cc | 01.01.1993 | |
| F3 | 308 | PRELUDE 4WS(BA5) (A-5357 04/01ET) – 1'958cc | 01.01.1993 | |
| F3 | 313 | B18C ENGINE – 1'798cc | 01.10.1993 | |
| F3 | 319 | H22A ENGINE – 2'156cc | 01.01.1997 | |
| F3 | 323 | H22A/F20B ENGINE | 01.07.1998 | |
| F3 | 331 | F20C ENGINE / K20A ENGINE | 01.01.2003 | |
| F3 | 332 | F20C ENGINE / K20A ENGINE | 01.03.2004 | |
| **Isuzu** | | | | |
| T | 1112 | D-MAX (TFS26) – 3'494.3cc | 01.07.2003 | 2026 |
| T | 1113 | D-MAX (TFS77) – 2'999.3 x 1.5 = 4'499cc | 01.07.2003 | 2026 |
| T2 | 2002 | D-MAX (TFS-85) – 2'999.3 x 1.5 = 4'499cc | 01.10.2005 | 2026 |
| T2 | 2003 | D-MAX (TFS-85H) – 2'999.3 x 1.5 = 4'499cc | 01.03.2007 | 2026 |
| T2 | 2013 | D-MAX (TFS-85) – 2'999.3 x 1.5 = 4'499cc | 01.01.2013 | 2029 |
| T2 | 2017 | MU-X (UCS85) – 2'99.3 x 1.5 = 4'499.00cc | 01.01.2015 | 2028 |
| **Mitsubishi** | | | | |
| F3 | 315 | 4G93 ENGINE – 1'834cc | 01.03.1994 | |
| F3 | 324 | 4G93 (GDI) ENGINE | 01.07.1998 | |
| T2 | 2004 | PAJERO TURBO DIESEL (V88W) – 3'200.5 x 1.5 = 4'800.8cc | 01.04.2007 | 2026 |
| **Nissan** | | | | |
| F3 | 326 | SR20VE ENGINE | 01.01.2000 | |
| GT1 | 003 | GT-R (R35) | 01.05.2009 | 2026 |
| GT1 | 101 | GT-R (R35), 2010 | 01.04.2010 | 2026 |
| GT3 | 030 | GT-R NISMO GT3 | 01.04.2012 | 2026 |
| GT3 | 048 | GT-R NISMO GT3 2018 | 01.04.2018 | 2030 |
| T | 1093 | PATROL (TBSY61) – 4'478.8cc | 01.01.1998 | 2026 |
| T | 1110 | DOUBLE CAB (D22) – 2'485.4 x 1.5 = 3'728.0cc | 01.03.2002 | 2026 |
| T | 1111 | PATROL (TGPSY61) – 4'758.7cc | 01.04.2002 | 2026 |
| T2 | 2006 | NAVARA DOUBLE CAB (D40) – 2'488.5 x 1.5 = 3'732.75cc | 01.06.2007 | 2026 |
| T2 | 2009 | PATHFINDER (R51) – 2'488.5 X 1.5 = 3'732.75CC | 01.02.2008 | 2026 |
| T2 | 2016 | PATROL (Y62) – 5'569.6cc | 01.04.2014 | 2026 |
| **Toyota Motor Corporation** | | | | |
| A | 5742 | VITZ (NCP131) – 1'500.8cc | 01.06.2012 | 2026 |
| A | 5756 | GT 86 – 1'999.2cc | 01.07.2014 | 2027 |
| A | 5771 | YARIS (NSP131) – 1'496.1cc | 01.01.2017 | 2027 |
| A | 5787 | G16E-GTS – 1'618.2 x 1.7 = 2'750.9cc | 01.01.2024 | 2031 |
| But Homologation Valid Only for Engine | | | | |
| A | 5788 | GR YARIS RS 1.5L (MXPA12) | 01.01.2024 | 2031 |
| F3 | 305 | 3S-GE ENGINE – 1'998cc | 01.01.1993 | |
| F3 | 312 | 3S-GE ENGINE – 1'998cc | 01.10.1993 | |
| F3 | 316 | 3S-GE ENGINE – 1'998cc | 01.07.1994 | |
| F3 | 320 | 3S-GE ENGINE – 1'998cc | 01.10.1997 | |

**2025**
**LISTE DES VEHICULES / PAYS**
**LIST OF VEHICLES / COUNTRIES**

| *N° Homologation* | | *Description* | *Début* | *Fin* |
|---|---|---|---|---|
| F3 | 335 | 1AZ-FE – 1'998.2cc | 01.01.2007 | |
| GT3 | 046 | LEXUS RC F GT3 | 01.01.2017 | 2030 |
| Ra1-22/03 | | GR YARIS RALLY 1 | 01.01.2022 | 2030 |
| T2 | 2010 | LAND CRUISER (VDJ200) – 4'461.2 x 1.5 = 6'691.8cc | 01.04.2008 | 2026 |
| T2 | 2011 | LAND CRUISER (KDJ155) – 2'991.3 x 1.5 = 4'486.9cc | 01.12.2011 | 2026 |
| T2 | 2018 | LAND CRUISER GR SPORT (FJA300) - 3'353.7 x1.5 = 5'030.5cc | 01.05.2022 | 2030 |

***(KOR) Corée / Korea***

**Hyundai Motor Company**

| | | | | |
|---|---|---|---|---|
| A | 5766 | i20 1.0 T-GDI – 997.7 x 1.7 = 1'696.1cc | 01.10.2016 | 2027 |
| A | 5767 | THETA II – 1'999.6 x 1.7 = 3'399.4cc | 01.10.2016 | 2029 |
| But Homologation Valid Only for Engine | | | | |
| A | 5783 | THETA II – 2'005.2 x 1.7 = 3'408.8cc | 01.08.2021 | 2028 |
| But Homologation Valid Only for Engine | | | | |
| A | 5784 | i20 / KAPPA 1.4 L – 6 GEARS – AUTO TRANSMISSION | 01.08.2021 | 2028 |
| Ra1-22/02 | | i20 N RALLY 1 | 01.01.2022 | 2029 |

***(MYS) Malaisie / Malaysia***

**Proton**

| | | | | |
|---|---|---|---|---|
| A | 5776 | IRIZ 1.3L / 5 GEARS MANUAL GEARBOX | 01.012.2018 | 2025 |

***(USA) Etats Unis / United States***

**American Honda Motor**

| | | | | |
|---|---|---|---|---|
| GT3 | 047 | ACURA NSX GT3 | 01.03.2017 | 2028 |

**Chevrolet**

| | | | | |
|---|---|---|---|---|
| GT3 | 057 | CORVETTE Z06 GT3.R | 01.12.2023 | 2030 |

## 13 GENERAL

### 13.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

#### 13.1.1 Compliance
All tyres must comply with this article, read in conjunction witof the Code.

#### 13.1.2 Moulded tyres
All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted.

#### 13.1.3 Treatment of tyres
Any chemical and/or mechanical treatment of tyres is prohibited.
Any device for heating the tyres once fitted on the rim is prohibited.
Whether fitted on rims or not, keeping tyres in an artificially heated environment below 35°C is allowed.

#### 13.1.4 N/A

#### 13.1.5 Tyre quantities
n/a

#### 13.1.6 Devices for maintaining full tyre performance
The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.

#### 13.1.7 Rims
Any device designed to clamp the tyre to the rim is not permitted.

#### 13.1.8 Tyre fitting
The maximum pressure for fitting the tyre onto the rim is 8 bars at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

#### 13.1.9 Tarmac tyre (dry and wet)
At all times during the rally, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks. Tarmac tyres must comply with Appendix V and be homologated by the FIA Important: no tyres homologated before 01/05/2013 are allowed. Drivers may continue to use the previously homologated specifications as long as the tread pattern is in compliance with Appendix V.
Please refer to the list of eligible asphalt tyres published on the FIA website.

#### 13.1.10 N/A

#### 13.1.11 Gravel tyre
See Appendix J. of the Code.

### 13.2 - 13.7 N/A

### 13.7 CONTROL
At any time during the rally, controls may be carried out to check the conformity of the tyres. Any tyre which is not in conformity will be marked with a special stamp and must not be used.

### 13.8 TYRE MARKING / CONTROL ZONES
A wheel/tyre marking / bar-code reading zone may be established at the exit of the authorised service parks or remote service areas and before the start of the Shakedown. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone.
The crew has to stop its car and wait for the instructions of the scrutineers and/or marshal. In the absence of scrutineers or marshals, the crew may leave the zone without stopping.
A tyre mark checking zone may be established at the entrance of the authorised service parks and remote service zones.

**13.9 ROAD SECTIONS**
When no Special Stages are involved, non-registered pattern tyres may be used on road sections.

**13.10 TYRE PRESSURE ADJUSTMENT**
The adjustment of tyre pressure is permitted:

- When the waiting time between a TC preceding a special stage and the start of that stage is more than 13 minutes for any competitor.
- In regroups of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

**13.11 TYRE PRESSURE AND TEMPERATURE SENSORS**
Sensors for measuring the tyres internal air pressure and temperature when the car is in motion are allowed and strongly recommended.
If these sensors are used, there must be at least one warning light to notify the crew of a probable failure. Sensors for measuring tyre carcass, tyre compound or rim temperature are forbidden.

**13.12 SPARE WHEELS**
Cars may carry a maximum of two spare wheels and they must carry at least one spare wheel.
Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorised.

**13.13 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT**
The presence of representatives of the FMU-designated tyre supplier(s) is/are authorised at the stop point of the special stages. At that point, visual and temperature checks may be carried out and the data relating to the company's products collected.

**13.14 AVAILABILITY OF TYRES**
All tyres used in the Rally Championships must be readily available commercially.

**14 TYRE SUPPLY**
Refer to the relevant Championship regulations (if applicable).

**15 TYRE QUANTITIES**
For these regulations, please refer to the relevant championship regulations.

## 16 MECHANICAL COMPONENTS

### 16.1 ENGINE REPLACEMENT

**16.1.1** In the case of engine failure, it is permitted to replace the engine. However, a 15-minute penalty will be applied by the Clerk of the Course.

**16.1.2** Other than above, the same engine block and body shell must be used from passing scrutineering until the finish of the rally.

### 16.2 TURBOCHARGERS

**16.2.1** The turbocharger and compressor shall hereinafter be referred to as 'compressor'.

**16.2.2** The regulations in force concerning the air restrictor and marking remain applicable (Art. 254-6.1 and 255-5.1.8.3 of Appendix J).

**16.2.3** The compressor fitted to the car and one spare compressor will be checked and sealed with seals bearing the same number at pre-rally scrutineering.

**16.2.4** The compressors will bear the car's number and be used exclusively on that car.

**16.2.5** All used compressors must remain sealed from pre-rally scrutineering until the end of the rally in order that scrutineers may check their conformity.

**16.2.6** The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the compressors will be marked only for the purpose of counting them.

**16.2.7** For Rally2 cars, the homologated FIA boost control system (pop-off valve, see FIA Technical list n°43) must be checked and sealed (as per Art. 261 from appendix J) at pre-event scrutineering. It must remain sealed until the end of the rally except with the approval from the FIA/FMU Technical delegate.

### 16.3 TRANSMISSIONS

**16.3.1** For each car, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

**16.3.2** These spare components and those fitted to the car will be marked/sealed at initial scrutineering.

**16.3.3** The marking/sealing will permit the competitor to replace the clutch and associated accessories.

**16.3.4** All the components will be identified by seals bearing the same number.

**16.3.5** All marking/sealing will be carried out in accordance with the details published by the FIA for the different models of car.

**16.3.6** The gearboxes and differentials may be changed in any service park, provided that the scrutineers have been informed beforehand of the intention to do so.

**16.3.7** On condition that the seals and markings of a dismounted gearbox/differential(s) remain intact, the parts may be re-used on the same car.

**16.3.8** The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

## 17 N/A

## 18 ADDITIONAL CAR REQUIREMENTS

## 18.1 ON-BOARD CAMERAS

**18.1.1** The competition car will carry an on-board camera which clearly shows and records the drivers' eye view. The onboard Camera is **highly recommended** for all competition cars as it will provide primary evidence.
The camera shall have an alternate power source of the car.
The view angle and function of the camera shall be checked and approved by the scrutineer.

**18.1.2** n/a

**18.1.3** n/a

**18.1.4** With the prior consent of the competitor, the Clerk of the Course may authorise the official Media Broadcaster to enter the overnight Parc Fermé to maintain/check the onboard cameras/broadcast equipment. They must be accompanied by a rally scrutineer.

**18.1.5** Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

## 18.2 TRACKING SYSTEM

All cars must be fitted with a safety tracking system provided by the rally organiser. The use of a tracking system coming from the FIA Technical List nr. 98: Rally Car Tracking Systems is mandatory. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser.

Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

## 18.3 NOISE LEVEL IN THE SPECIAL STAGES

N/A.

## 19 FMU STANDARDISED DOCUMENTS

### 19.1 GENERAL

Apart from time cards and entry forms, all pre-start rally documents shall be compiled into one document called the Rally Manual. The printed version of the Rally Manual is mandatory.
The format and procedure of the following documents as in Appendix II must be followed:

- Supplementary regulations (electronic and printed format)
- Bulletins (electronic and printed format)
- Itinerary (electronic and printed format)
- Road book (electronic and printed format)
- KML or KMZ or GPX stage maps (electronic format)
- Time card (printed format)
- Entry form (electronic and printed format)
- Entry lists(electronic and printed format)
- Start lists and results at the rally (electronic and printed format)
- Safety plan (electronic and printed format)

Official documents such as provisional and final classifications and results, bulletins and decisions must be published on a digital and/or physical official notice board, along with the time of publication.
Documents which are published electronically shall not be amended once published on the organisers' website unless all competitors and officials are informed and the amendments are highlighted. Any documents which require FMU approval prior to publication shall not be amended without approval from FMU.

### 19.2 ROAD BOOK/ITINERARY

All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The compulsory itinerary of the rally is defined in the Road Book by the road direction diagrams and, between the road direction diagrams, by the defined roadway. Furthermore, on the special stages, the organisers may erect barriers or any other hindrances where they believe competitors have deviated from the roadway during reconnaissance or the first running of the stages. All modifications made must be informed to all competitors before the start of the concerned stage.
The electronic road book shall be made available only in PDF format and will be issued on the weekend preceeding the rally.
Any deviation will be reported to the Stewards.

### 19.3 TIME CARDS

#### 19.3.1 Each crew is responsible for:

- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

**19.3.2** The appropriate marshal is the only person allowed to make entries on the time card, except for the sections marked "for competitor's use".

**19.3.3** In case of the absence of a mark or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control, the crew concerned will be considered to have retired at that control. This information will be pronounced by the Clerk of the Course at the end of a section.

**19.3.4** Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the Clerk of the Course.

## 20 ISSUING OF AN FMU VISA

FMU VISA will only be issued after having fulfilled all the procedures below:

**FMU UNDERTAKING WITH UGANDA POLICE FORCE REGARDING SAFETY IN MOTORSPORT RALLYING EVENTS**

1. The following requirements are mandatory for all Rallying events organized under auspices of FMU FMU shall cooperate much more with all stake holders in motorsport i.e; Uganda Police Force, Ministry

of Works and Transportation (MOWT) and Permit Guidelines and Local leaders in the areas concerned.

**2.** The event Safety Plan shall be produced in good time and shared with Uganda Police Force and Ministry of Works and Transportation (MOWT) for their respective advice.

**3.** Rallies shall be organized in sparsely populated areas with low public traffic flow.

**4.** Spectators and local population shall be sensitized in preventive safety measures by using local media houses and posters in languages spoken and understood by the local residents, with Local Council support

- The organisers shall deploy trained Safety Marshals to work with Uganda Police personnel on all junctions along the competitive rally route, after being taped with safety tape, for both traffic and crowd control.
- Uganda Police Force shall enforce traffic regulations on Drink-Driving spectators by setting up Road Check points.
- Smoking and Alcohol consumption is strictly prohibited as per motorsport regulations.

**5.** Uganda Police Force will determine the number of Police Officers to be deployed depending on geographical set-up of the event.

**6.** It shall be mandatory for each participating competitor to present to the event organizer, the following documents:
**a)** Competing Car Registration Book
**b)** Valid 3rd Party Insurance for the competing car
**c)** Valid Driving Licence – Driver and Co-Driver
**d)** Valid Competition Licence – Driver and Co-Driver – with a proven driving experience applicable for the event entered
**e)** Medical Report Form – Driver and Co-Driver – signed by a Medical Doctor approved by FMU
**f)** A duly completed and signed Entry Form

**7.** The Organisers shall, through FMU, request Uganda Police Force to provide an Inspector Of Vehicles (I.O.V) to work with the FMU Technical Delegate and Scrutineers to ensure that all rally cars are road worthy and conform to FMU and FIA regulations.

**8.**

**9.** Competitors' briefing is mandatory in all events. The presence of an Officer from Uganda Police Force is highly recommended.

**10.** A Safety Car equipped with a Siren, Public Address system and Beacon lights shall go through all competitive sections before Rally cars are flagged off to alert the local population on the coming of speeding rally cars. This car will also check on deployment as per the Safety Plan.

**11.** Route Openers shall be dispatched 40 and 20 minutes respectively before the leading Rally car is flagged off. The duty of these cars is to further warn the public on the coming of speeding rally cars. These cars must communicate any safety issue to rally control as a safety measure.

**12.** A Route Closing car shall be dispatched after the last rally car to check on any incident that may arise.

**13.** The organisers shall have Medical facilities (Ambulances, a Doctor and Paramedics) in place for rapid intervention and save life of spectators, local population, competitors and event officials in case of any accident involving a competing car.

**14.** Press releases will be issued by the organisers to inform public in areas where a rally will be passing. This will be done in English and local languages of areas concerned.

**GUIDELINES FOR OBTAINING AN EVENT PERMIT**

- The organizing Club must submit their application to FMU office not later than twelve (12) weeks before the scheduled starting day of the event together with a soft copy and 1 hard copy of the Road Book, Draft Supplementary regulations and Draft Safety plan of the event.
- In the case of a Rally and Sprint event, the Club must pay 450,000/= to cater for the Instruments of Maximum speed limit lifting gazetting, transport and facilitating the Safety Delegate.
- The organizer will receive recommendations on the Draft Supplementary Regulations and Draft Safety Plan from FMU not later than 2 weeks from the date of submission.

- The organizer will receive an Invoice for the event from the FMU Treasurer at least 6 weeks before the event. Unless otherwise agreed, the organizer must clear the Invoice at least 4 weeks before the scheduled start of the event.
- The organizer must submit 1 copy of the final Draft Supplementary Regulations and Safety Plan not later than eight (8) weeks from the scheduled start of the event.
- If the Final Draft Supplementary Regulations, Road Book, Itinerary and Safety Plan are compatible with the National Competition Rules, the Competitions' Committee will issue **a Certificate of "No Objection"** within 3 days from receipt of the final Drafts and the organizers can go ahead and print and issue the Supplementary regulations, Safety Plan, Road Book and open entries. **No Club shall be allowed to "Launch" any event before obtaining a Certificate of "No Objection".**
- The organizing Club must contact the designated FMU event officials at least 6 weeks before the scheduled starting day of the event.
- All scheduled adverts must be forwarded to FMU for approval before forwarding them to either print or electronic media.
- The organizer must submit to FMU Treasury, facilitation for FMU appointed officials not less than 8 days from the scheduled start of the event.
- As soon as the Instruments and Police permit is obtained, FMU will issue the event Permit at least 7 days before he scheduled starting day of the event.

## 21 INSURANCE COVER

### 21.1 DESCRIPTION OF INSURANCE COVER

The Supplementary Regulations must give details concerning insurance cover taken out by the organisers. The certificate shall describe the competitors, the Promoter (if any) the FMU and the officials of the rally (description of the risks and sums covered). The amount covered should be expressed in UGX.

### 21.2 PUBLIC LIABILITY COVER

**21.2.1** The insurance premium which may be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).

**21.2.2** Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.

**21.2.3** The insurance cover must at least be in effect during the Qualifying stage and then, for competitors running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started shall not be considered to have permanently retired.

### 21.3 EXCLUSION OF COVER

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the organisers, are not covered by the insurance policy of the rally.

## 22 ENTRY PROCEDURE

### 22.1 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FMU competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the Supplementary Regulations. An electronic entry application (Internet) may be accepted and confirmed by way of personal signature by the entrant by the latest at administrative checks.

### 22.2 AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the car declared on the entry form, up to the moment of scrutineering.

### 22.3 ASN AUTHORISATIONS

FMU licence holders seeking to participate in a foreign competition will submit their International Competition Authorisation Application to the FMU Sporting Commission. A physical/online application form shall be made available. The application shall be made four (4) weeks before the closure of entries for the specified international competition.

The Competitors shall be subjected to a pre-release technical inspection.

Foreign competitors, drivers and co-drivers, must present an authorisation according to Art. 3.9.4 of the Code.

### 22.4 CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

A change of competitor is permitted up to the close of entries.
Only the competitor entered in the event will be allowed to make this request.
After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the start list.

Only FMU may authorise the replacement of both crew members or the competitor after the close of entries.

### 22.5 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these regulations and the Supplementary Regulations of the rally

## 23 ENTRY CLOSING DATES

### 23.1 RESPECT OF CLOSING DATES FOR ENTRIES

Closing dates for entries in each individual rally must be respected, irrespective of the Championship registration deadlines.

### 23.2 ENTRY CLOSING DATES

The standard closing date for entries must be no later than 1 weeks before the start of the rally.

## 24 ENTRY FEES

### 24.1 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees.

### 24.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

### 24.3 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the Supplementary Regulations.

### 24.4 ENTRY FEE DETAILS

Organisers must clearly spell out what is entailed in the entry fees. FMU reserves the right to regulate entry fees which may be revised should they be found extortive in nature and unjustified.

## 25 CLASSES

### 25.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the FMU Technical delegate or the chief scrutineer.

## 26 SEASONALLY ALLOCATED NUMBERS 2026

| No | COMPETITOR'S NAME | No | COMPETITOR'S NAME | No | COMPETITOR'S NAME |
|---|---|---|---|---|---|
| 1 | Ronald SEBUGUZI | 43 | Moustapha MUKASA | 83 | Frank TATYA |
| 14** | Musa Segabwe | 44 | Walter Kibande | 84 | Edson Mungyereza |
| 3 | Duncan Mubiru | 45 | Ahmed Kateete jr | 85 | Kuku RANJIT |
| 4 | Ponsiano Lwakataka | 46 | Kevin Bebeto | 86 | Wyclif Bukenya |
| 5 | Peter KALULE | 47 | Shid MAKUMBI | 87 | Shafic SSENDAGIRE |
| 6 | Aine Kaguta 'Sodo' | 48 | Jas MANGAT | 89 | Paul KASOZI |
| 7 | Mansoor LUBEGA | 49 | Abaasi MAYINJA | 90 | Muyanja Sabiti |
| 8 | Amir KAVUMA | 50 | Byron RUGOMOKA | 91 | Umar Kakyama |
| 9 | Haruna KATAZA | 51 | Amir KAWEESA | 92 | Innocent Bwamiki |
| 10 | Mike MUKULA Jr | 52 | Issa NYANZI | 93 | John Burrows |
| 11 | Julius SEMAMBO | 53 | Omar MAYANJA | 94 | Vicent Muwanguzi |
| 12 | Didas MASIKO | 54 | Andrew MUSOKE | 95 | Abdul Kateete |
| 15 | Samuel BWEETE | 55 | Gilberto BALONDEMU | 96 | Ahmed Mayinja |
| 16 | Faizal KAYIRA | 56 | Godfrey KIYIMBA | 97 | Salim KYEBAGADA |
| 17 | Yassin Nasser | 57 | Patrick SEBAMBULIDDE | 98 | Mansoor SSANYA |
| 18 | Umar DAUDA | 58 | Ali MOHAMMED | 99** | Arthur Blick |
| 19 | Ibrahim LUBEGA | 59 | Patrick RUYONGA | 100** | Jonas KANSIIME |
| 20 | Hassan Alwi | 60 | Humphrey KAWUKI | 101 | Sempera Kakule |
| 21 | Nasser MUTEBI | 61 | Ian Hanz BACHU | 102 | Fred Wampamba |
| 22 | Joshua MUWANGUZI | 62 | Sande MUBIRU | 103 | Happy K.Richard |
| 23 | Edward KIRUMIRA | 63 | Geofrey MUNYEGERA | 104 | Farouk Ssentongo |
| 24 | Isaac SSOZI | 64 | Samuel SEKANDI | 105 | Unissan Bakunda |
| 25 | Oscar NTAMBI | 65 | Nasib SESSANGA | | |
| 26** | Odeon TUMWEBAZE | 66 | Topher KATEERA | | |
| 27 | Samuel WATENDWA | 67 | Chris Bahizi | | |
| 28 | WO1 Ismail LULE | 68 | Robert .K. SENTONGO | | |
| 29 | Sadat NEGOMBA | 69 | Doreen ASIIMWE | | |
| 30 | Ahmed SENYONJO | 70 | John P. KYEBAMBE | | |
| 31 | Ali OMAR 'Bobo' | 71 | Ukasha Mugoya | | |
| 32 | Susan MUWONGE | 72 | Sharif MUYANJA | | |
| 33 | Fred BUSULWA | 73 | Najib Ssempijja | | |
| 35 | John CONSTA | 74 | Japhethi Lugayizi | | |
| 36 | Francis OMO | 75 | Salim GASEMBA | | |
| 37 | Dr. Henry MASERUKA | 76 | Abaasi SEBUNYA | | |
| 38 | Dr. Godfrey NSEREKO | 78 | Muzamir Watolya | | |
| 39 | Yassin MUKASA | 79 | Fred SENKUMBA | | |
| 40 | Nasser RATIB | 80 | Muzamir Watolya | | |
| 41 | Jamada LWABAGA | 81 | Fred SENKUMBA | | |
| 42 | Timothy GAWAYA | 82 | Yusuf BUKENYA | | |

** Reserved for Season * Retired for 2026 in memory of Bike 77 *** Age Limitation

**26.1 NEW DRIVERS**
New drivers and drivers who have not acquired points in the previous season shall be allocated sequential numbers above those arising from the championship standings of the previous season. The sequence shall be on a first come first serve basis.

**26.2 NUMBER REQUESTS**
Drivers may request a specific number which differs from what has been allocated to them above provided that the application is approved by FMU Competitions Committee. A report shall be given to the Sporting Commission in writing. Numbers 1-12 are reserved for FMU Premier drivers in order of their previous season seeding and **Number 77 is retired for 2026 in memory of Bike 77.**

**27 COMPETITION NUMBERS**
**27.1 GENERAL**

**27.1.1** The organiser will provide each crew with the number identification, which must be affixed to their car in the stated positions prior to scrutineering.

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

**27.2 FRONT DOOR PANELS**

**27.2.1** Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for mandatory advertising of the organiser.

**27.2.2** Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

**27.2.3** No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel.

**27.2.4** Two door panels of the size 50 cm x 52 cm are allowed. A black competition number, 5 cm wide (thick) by 28 cm high, will be displayed on a white background 50 cm wide by 38 cm high. Organisers' advertising may be placed on the top 14 cm of this door panel.

**27.3 REAR WINDOW**
One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the bottom in the centre of the rear window. An adjacent area of 15 cm x 15 cm shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

**27.4 SIDE WINDOWS**
Two numbers for each rear side window which shall be 20 cm high with a stroke width of 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

**27.5 ROOF PANEL**

**27.5.1** One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.

**27.5.2** Any mandatory organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

**27.5.3** It is at the organisers' discretion to distribute roof panels to the competitors.

**27.6 FRONT PLATE**
One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

## 28 DRIVER'S AND CO-DRIVER'S NAMES

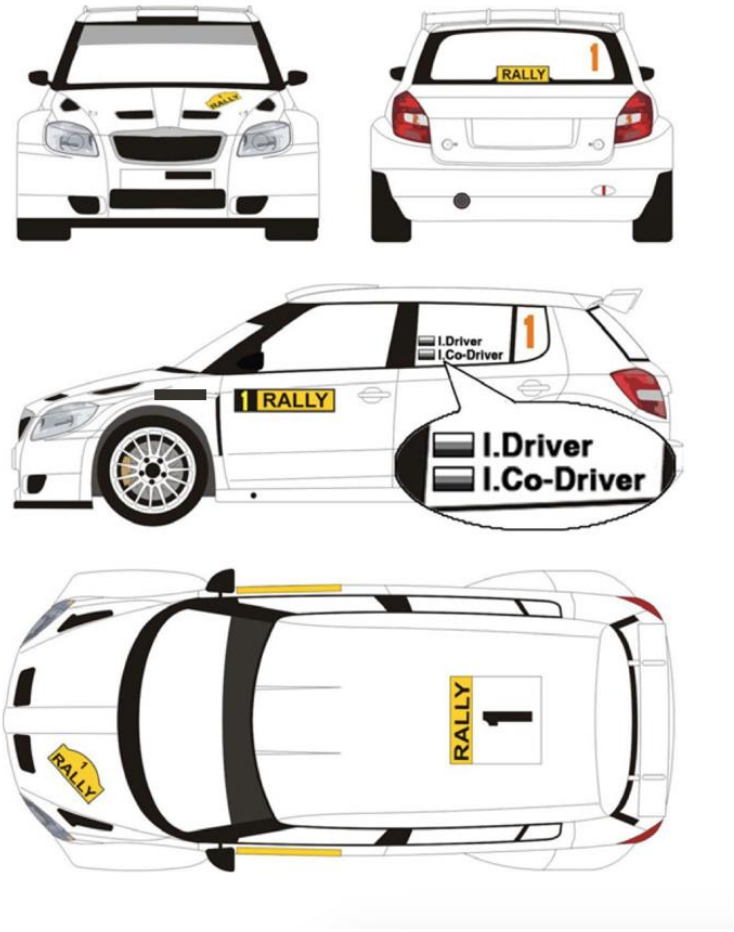
### 28.1 REAR SIDE WINDOWS

The first initial(s) and surname of the driver and the co-driver, as well as the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high and with a stroke width of 1 cm.

The driver's name shall be the upper name on both sides of the car.

### 28.2 DOOR PLATES / COMPETITION NUMBERS / DRIVERS' NAMES




### 28. 3 NAMES ON FRONT FENDERS

Names will also appear on front fenders.

### 28.1 PSEUDONYM

*Based on the International Sporting Code,* Art 2.6.1f and Art 9.12

- The Licence can be issued under a pseudonym, but no one may make use of two pseudonyms.
- The licence-holder, for so long as they are registered under a pseudonym, shall not take part in any Competition under any other name.
- An alteration of a pseudonym shall necessitate the same procedure being followed as for the original name.
- A person registered under a pseudonym shall not revert to the use of their own name until they have obtained a new Licence under their own name from the ASN.

## 29 ADVERTISING

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

- It is authorised by the national laws and the FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects the regulations on competition numbers.
- It does not interfere with the crew's vision through the windows.
- It complies with the provisions of Art. 10.6.2 of the Code.

**29.2 N/A**

**29.3** The text of any obligatory organiser advertising must be clearly indicated in the Supplementary Regulations, or in an official bulletin before the close of entries for the rally.

### 29.4 ORGANISER'S OPTIONAL ADVERTISING

**29.4.1** The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to UGX 1,000,000.

**29.4.2** The field of business of the optional advertisers must always be specified by the organiser. No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising, provided that the competitor can show justification to the Stewards.

**29.4.3** Competitors who accept the organiser's optional advertising as specified in the Supplementary Regulations must reserve space for it, which may not be more than double as for the mandatory advertising. No modification of the advertising is allowed.

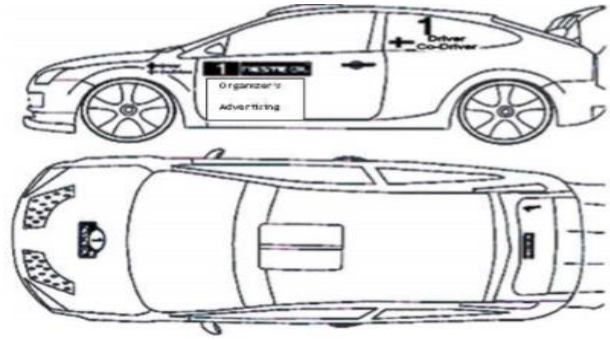
**29.4.4** The organiser's optional advertising must be clearly indicated in the Supplementary Regulations. If the optional advertising is published in a bulletin, and should there be conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

### 29.5 CHAMPIONSHIPS IDENTIFICATION AND ADVERTISING

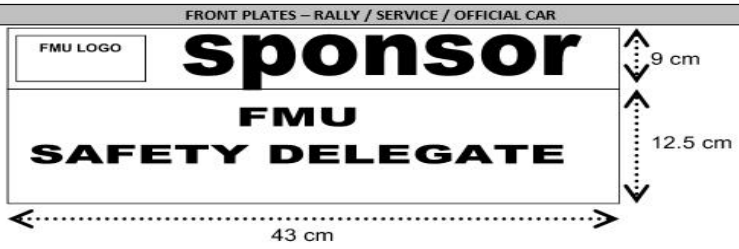
**29.5.1** The promoter of a Championship (if applicable) may have additional advertising requirements. The following areas are reserved for a Championship Promoter (if any) to apply championship identification and advertising by means of sticker sets:

- A space (15 cm high and the full width of the windscreen), below the existing 15 cm high reservation for Competitors at the top of the windscreen.
- A space 6 cm high and 67 cm wide immediately below the front door panel described in Art. 27.2.1.
- A space up to 10 cm high and 20 cm wide on the dashboard of the car and within view of the on-board Camera of the Championship Promoter.

**29.5.2** Any advertising within the championship identification must comply with Art. 29.1 and 29.2.




FRONT PLATES – RALLY / SERVICE / OFFICIAL CAR



## 30 ADMINISTRATIVE CHECKS

### 30.1 TIME SCHEDULE

Drivers and Co-drivers taking part in the Rally must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations.

The fines for lateness will be UGX 50,000.

### 30.2 DOCUMENTS REQUIRED

During the administrative checks the following original and valid documents will be checked:

- Driver's and Co-driver's competition licences
- Driver's and Co-driver's valid driving licence
- Driver's and Co-driver's passports or identification
- ASN authorisation, for all foreign competitors and/or drivers
- Completion of all details on the entry form
- Car registration papers
- Proof of car ownership or written consent to compete with the car

Any other documents which an organiser wishes to examine (e.g. car insurance cover certificate) must be listed in the Supplementary Regulations.

## 31 SCRUTINEERING BEFORE THE START OF THE COMPETITION ELEMENT OF THE RALLY

### 31.1 GENERAL

**31.1.1** Cars may be presented at scrutineering by a representative of the team.

**31.1.2** At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device intended to be used. Compliance with Appendix L Chapter III of the Code, will be checked.

**31.1.3** Cars may have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighting.

**31.1.4** The crew must show the cars' complete certified homologation form and technical passport.

**31.1.5** Scrutineers will require the car to be identified. The chassis and cylinder block will be marked.

**31.1.6** Only those components which have been sealed at initial scrutineering may be used throughout the Rally. Such components must remain in their sealed state.

**31.1.7** After scrutineering, if a car is found not to comply with technical and/or safety regulations, the car must be made to comply and re-scrutineered at a time and location mentioned in the supplementary regulations. If the car will still not comply with the regulations, the Stewards, upon the proposal of the Chief Technical Delegate, may refuse the car to start.

### 31.2 TIMETABLE

A timetable for scrutineering, including the sealing of components and checking the weight of cars shall be issued in the Supplementary Regulations or in a bulletin.

## 32 CHECKS DURING THE RALLY

### 32.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, on the conformity and eligibility may be carried out at any time during the rally when applicable at the sole discretion and upon instruction of the FMU Technical Delegate, with the knowledge of the Stewards.

### 32.2 RESPONSIBILITY OF THE COMPETITOR

**32.2.1** The competitor is responsible for the technical conformity of his car throughout the rally and should be able to provide any related official document.

**32.2.2** Should identification marks (see Art. 31.1.6, 16 and 17) be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

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

**32.2.4** Any fraud discovered, and in particular identification marks presented as original which have been tampered with, will be reported to the Stewards.

## 33 FINAL CHECKS

### 33.1 FINAL PARC FERMÉ

**33.1.1** After finish formalities, cars must be placed in a parc fermé where they must remain until released by the Stewards.

**33.1.2** The provisional classification shall be published at the time specified in the Supplementary Regulations (or in a bulletin) which shall be as soon as practical after the last car has checked in at the final control, even if final scrutineering remains in progress.

### 33.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course and/or the FMU Technical delegate (Chief Scrutineer) to the Stewards.

### 33.3 HOMOLOGATION FORM

The complete FIA or ASN homologation form and other necessary certifications must be available for final checks including the Technical Passport.

## 34 BEHAVIOUR

### 34.1 GENERAL RULES

**34.1.1** Crews must always behave in a sporting manner.

**34.1.2** When cars are subject to parc fermé rules (Art. 63.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited or as otherwise permitted in these Regulations. Exceptionally, on Special Stages, cars may be towed or pushed in order to bring them back onto the rally road or to clear the rally route.

**34.1.3** Exhibition driving may only be performed when permitted by the Supplementary Regulations of the rally.

**34.1.4** Crews must always drive in the direction of the special stage (except solely to effect a turn round).

**34.1.5** On a road section that is a public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. Any car not complying with this article will be considered as retired as per Art. 54. An additional penalty may be imposed by the Stewards.

**34.1.6** Any driving during the competition with a badly damaged windscreen which obstructs the driver's vision significantly is forbidden. The crew concerned may be prohibited from competing upon instruction of the Stewards. After repair, the crew may restart, if applicable, under Art. 54.

Any driving on a special stage without a windscreen fitted in place is allowed only if both crew members wear protective goggles in accordance with EN 1938 specification or full face helmet with closed visor. In any of the above cases, the police may nevertheless stop a car and prevent it from proceeding under national traffic laws.

### 34.2 DURING RECONNAISSANCE

**34.2.1** It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected, during reconnaissance.

**34.2.2** Speeding during reconnaissance of the special stages and any road sections will incur a fine applied by the Clerk of the Course as follows:

- 1st Offence – UGX 100,000
- 2nd Offence – UGX 200,000
- 3rd Offence – UGX 400,000

Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

**34.2.3** Other traffic infringements during reconnaissance will incur a penalty applied by the Stewards according to Art. 34.3.4.

**34.2.4** The amount of the fines will be unaltered by any fine imposed by the police.

### 34.3 EXCESSIVE SPEED DURING THE RALLY / TRAFFIC LAWS

**34.3.1** Throughout the rally, both crew members must observe the national traffic laws.

**34.3.2** In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

**34.3.3** Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable regulations, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional classification
- that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
- that the facts are not open to various interpretations.

**34.3.4** Penalties for infringements during the competition element of the rally:
**a)** First infringement:
- Speeding: A 1minute time penalty per km/h over the speed limit, applied by the Clerk of the Course,
- Other than speeding: A penalty will be applied by the Stewards.

**b)** Second infringement:
- Speeding: A 2minutes time penalty per km/h over the speed limit, applied by the Clerk of the Course,
- Other than speeding: A penalty will be applied by the Stewards.

**c)** Third infringement: A 3-minutes time penalty per km/h over the speed limit penalty applied by the Clerk of the Course.
**d)** Fourth infringement: Disqualification applied only by the Stewards.

Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

**34.4** The penalties stated in Art. 34.2 and 34.3 do not prevent the Stewards from imposing additional penalties if they judge it necessary.

## 35 RECONNAISSANCE

### 35.1 RECONNAISSANCE CARS

#### 35.1.1 Common requirements:

The car must be painted in a single colour, with no advertising, stickers, etc.
Underbody protection is authorised (complying with the Group N regulations).

- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

#### 35.1.2 Standard Cars

Totally unmodified standard cars as offered for sale to the general public.

#### 35.1.3 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety cage complying with Art. 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

### 35.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:
**a)** Road-homologated series production tyres for asphalt.
**b)** Free tyres for gravel, unless otherwise detailed in the Supplementary Regulations.

### 35.3 RESTRICTION OF RECONNAISSANCE

As from the publication of the rally Supplementary Regulations, any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. Failure to respect this rule shall result in the driver being reported to the Stewards.

### 35.4 RUNNING OF RECONNAISSANCE

#### 35.4.1 Timetable

Reconnaissance must take place according to a timetable set by the organiser. Participation in reconnaissance is compulsory.

#### 35.4.2 Respect of reconnaissance timetable

Only with the express authorisation of the Clerk of the Course may any person connected with an entered crew travel on or over the route of a special stage of the rally (except on foot) from the publication of the rally Supplementary Regulations until that special stage is terminated, open for public traffic and will no longer be used within the rally. The provisions of Art. 35.3 must nevertheless be respected.
The reconnaissance of a super special stage, if included in the competitive element of the rally, shall not be considered as part of the reconnaissance timetable.

#### 35.4.3 Number of passages

Each crew is limited to two passages on each special stage (special stages run twice are considered to be one special stage). During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Crews will only be permitted to enter and leave special stages through the start and finish controls.
Further checks may also be carried out within special stages.

#### 35.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages.

Such limits must appear in the Supplementary Regulations and may be checked at any time during reconnaissance. To monitor the speed during reconnaissance, it is mandatory that each reconnaissance car should be equipped with a tracking system coming from the FIA Technical List nr. 98: Rally Car Tracking Systems. Any interference with the system(s) during reconnaissance will result in the competitor being reported to the Stewards.

**35.4.5 n/a**.

**35.4.6 Number of persons**

During each passage through a special stage, more than one crew is permitted in the car.

**36 N/A**

**37 N/A**

**38 PROMOTIONAL ACTIVITIES**
Organizers are encouraged to create promotional activities. The activities must be included in the Supplementary Regulations.

**39 CEREMONIAL START**
A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the Supplementary Regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

**40 RALLY START**

**40.1 START AREA**
Before the start of the competition element of the rally, the organisers may assemble all the competing cars in a start area, into which cars must be driven before the start time as detailed in the Supplementary Regulations. The exclusively pecuniary penalties for late arrival in the start area shall be specified in the Supplementary Regulations. No service is allowed in the start area.

**40.2 MAXIMUM LATENESS AT A START**
Any crew reporting more than 15 minutes late at the start of a section shall not be allowed to start that section.

**41 START ORDER AND INTERVALS**

**41.1 REVISED START ORDER REQUIREMENT**
The start order shall remain unchanged until at least 10% of the total distance of the special stages detailed in the final itinerary has been completed. The reserve start system shall be maintained.

**41.2 REPOSITIONING OF DRIVERS**
The Clerk of the Course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers or change the time interval between cars.

**41.3 START ORDER LEG 1**
The Reverse Start Order shall be used except for the regional rally championship event.
Weather conditions shall be in consideration.

**41.4 START ORDER FOR SUBSEQUENT LEGS**
(a) The Reverse Start Order shall be used.
(b) Weather conditions shall be in consideration.

**41.5 START INTERVAL**
All cars will start at three-minute intervals unless specified otherwise in the championship regulations or rally Supplementary Regulations.

**ROTATIONAL ROUTE OPENING LIST**
N/A

## 42 CONTROLS – GENERAL REQUIREMENTS

### 42.1 SIGNAGE OF CONTROLS AND ZONES

All controls and zones, i.e. passage and time controls, start and finish of special stages including stop controls, regroup parks, refuelling areas, tyre marking zones and media zones shall be indicated by means of FIA-approved standardised signs complying with the drawings and distances in Appendix I and shall be indicated in the road book.

### 42.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

### 42.3 STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

### 42.4 READINESS TO WORK

**42.4.1** Controls shall be ready to function at least 60 minutes before the target time for the passage of the first competing car.

**42.4.2** Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

**42.4.2** This time shall be confirmed by the Route Sweeper car (000) who shall collect all control summary sheets and/or the control marshals shall send photos of their summary sheet to the CoC.

### 42.5 SEQUENCE OF CONTROLS AND DIRECTION

**42.5.1** Crews must check-in in the correct sequence of controls and in the direction of the rally route.

**42.5.2** It is prohibited to re-enter a control area.

### 42.6 MARSHALS' INSTRUCTIONS

**42.6.1** Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the Stewards.

**42.6.2** All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

### 42.7 N/A.

### 42.8 ON-BOARD CAMERA DATA EXCHANGE AND CAMERA MAINTENANCE POINTS (IF APPLICABLE)

The organisers may establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a bulletin (which may be issued by the Clerk of the Course) and are solely for the exchange of video data and adjustments/maintenance of the cameras.
Video data may also be exchanged and cameras maintained in the media zone, in regroups or parc fermés and at the exit of remote refuelling zones with the agreement of the Clerk of the Course. If it is required that this work should be done only in the presence of a member of the team, a representative of the competitor must inform the Clerk of the Course of this request before the start of the rally.
All such work carried out will be done under the supervision of a marshal or rally official.

## 43 PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

## 44. TIME CONTROLS

### 44.1 OPERATION

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

## 44.2 CHECK-IN PROCEDURE

**44.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.

**44.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

**44.2.3** The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.

**44.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

**44.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.

**44.2.6** The target check-in time is the time obtained by adding the allowed target time to the special stage start time or the previous TC time, these times being expressed to the minute.

**44.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.

**44.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it

**44.2.9** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

**44.2.10** Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

**a)** For late arrival: 10 seconds per minute or fraction of a minute.

**b)** For early arrival: 1 minute per minute or fraction of a minute.

**44.2.11** Provided that it has been stated in the Supplementary Regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.

**44.2.12** If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course.

**44.2.13** At the discretion of the Clerk of the Course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

## 44.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:

**44.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time.

There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.

**44.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.

**44.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations.

**44.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

**44.3.5** The stage start time shall then be the start time for calculating the check-in time at the next time control.

**44.4 N/A**

**45. MAXIMUM PERMITTED LATENESS**

**45.1** Any lateness exceeding 15 minutes on any individual target time or an accumulative lateness exceeding 30 minutes in all the sections between two overnight regroups, 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. 44.2.10.a) shall be that for a lateness of 30 minutes. The crew may nevertheless re-start the rally under the provisions of Art. 54.

In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

**45.2 EARLY ARRIVAL**
Early arrival shall under no circumstances permit crews to reduce this maximum permitted lateness.

**45.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS**
Notification of exceeding the maximum permitted lateness under Art. 45.1 may only be announced at the end of a section.

**46 REGROUPING CONTROLS**

**46.1 PROCEDURE AT A REGROUP**

**46.1.1** On arrival at regroup controls, crews will receive instructions concerning their start time. They must then drive their car as directed by marshals.

**46.1.2** All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to the public.

**46.1.3** It is mandatory for regroups to precede service.

**46.2 EXIT FROM A REGROUP**
Except after an overnight regroup and before the start of the Power Stage (if applicable), the cars shall restart in the order of arrival at the regroup. However, for any reason, the Clerk of the Course may, with the knowledge of the Stewards, order any car to be repositioned.

## 47. GENERAL

### 47.1 TIMING

For special stages, timing will be to the tenth of a second. For Free Practice and Qualifying Stages, timing will be to the thousandth of a second.

## 48. SPECIAL STAGE START

### 48.1 START POINT

Special stages commence from a standing start, with the car placed on the start line.

### 48.2 START PROCEDURE

**48.2.1** The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. In either case the system must be described in the rally Supplementary Regulations.

**48.2.2** There must be a permanent start line and the jump start photocell should be 50 cm after the start line.

**48.2.3** After the actual start time has been written on the time card, the time card should be given back to the crew as soon as possible.

**48.2.4** When the car arrives at the start line, the front of the car should be positioned behind a stick placed by the marshal to define the exact start position. One minute before the start time, but not before the car has stopped in its exact position, the marshal shall remove the stick and the crew shall refer to the automatic countdown clock. Any subsequent change of the car's position until its start time is not permitted and will be reported to the Stewards.

### 48.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the time card back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the start signal shall be given.

### 48.4 DELAYED START THROUGH FAULT OF CREW

**48.4.1** In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.

**48.4.2** Any crew refusing to start a special stage at the time allocated to it will be reported to the Stewards, whether the special stage is run or not.

**48.4.3** Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place. This car will be allowed to re-start on the next section as per Art. 54.

### 48.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators must be advised that the stage is about to recommence before the passage of the next competing car. Alternatively the stage shall be stopped.

### 48.6 FALSE START

A false start, particularly one made before the signal has been given, will be penalised as follows:

- 1st offence: 10 seconds
- 2nd offence: 1 minute
- 3rd offence: 3 minutes

Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

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.

**49. SPECIAL STAGE FINISH**

**49.1 FINISH LINE**
The finish time of a special stage is recorded at the flying finish which should be located at a point where cars can be expected to go slower and at least at 200 m before the stop line. The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the Stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

**49.2 STOP POINT**
The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second and tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card and the time will be entered at the next regrouping control and the marshal must send to the Results team, a photo of the relevant page of the time-card.

**50 POWER STAGE**

**50.1 CHARACTERISTICS**

This stage shall:
- Be the last stage of the rally.
- Be run as a stage of the event for all classified competitors.
- Be representative of the rally.
- Be not more than 12km

**50.2** The start order and intervals of the cars will be proposed by the Clerk of the Course and approved by the Stewards. If the start order and/or intervals are different from those at the start of the section including the Power Stage, the Clerk of the Course must communicate this information to the crews during the regroup which must precede the Power Stage.

**50.3 ATTRIBUTION OF POWER STAGE POINTS**

**50.3.1** - Points will be awarded according to the scale as described in Art. 3.1.1
- For the purpose of allocating points, the Power Stage Classification shall be calculated using the stage time plus any other time penalty accrued on this stage, including any false start penalty.
- To score points, a driver must be classified in the Final Classification of the rally.
- Any crew which does not start the Power Stage in the given order will not be eligible to score Power Stage points. Such crew may neither detract points from other drivers.

**50.3.2** If the Power Stage is definitively stopped before all crews eligible to score points in the Championship had the opportunity to complete the stage, the Stewards may decide that no points are awarded for the Power Stage.

**51 SUPER SPECIAL STAGES**

**51.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE**

**51.1.1** When more than one car starts at the same time, the track design at each start point must be similar. The same start procedure must apply to each car. It is permitted to stagger the start line for the cars to equalise the length of the stage from the different start positions.

**51.1.2** The inclusion of a super special stage in the rally itinerary is optional.

**51.1.3** The maximum distance of a super special stage is set at 5km

**51.2 RUNNING OF A SUPER SPECIAL STAGE**
The specific regulations regarding the running, start order and time intervals of a super special stage are entirely at the discretion of the organiser, subject to the approval of FMU. However, this information must be included in the Supplementary Regulations of the rally.

**51.3 SAFETY**

**51.3.1** A system of Red Flags deployed by marshals or Red Lights must be positioned to signal competitors to stop or slow. The procedure as laid down in Art. 53.5 must be followed.

**51.3.2** To ensure safety, the car of a competitor who fails to complete the stage may be transported by the organisers to the end of the stage or to a safe location for evacuation.

**52 INTERRUPTION OF A SPECIAL STAGE**

**52.1** When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest. A corresponding notification will be published by the Clerk of the Course. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

**52.2** All data recorded may be handed over to the results team at every regroup.
If a crew/vehicle is substantially and evidently hindered by a car in front, the Clerk of the Course may give a time credit (notional time)

**52.3** A notional time shall be allocated under the following circumstances:
- If a crew stops to rescue an injured competitor
- If a crew is slowed by an event vehicle
- If the road is blocked
- If a crew is slowed by another crew

**52.3b** Where a Crew is prevented from competing on one or more Special Stages due to assisting with an emergency on a previous stage, the Clerk of the Course, with the approval of the Stewards, may allocate a notional time for the missed stage/s.

**52.4** A crew seeking such (in any of the above circumstances) compensation shall request the Clerk Of Course (COC) in writing stating the circumstances with onboard camera evidence and any other collaborative evidence.

**52.5** Tracking data will also guide the Clerk of the Course's decision.

**53 COMPETITOR SAFETY**

**53.1 EQUIPMENT OF THE CREWS**
Whenever a car is in motion on any type of special stage and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalised by the Stewards.

**53.2 EQUIPMENT OF THE CARS**

**53.2.1** In case a Safety Emergency console (Tracking System) is provided by the organiser, the system must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

**53.2.2 "SOS/OK" sign**
Each competing car shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm x 29.7 cm (A3). The sign must be placed in the car and be readily accessible for both drivers.

**53.2.3** Each competing car must carry two red reflective triangles.

**53.3 INCIDENT ON A SPECIAL STAGE**

**53.3.1** In the case of an accident where urgent medical attention is required, the following applies:

- The SOS switch on the emergency console (Tracking System) must be activated as soon as possible (if applicable)
- When possible the red "SOS" sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
- As soon as possible, the red reflective triangle must be placed in a conspicuous position on the same side of the road as the car at least 50 meters before the car's position, in order to warn following drivers, even if the car is off the road.

**53.3.2** Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered an accident, and the OK sign is not shown, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will be allocated a time according to Art. 52.

**53.3.3** In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies:

- The OK switch on the emergency console must be activated within one minute (if applicable).
- The green "OK" sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to all following crews.
- The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car's position, in order to warn following drivers, even if the car is off the road.

**53.3.4** Should the emergency console display show the SOS, the OK or Hazard signal, then this signal is the equivalent to the display of the SOS/OK board or the red reflective triangle.

**53.3.5** Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- an arm and thumb up to indicate "OK"
- crossed arms above the head to indicate "SOS".

**53.3.6** Any crew which is able but fails to comply with the above rules will be reported by the Clerk of the Course to the Stewards.

**53.3.7** The road book shall contain a page giving the accident procedure.

**53.3.8** Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.

**53.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER**

If a crew is involved in an accident in which a person who is not a crew member sustains physical injury, the car must stop immediately, and the procedure as laid down in Art. 53.3.1 must be followed.

**53.5 USE OF RED FLAGS**

**53.5.1 Electronic Red Flags (if applicable)**

Electronic red flags will be used in all competing cars. When activated from rally control, the screen of the Emergency Console will turn red and show the message "RED FLAG".
Crews must immediately confirm the electronic Red Flag by pressing the button "ACKNOWLEDGE" and proceed as specified in Art. 53.5.3.

**53.5.2 Red Flags at radio points**

The Red Flag will be displayed to crews only on the instruction of the Clerk of the Course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix H, Art. 5.2.7 and on which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident. A Red Flag must be available at each stage radio point (situated at approximately 5 km intervals).
No flag other than the Red Flag may be deployed at any point in a special stage.

**53.5.3 Meanings of a Red Flag**

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first,, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

**53.5.4** A crew which has been shown the Red Flag will be given a notional time for the stage as in according to Art. 52.

**53.5.5** If different signalling systems (e.g. flashing lights) are used in super special stages, full details must be included in the Supplementary Regulations.

**53.5.6** If a stage is interrupted or stopped and the crews are required to pass through the special stage, a Red Flag must be displayed at the start to inform the drivers how they must proceed.

**53.5.7 Red Flag points during reconnaissance**

During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.

**53.6 TRACKING SYSTEM AND DEVIATION**

For all rallies in the championship, live tracking, data recording and emergency signalling devices must be used to monitor the position, movement and status of all competing cars at all times during the rally.

Competing cars will be fitted with data logging and tracking devices that will give an accurate trace of the position, movement and status of all competing cars during the special stages and road sections of the rally.

**53.6.1** On a liaison / transport section there will be a tolerance of 10 (ten) metres for straying from the centre line of the route as determined by the organisers. Any car that deviates from this route beyond the tolerance will be subjected to a 5-minute penalty which will be imposed by the Clerk of Course after examination of the circumstances of the infringement and the reason for the deviation from the designated route.

**53.6.2 a)** During a competitive stage, if there is a tulip diagram in the road book that has not been followed or has been missed this infringement will be reported to the stewards who shall impose a penalty to the extent of exclusion. This penalty however will not apply if the crew corrects their error and returns to the point of deviation from the roadbook.

**b)** In any case, any deviation from the route whereby an advantage may have been gained on a special stage reported by a Judge of Fact or any other official of the event or a competitors, will be penalised by 10 minutes

per incident. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.

**c)** At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organisers may as far as possible, endeavour to place a fixed obstacle, and require the competitors by instruction in the road book to drive around such object. Wherever possible a judge of fact should be placed at such point in order to record any deviation from the route or failure to follow the route.

**53.6.3** The onus shall rest upon the crew to prove that they have followed the route. Tracking, front and rear in-car camera footage may be accepted as evidence. If the transgression is discovered after the event and publishing of results, the FMU Competitions Committee/ Sporting Commission may add the penalty to the next event the competitor enters and starts.

**54 RE-START AFTER RETIREMENT**

**54.1 GENERAL**

**54.1.1** A crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section, and they must notify the Clerk of Course of their intent to re-start in writing as soon as possible.

A section of the rally is each part of the rally (a group of stages) separated by a regroup (Art. 2.19).

**54.1.2** After the Clerk of the Course has been informed of a retirement, the crew must hand in their time card. When retirement is on special stage or at a stop control, that stage time will not be recorded and Art. 54.2 shall be applied.

**54.1.3** In the case of exceeding the maximum permitted lateness under Art. 45 of these regulations, the competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied as per Art. 54.2 from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

**54.1.4** Any crew which has retired from the last section on the last day of the rally will not be classified.

**54.1.5** Any crew which deliberately retires with the perceived intention of gaining an advantage will be judged by the Stewards, who may not permit the crew to re-start. The Stewards may apply sanctions against the Competitor and/or crew concerned in accordance with Art. 11.9 of the Code.

**54.1.6** A crew can only restart once during a leg.

**54.2 PENALTIES**

**54.2.1** For all crews which re-start a time penalty will be applied. For a super special stage missed, this time penalty will be 5 minutes and 10 minutes tor special stage missed,

**54.2.2** This time penalty will be added to the fastest time of the (super) special stage in which the crew has retired. The fastest time will be that of the 4WD, 2WD or CRC category in which the affected crew is classified.

**54.2.3** Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have retired on that last special stage or super special stage. If a crew such affected has set the fastest time of its class on that last stage, its own time will be taken into consideration for the application of the time penalty.

## 55 REPAIRS PRIOR TO A RE-START

### 55.1 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. Before any repair, the vehicles may be brought directly to their service area and wait under Parc Fermé condition until the FMU Technical Delegate or Chief Scrutineer gives authorisation to repair it or not. However, the vehicle must report to the overnight regroup prior to the next leg, no later than one hour before the scheduled start of the first vehicle.

### 55.2 SCRUTINEERING OF REPAIRED CARS

The car must retain its original body shell, engine block as marked at pre-rally scrutineering and all sealed parts. The competitor must be represented during this re-scrutineering at a time to be advised by the organisers.

## 56 SERVICING – GENERAL CONDITIONS

### 56.1 PERFORMING OF SERVICE

**56.1.1** From the first TC onwards, service of a competing car shall be carried out only in service parks. with the exception of repairs to retired cars intending to re-start.

**56.1.2** The crew, using solely the equipment on board and with no external physical assistance, may perform service on their car at any time, other than where this is specifically prohibited.

### 56.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

**56.2.1** The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometre of its competing car except:

- In service parks
- Whilst the cars are in a regroup
- In refuelling zones
- For one team member per car in official car wash areas
- Where permitted by bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

**56.2.2** **a)** The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted, whilst the crew members are:

- in service parks, regroups or whilst the cars are in a media zone.

**b)** When a regroup is located close to the service park and whilst crew members are waiting to check in at the end of a road section, crew members are allowed to go to their service bays after having fulfilled their media obligations.

**56.2.3** Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the officials/marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay

### 56.3 AIR ASSISTANCE

Any air assistance for crews including communication from the air to the crew is forbidden.

## 57 SERVICE PARKS

### 57.1 GENERAL

Throughout the rally there shall be one main service park. Organisers may, however, submit to FMU and justification to support relocation during a rally. Each competitor is responsible to protect its service bay with a ground sheet /environmental mat.

### 57.2 SERVICE PARK SCHEDULES

The schedule for each car in the service park will be according to the rally itinerary with the following suggestion:

**57.2.1** 15 minutes before the first SS following an overnight regroup.

- Technical checks may be carried out within the parc fermé.

**57.2.2** 30 minutes between two groups of stages

- Preceded by a 3-minute technical zone which may be within a regroup.

**57.2.3** 45 minutes at the end of each section before an overnight regroup.

- 10-minute technical checks to be carried out in the parc fermé.

**57.2.4** 10 minutes prior to the finish.

- Preceded by a 10-minute technical zone.

**57.3 SERVICE PARK IDENTIFICATION**
Service parks are indicated in the rally itinerary with a time control at the entrance and exit (the 25 m distance referred to in Appendix I shall be reduced to 5 m).

**57.4 SPEED INSIDE SERVICE PARKS**
The speed of cars and in the service parks may not exceed 20 kph, or less when specified in the Supplementary Regulations. Failure to comply with this limit shall result in a penalty applied by the Clerk of the Course is UGX 100,000 per offence.
Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

Should a competitor cause any damage to property including crashing into other vehicles, infrastructure or causing injury within the service parks, such a competitor will be held personally liable.

**57.5 EXTERNAL ASSISTANCE**
Inside the service park, it is permitted for officials/marshals and/or team personnel to tow, transport or push a car.

**57.6 LAYOUT OF SERVICE PARKS**

**57.6.1** The organiser may allocate a 'Service Park Area' (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their area. These vehicles must carry Service or Auxiliary plates.

**57.6.2** Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to the service park. These vehicles will be allocated an Auxiliary plate.

**57.6.3** Organisers are encouraged to work with FMU to maximise promotional opportunities and viewing for spectators in the service park. Where possible, this shall include competitor access to their allocated service area from the back to enable the public to have access to crews and teams.

**57.7 N/A**

**58 EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK**
When necessary as part of service (i.e changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

- The work is carried out with the knowledge of the organiser.
- Fire extinguisher with operator on standby to be provided by the competitor.
- No other work is carried out on the car while the fuel circuit is open and/or during the emptying and/or refilling operation.
- A suitable safety perimeter is established around the car.
- Only sufficient fuel is added to reach the next refuelling area.

**59 N/A**

**60. N/A**

## 61 REFUELLING AND PROCEDURES

### 61.1 LOCATION

**61.1.1** Except as detailed for the change of a fuel tank, competitors may refuel only in the designated refuelling zones (RA) unless otherwise detailed in the Supplementary Regulations.

The refuelling zones may be located at:

- the exit of service parks
- remote locations on the rally route.

**61.1.2** Any refuelling area shall feature on the itinerary of the rally and in the road book. No more than 2 different RZs between two overnight regroups, one being at the Service Park, may be scheduled.

As far as possible and for safety reasons, the organisers are encouraged to adapt the length of the sections in order to avoid using remote refuelling zones on the rally route. FMU may instruct the modification of an itinerary including unjustified remote refuelling zones.

**61.1.3** The entry/exit of refuelling zones shall be marked by a blue can or pump symbol except commercial filling stations.

**61.1.4** The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organiser at any refuelling area (not applicable at commercial filling stations).

**61.1.5** If there are no filling stations on the route of the rally, the organiser may arrange for the distribution of one supply of fuel, in conformity with Appendix J, to the crews via a centralised system. Such refuel points must respect all the same safety conditions as for refuelling zones.

### 61.2 PROCEDURE IN REFUELLING AREAS

**61.2.1** Only actions inside an RA directly involved in the refuelling of the competing vehicle are permitted.

**61.2.2** In all RZs, a 5 kph speed limit will apply.

**61.2.3** In order to access the RA, all personnel involved in refueling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a balaclava.

**61.2.4** The fuel supplier or the organiser, whoever is responsible for running the refuelling area, is responsible to protect the ground with an Environmental Mat which shall be composed of an absorbent upper part and an impermeable lower part.

The Supplementary Regulations must mention when this requirement is assigned to the competitor.

**61.2.5** The responsibility for refuelling is incumbent on the competitor alone.

**61.2.6** Engines must be switched off throughout the refuelling operation.

**61.2.7** It is required that the crew remain outside the car during Refuelling, ; however, should they remain inside, their safety belts must be unfastened

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

**61.2.9** A car may be pushed out of the RA by the crew, the two team members and/or officials without incurring a penalty.

### 61.3 PROCEDURE AT COMMERCIAL FILLING STATIONS

**N/A**

## 62 FUEL USE

For these regulations, please refer to the relevant championship regulations. All type of fuel must be in compliance with Appendix J Art. 252.9.

## 63 RULES OF PARC FERME

### 63.1 APPLICATION

Cars are subject to parc fermé rules:

**63.1.1** From the moment they enter a regroup park until they leave it.

**63.1.2** From the moment they enter and/or check in at a control area until they leave it.

**63.1.3** From the moment they reach the end of the competition element of the rally until the Stewards have authorised the opening of the parc fermé.

### 63.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

**63.2.1** As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

**63.2.2** Crews may enter the parc fermé 10 minutes before their start time.

### 63.3 PUSHING A CAR IN THE PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorised to push or tow a competing car inside a parc fermé.

### 63.4 CAR COVERS

Car covers are not allowed in parc ferme.

### 63.5 REPAIRS IN PARC FERME

**63.5.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the FMU Technical Delegate / chief scrutineer and in the presence of a scrutineer, one team member may repair, or exchange FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (i.e. seat belt, extinguisher).

**63.5.2** Only for safety reasons, with the prior consent of the Clerk of the Course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

**63.5.3** If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute but which may not exceed the maximum permitted lateness as provided under the relevant regulations.

### 63.6 N/A

### 63.7 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras provided by the Promoter or the Organiser may be removed in the parc fermé only with the agreement of the FMU Technical Delegate/ Chief Scrutineer and under the control of the marshals.

## 64 RALLY RESULTS

### 64.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

### 64.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

**64.2.1** Unofficial Classifications: classifications distributed by the organiser during the rally

**64.2.2** Partial Unofficial Classifications: classifications published at the end of a Leg.

**64.2.3** Provisional Classification: classification published by the organiser at the end of the rally.

**64.2.4** Final Classification: classification approved by the Stewards.

**64.2.5** In the event of a start list and/or the Provisional Classification being delayed, a new time must be advised by a Communication by the Clerk of the Course on the official notice board(s) and electronic media.

### 64.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This principle can be applied at any time during the rally.

### 64.4 PROMOTION OF RESULTS

The organiser of a rally shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the rally.

## 65 PROTESTS AND APPEALS

### 65.1 RIGHT TO PROTEST

The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity may even in the absence of a protest take such official action as the case warrants. A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

Every protest shall be in writing and accompanied by a fee, the amount of which shall be set annually by FMU. (See Appendix R) This fee may only be returned if the protest is upheld.

#### 65.1.1 To whom addressed

Protests arising out of a competition shall be addressed to the Clerk of the Course or their assistant if such exists. In the absence of the Clerk of the Course or of their assistants, such protests should be addressed to the Jury or Stewards of the meeting.

### 65.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with Art. 13 and 15 of the Code and, where applicable, with the FMU Judicial and Disciplinary Rules.

### 65.2 PROTEST DEPOSIT

**65.2.1** The protest deposit is UGX **250,000** and must be paid in cash or by Mobile wallet.

**65.2.2** If the deposit is made by Mobile wallet, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.

**65.2.3** n/a

**65.2.4** If the protest is upheld or judged partially founded in accordance with Art. 13.10.2 of the Code, the de-posit will be returned by FMU upon receipt of the relevant Stewards' decision.

**65.3 ADDITIONAL DEPOSIT**

**65.3.1** If a protest requires the dismantling and re-assembly of (a) clearly defined part(s) of the car, an additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the International Sporting Code.

**65.3.2 Cost allocation**
The expenses incurred in the work and in the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If judged partially founded, the additional deposit may be returned in parts.
If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the additional deposit, the difference shall be borne by the protester. Conversely, if the expenses are less, the difference shall be returned.

**65.3.3 – RIGHT OF REVIEW**

**65.3.3a** If, in Competitions forming part of an FIA Championship, cup, trophy, challenge or series, or of an international series or a national championship a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned, the stewards who have given a ruling or, failing this, those designated by the FIA or FMU, may decide to re-examine their decision following a petition for review by:

- either one of the parties concerned and/or a party that is directly affected by the decision handed down, or
- the FMU (in this case; the Deputy VP Motorsport or Sporting Commission)

**65.3.3b** The stewards must meet (in person or by other means) on a date agreed amongst themselves, summoning the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.

**65.3.3c** The party or parties concerned may waive their right to a hearing in writing.

**65.3.3d** A review has no suspensive effect on the execution of the original decision of the stewards when they have given a ruling.

**65.3.3e** The stewards shall have the sole discretion to determine if a significant and relevant new element exists. The decision of the stewards as to whether or not such an element exists is not subject to appeal before the national court of appeal or the International Court of Appeal.

**65.3.3f** The period during which a petition for review may be brought expires after 96 hours from the end of the competition concerned, except in circumstances where the stewards consider compliance with the 96-hour deadline would be impossible, in which case the Stewards may extend the deadline by no more than 24 hours.

**65.3.3g** The Petition for review must be made in writing and must be specify the elements under Art. 14.1.1 of the International Sporting Code or Art. 65.2.3a of the FMU NCRs. It must be accompanied by a deposit, the amount of which shall be set annually by FMU. Half the deposit may only be returned if the right to review is upheld unless fairness requires otherwise. A petition for Right to Review lodged by the Deputy VP Motorsport or Sporting Commission shall be exempt from the deposit.

**65.3.3h** The Right to Review Deposit will be UGX 500,000/=.

**65.4 APPEALS**
The Appeal Deposit will be UGX **1,000,000**/=.

Matters not catered for in NCRS on Protests & Appeals processes refer to Art. 15 FIA ISC

**66. RALLY PRIZE GIVING**

**66.1** Awards/Prizes will be issued at the Discretion of the Organizing Club or as indicated in the Supplementary Regulations. However, for the NRC, CRC, 2WD and Division classes, 1-3 position finishers will be awarded for each class. All other Championships, the top 3 must be awarded.

**CEREMONY**

The competition element of the rally will finish at the "Finish Time Control IN".

**66.2 PRIZE GIVING**

Prizes for all competitors/crews will be awarded on the ramp, save for the first, second and third in the final classification where an "Olympic-style" podium will be used. Participation in the "Olympic-style" podium ceremony is mandatory and will attract a penalty as in Art.66.4 below. If an organiser wishes, there may be a social / sponsor / civic gathering on the same evening.

For NRC events, the organizer must set up this podium format.

**66.3** All awards may be presented at the ramp while results are still provisional and shall be returned to the organizer if results change when they become final.

**66.4** It is mandatory for competitors who have completed to attend prize giving. Missing any part of the prize-giving ceremony without prior written permission from Clerk of the Course will result in a penalty of **UGX1,500,000/=** imposed by FMU. The competitor seeking such permission will give strong and verifiable reasons.

**66.5** It is mandatory for crews to appear in competition wear or their sponsors' attire during the prize giving.

**67. ANNUAL FIA PRIZE-GIVING**

**67.1 ATTENDANCE REQUIREMENTS**

Any driver and any co-driver winning a FMU Championship must be present at the annual FMU prize-giving ceremony.

**67.2 ABSENCE**

Save in a case of force majeure, absence will entail a fine imposed by FMU.

**68 N/A**

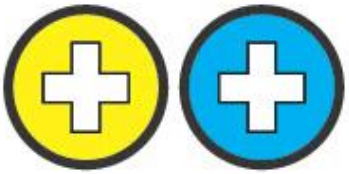
## 1. ZONES DE CONTROLE / 1. CONTROL ZONES

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

Les distances devront être respectées dans toute la mesure du possible. Distances shall be respected as near as practically possible.

## 2. PANNEAUX DE SIGNALISATION STANDARD DE LA FIA

## 2. FIA STANDARD SIGN BOARDS

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

**DOCUMENTATION ISSUE PROGRAMME (DEADLINES)**

| | **ITEM** | **BEFORE THE RALLY** |
|---|---|---|
| 1 | 1 set and a soft copy of Road Book, Draft SR, Draft Safety Plan, Draft itinerary and Pre-rally information submitted to FMU C.C. | 12 weeks |
| 2 | Comments and feedback from FMUCC to organizer | 8 weeks |
| 3 | 1 sets FMU-checked S. Regs, Road Book and Safety Plan submitted to FMU C.C | 8 weeks |
| 4 | Supplementary Regulations issued and entries open | 4 weeks |
| 5 | Road Book and Service Book/Map Issued | 14 days |
| 6 | Event Permit issued | 14 days |
| 7 | Close of entries | 7 days |
| 8 | Entry List and Provisional Starting Order published and submitted to FMU C.C | 3 days |
| 9 | - Copies of all rally documents given to Secretary of Stewards and FMU appointed officials<br>- Rally plates and other compulsory advertising issued<br>- C.R.O's schedule issued to competitors<br>- List of Judges of Fact<br>- List of Marshals – both Time and Safety<br>- Schedule o Steward's meetings submitted to competitors | 3 days |
| 10 | - Competitor & Service Crew identification issued<br>- Copies of all rally documents given to Secretary of Stewards and FMU officials | D-day/pre scrutineering |
| | **ITEM** | **DURING THE RALLY** |
| 11 | Final Start list | After 1st Stewards meeting |
| 12 | List of Judges Of Fact and their locations | After 1st Stewards meeting |
| | | **AFTER THE RALLY** |
| 13 | 2 sets CoC's report with Final Official Results submitted to FMU C. C | 7 working days |
| 14 | 2 sets Stewards' Report submitted to FMU C.C | 7 working days |
| 15 | 2 sets accident report | 7 working days |
| 16 | 2 sets Observer's Report submitted to FMU CC | 7 working days |
| 17 | Review of the Event & Observers Report | 14 – 21 working days |

## DOCUMENTATION DISTRIBUTION LIST

### FROM STEWARDS

| | Sumon | Agenda | Bulletin | Comm. | Decision | Minutes | Meet Sched | Report CoC | Report Delegat | Report CRO |
|---|---|---|---|---|---|---|---|---|---|---|
| **Stewards of the Meeting** | **x** | **x** | **x** | **x** | **x** | **x** | **x** | | | |
| **All Competitors** | | | **x** | **x** | **x** | | | | | |
| Individual Competitor | x | | | x | x | | | | | |
| FMU Observers | x | x | x | x | x | x | x | | | |
| FMU Media Delegate | x | x | x | x | x | x | x | | | |
| FMU Safety Delegate | x | x | x | x | x | x | x | | | |
| Organizer's Safety Delegate | x | x | x | x | x | x | x | | | |
| FMU Technical Delegate | x | x | x | x | x | x | x | | | |
| Clerk of the Course | x | x | x | x | x | x | x | | | |
| Secretary of the Meeting | x | x | x | x | x | x | x | | | |
| Competitor Relations Officers | x | x | x | x | x | x | x | | | |
| Notice Board | | | x | x | x | | x | | | |

### FROM COC

| | Sumon | Agenda | Bulletin | Comm. | Decision | Minutes | Meet Sched | Report CoC | Report Delegat | Report CRO |
|---|---|---|---|---|---|---|---|---|---|---|
| **Stewards of the Meeting** | **x** | | **x** | **x** | **x** | | | **x** | | |
| **All Competitors** | | | **x** | **x** | **x** | | | | | |
| Individual Competitor | x | | | x | x | | | | | |
| FMU Observers | x | | x | x | x | | | x | | |
| FMU Media Delegate | x | | x | x | x | | | x | | |
| FMU Safety Delegate | x | | x | x | x | | | x | | |
| Organizer's Safety Delegate | x | | x | x | x | | | x | | |
| FMU Technical Delegate | x | | x | x | x | | | x | | |
| Clerk of the Course | x | | x | x | x | | | x | | |
| Secretary of the Meeting | x | | x | x | x | | | x | | |
| Competitor Relations Officers | x | | x | x | x | | | x | | |
| Notice Board | | | x | x | x | | | | | |

### FROM OTHERS

| | Sumon | Agenda | Bulletin | Comm. | Decision | Minutes | Meet Sched | Report CoC | Report Delegat | Report CRO |
|---|---|---|---|---|---|---|---|---|---|---|
| **Stewards of the Meeting** | | | | | | | | | **X** | **X** |
| **All Competitors** | | | | | | | | | | |
| Individual Competitor | | | | | | | | | | |
| FMU Observers | | | | | | | | | X | X |
| FMU Media Delegate | | | | | | | | | X | X |
| FMU Safety Delegate | | | | | | | | | X | X |
| Organizer's Safety Delegate | | | | | | | | | X | X |
| FMU Technical Delegate | | | | | | | | | X | X |
| Clerk of the Course | | | | | | | | | X | X |
| Secretary of the Meeting | | | | | | | | | X | X |
| Competitor Relations Officers | | | | | | | | | X | X |

**RALLY MANUAL**

With the exception of Time Cards, Entry Signatures and Scrutineering card, all pre-event printed documents will be combined into one document named the Rally Manual.
The Rally Manual may be A4 or A5 size and bound on the left side with a metallic spiral binding or other suitably strong binding capable of 360° opening.

**1 SUPPLEMENTARY REGULATIONS**

Each rally must produce Supplementary Regulations.

An electronic version of the Supplementary Regulations must reach FMU according 8 weeks before the rally.

Within 2 weeks following receipt of the draft, FMU will inform the organiser of any modifications to be made, and will issue a visa authorising their publication after full compliance with the modifications.

The Supplementary Regulations must appear on the official rally website and social media platform according to the FMU.

If the organiser does not plan to print the Supplementary Regulations, this should be mentioned in the document. It is recommended to distribute printed copies to rally officials.

**CONTENT OF THE SUPPLEMENTARY REGULATIONS**

**INDEX**

**1 Introduction**

**1.1** 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 Sporting Code and the FMU 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

**1.2** Road surface
**1.3** Overall SS distance and total distance of the itinerary

**2. Organisation**

**2.1** FMU titles for which the rally counts
**2.2** FMU Visa number
**2.3** Organiser's name, address and contact details (permanent office)
**2.4** Organisation committee
**2.5** Stewards
**2.6** FMU Delegates & Observer
**2.7** Senior officials
**2.8** HQ location and contact details (tel. & email)

**3 Programme, in chronological order (dates and times), giving location as necessary**

- Publishing of the Supplementary Regulations
- Closure date of entries at reduced fee (if applicable)
- Closure date of entries
- Publication date of entry list
- Issuing of the road book and map
- Rally HQ opening/closing

- Official Notice Board – location
- Digital noticeboard - SPORTITY
- Collection of material and documents
- Administrative checks
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Re-scrutineering
- Publication of the Amended Entry List
- Team managers and/or Drivers' briefing (if applicable)
- Publication of start order
- Pre-rally Press Conference
- Publication of start list for Ceremonial start (if any) and Leg 1
- Ceremonial start (if any)
- Rally start, place and time
- Finish of Leg 1, place and time
- Publication of start lists for subsequent Leg
- Start of the following Leg
- Time of publication of provisional classification
- Podium ceremony/Prize-giving
- Post-rally press conference
- Final scrutineering

**4 Entries**
**4.1** Closing date for entries
**4.2** Entry procedure
**4.3** Number of competitors accepted and classes
**4.4** Entry fees / entry packages
**4.5** Payment details (including details of any applicable taxes)
**4.6** Refunds

**5 Insurance**

**6 Advertising and Identification**

**7 Tyres**
**7.1** Tyres specified for use during the rally
**7.2** Tyres for use on reconnaissance – if necessary
**7.3** National laws or special requirements (if any)

**8 Fuel (if applicable)**

**9 Reconnaissance**
**9.1** Procedure for registration
**9.2** Specific and/or national restrictions – speed limit on the special stages
**9.3** Location of collection of speed control checking devices

**10 Administrative Checks**
**10.1** Documents to be presented:

- Competitors licence
- Driver and Co-driver competition licences
- Driver's and Co-driver's valid driving licence
- Driver and Co-driver passports or identification
- ASN authorisation, for all foreign competitors and/or drivers
- Completion of all details on the entry form
- Car insurance cover certificate
- Car insurance registration papers

**10.2 Timetable**

**11 Scrutineering, Sealing and Marking**
**11.1** Scrutineering venue and timetable
**11.2** Mud flaps (Appendix J Art. 252.7.7)

**11.3** Windows/Nets (Appendix J Art. 253.11)
**11.4** Driver's safety equipment
**11.5** Noise level
**11.6** Special national requirements
**11.7** Installation of Safety Tracking System

**12 Other procedures**
**12.1** Ceremonial start procedure and order
**12.2** Electronic start procedure
**12.3** Finish procedure (only if different from the Regulations)
**12.4** Permitted early check-in
**12.5** Super special stage procedure and running order (if applicable)
**12.6** Any special procedures / activities including the organisers' promotional activities
**12.7** Official time used during the rally

**13 Identification of Officials**

**14 Prizes**

**15 Final Checks**
**15.1** Final checks – who is required to attend from teams and location
**15.2** Protest deposit fees
**15.3** Appeal deposit fees

**Appendix 1** Itinerary

**Appendix 2** Reconnaissance schedule

**Appendix 3** Names and photographs of CROs and their schedules

**Appendix 4** Decals and positioning of supplementary advertising

**Appendix 5** Extracts from FIA Appendix L relating to overalls, helmets and other safety requirements

**Appendices 6, 7, etc.** Items at the organisers' discretion.

**2 BULLETINS**
Bulletins are defined in Art. 2.2 of these regulations.
They may be issued either:

- By the organisers, up to the commencement of administrative checks with the approval of FMU. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to FMU or
- By the Stewards throughout the competition. However, bulletins detailing modifications to the itinerary may be issued by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

Bulletins must be numbered and dated (dated and posting time). They shall be displayed/printed on yellow background/ paper and posted on the official notice board(s) and published simultaneously on digital notice boards.

Digital Notice Board, Digital forums and official notice board at the Rally headquarters will also be used during the event, the notification of the competitors electronically of publication of a bulletin is mandatory.

Whatever the publication type, competitors (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

A bulletin may only be published after the approval of FMU or after being issued by the Stewards (where applicable).

**3. N/A**

## 4 EXAMPLES OF LAYOUT OF ITINERARY

Leg One — Saturday, May 7th, 2022

| TC SS | TC LOCATION | SS Dist. Kms | Liaison Dist. Kms | Total Dist. Kms | Target Time Temps | 1st Car due Car | | Car 45 due (Last Car) |
|---|---|---|---|---|---|---|---|---|
| 0 | Start - Nile Resort Hotel Namanve *(1 Minute intervals)* | | | | | 6:00 | | 6:45 |
| 0A | Service A - In | | 37.95 | 37.95 | 1:00 | 7:00 | | 7:45 |
| | Service A (SCOUL SP) | 0.00 | (37.95) | (37.95) | 0:15 | | Section 1 | |
| 0B | Service A - Out | | | | | 7:15 | | 8:00 |
| RZ 1 | Refuel - All Competitors Distance to next Refuel | (46.01) | (56.77) | (102.78) | | | | |
| 1 | Shekhar Mehta 1 *(2 Minute intervals)* | | 5.66 | 5.66 | 0:15 | 7:30 | | 8:15 |
| *SS 1* | *Shekhar Mehta 1* | *25.56* | | | | 7:32 | | 9:17 |
| 2 | Kivuvu 1 | | 19.11 | 44.67 | 1:05 | 8:37 | | 10:22 |
| *SS 2* | *Kivuvu 1* | 20.45 | | | | 8:39 | | 10:24 |
| 2A | Service B - In | | 32.00 | 52.45 | 1:15 | 9:54 | | 11:39 |
| | Service B (SCOUL SP) | (46.01) | (56.77) | (102.78) | 0:30 | | | |
| 2B | Service B - Out | | | | | 10:24 | | 12:09 |
| RZ 2 | Refuel - All Competitors Distance to next Refuel | (41.37) | (40.18) | (81.55) | | | | |
| 3 | Kasaku Chai 1 | | 21.62 | 21.62 | 0:30 | 10:54 | | 12:39 |
| *SS 3* | *Kasaku Chai 1* | *32.32* | | | | 10:56 | | 12:41 |
| 4 | Nakiwunga 1 | | 11.69 | 44.01 | 1:15 | 12:11 | | 13:56 |
| *SS 4* | *Nakiwunga 1* | 9.05 | | | | 12:13 | | 13:58 |
| 3A | Service C - In | | 6.87 | 15.92 | 0:25 | 12:38 | | 14:23 |
| | Service C (SCOUL SP) | (41.37) | (40.18) | (81.55) | 0:30 | | | |
| 3B | Service C - Out/ Regroup - In | | | | | 13:08 | | 14:53 |
| 3C | Regroup - Out | | | | | 13:00 | | 14:30 |
| RZ 3 | Refuel - All Competitors Distance to next Refuel | (20.45) | (56.30) | (56.30) | | | | |
| 5 | Kivuvu 2 | | 24.30 | 24.30 | 0:35 | 13:35 | Section 2 | 15:05 |
| *SS 5* | *Kivuvu 2* | 20.45 | | | | 13:37 | | 15:07 |
| 5A | Service D - In | | 32.00 | 32.00 | 0:25 | 14:02 | | 15:32 |
| | Service D (SCOUL SP) | (20.45) | (56.30) | (56.30) | 0:45 | | | |
| 5B | Service D - Out | | | | | 14:47 | | 16:17 |
| RZ 4 | Refuel - All Competitors Distance to next Refuel | 0.00 | (0.20) | (0.20) | | | | |
| 5C | Overnight Parc ferme - In | | 0.10 | 0.10 | 0:05 | 14:52 | | 16:22 |
| | Day 1 Totals | 107.83 | 153.35 | 240.73 | | | | |

**NOTES**

- Boxes showing visits to service park and remote service zones should have a thick black surround and, when printed in colour, a light blue infill shade.
- Boxes showing regroups or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'standalone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

### 4.1 N/A

### 4.2 N/A

### 4.3 TYPICAL SERVICE DURING A DAY

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***SS10*** | ***Vesuvius 1*** | ***22.80*** | | | | ***11:40*** | Section 4 |
| 10A | Regroup & Technical Zone **IN** | | 50.68 | 73.48 | 01:25 | 13:05 | |
| 10B | Regroup **OUT** - Service **IN** | | | | 00:15 | 13:20 | |
| | **Service E (Football Stadium)** | **(72.59)** | **(161.06)** | **(233.65)** | **00:30** | | |
| 10C | Service **OUT** | | | | | 13:50 | 5 |

**NOTES**
In the example, technical checks are carried out within the REGROUP (Art. 2.17). When there is no regroup involved, there should be a 10 minute Technical Zone before the service park entrance.

## 5. ROAD BOOK

### 5.1 GENERAL REQUIREMENTS

- There will be one book for the entire rally.
- The road book shall be A4/A5 size and bound on the left side with a metal spiral or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness of 90 gsm or greater.
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the "Direction" column (see example).
- Headings shall be in English.
- The time allowed for each section should be expressed in hours and minutes.
- There shall be no more than 6 instructions per page. (In case of 6 instructions per page the header must be smaller as in the example)
- All road book pages must be numbered to have the possibility to check the completeness of the book.
- The road book shall also be issued in digital format of KML, KMZ and GPX.

### 5.2 FIRST PAGES

The road book shall contain a page giving the accident procedure and:

- List of hospitals / medical centres
- Telephone numbers for rally HQ and emergency services
- A page of all the symbols used must appear in the front of the road book.
- Instructions for tripmeter calibration must be included.
- The itinerary in 'portrait' format and maps (including a scale and direction "north") for the entire rally must appear in each road book. It is recommended that the page with the itinerary of a particular Leg appears opposite the corresponding Leg map.

### 5.3 INSTRUCTION PAGES

When a rally route is exactly duplicated (i.e. 2 identical sections I) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. If there is any variation between two passages there should be no common set of route instructions.

- Each road book should include at least one Service Park plan. Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location.

- Layout plans of Remote Service, Tyre Fitting Zones and Remote Refuel points should be included. (if applicable)

- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same

- road section (see example).
  When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed.
- Individual stage maps shall include:
  - A scale
  - The direction North
  - Reconnaissance route (only where there is no separate reconnaissance road book.)

- Alternative route
- Location of start/finish and all emergency vehicle points.

- The GPS location of the start and finish of each special stage and of the regroups and service parks must be shown. This shall be expressed in the form of degrees, minutes and decimals of minutes i.e.: 139° 36.379' (WGS84).

- Photographs or diagrams of control locations may be included.

- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be on the outside edge i.e. opposite the bound edge of the page, visible from the side look to the road book. The number should appear only on pages relating to the special stage.

- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.

- Road numbers shall be included where relevant.

- A variation in the thickness of the lines of the direction signs should be used to indicate a smaller / wider road, not the direction to be taken.

- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.

- The distance between TC and SS start must be placed in the Information box (see example)

**5.4 FINAL PAGES**

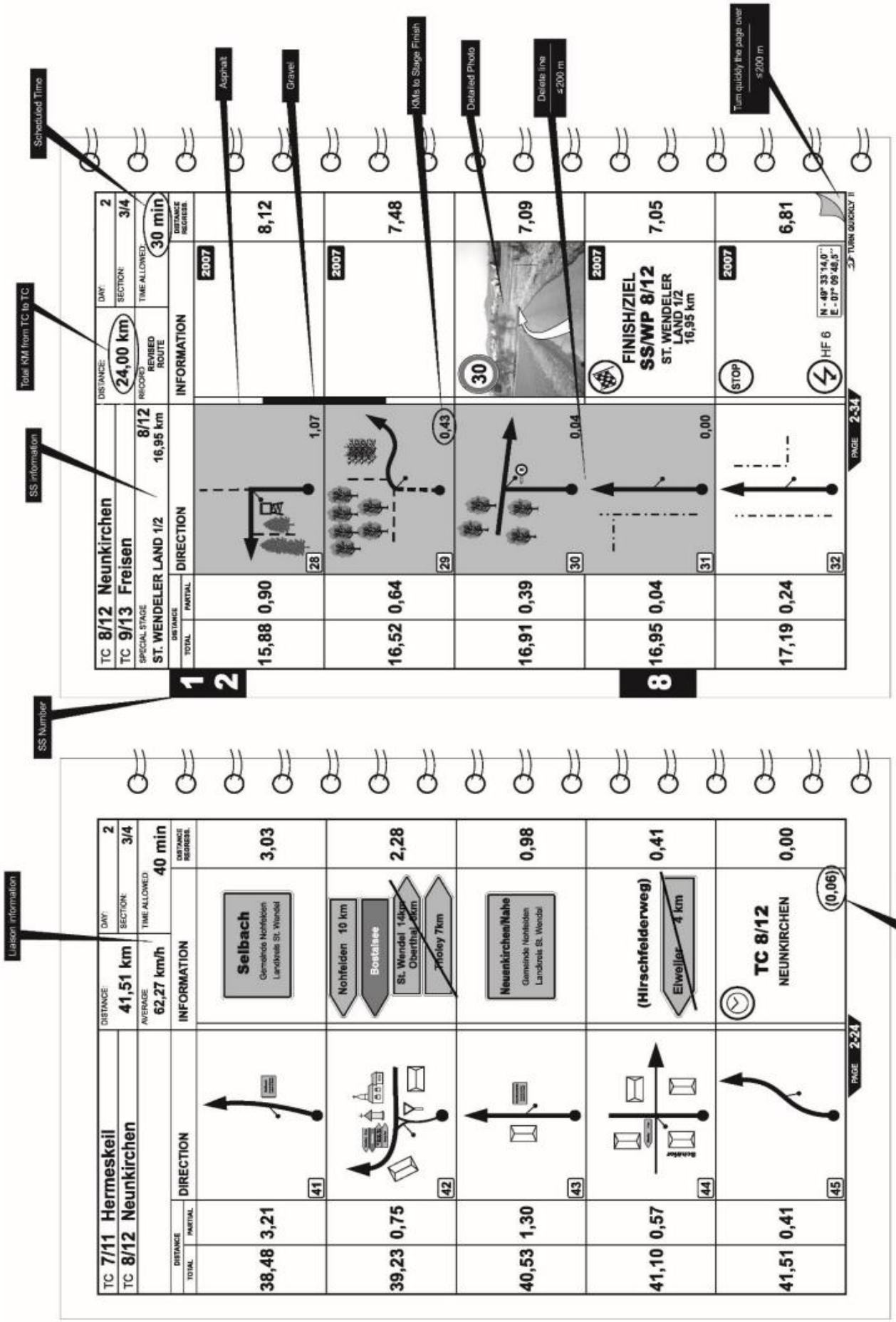
- Alternative routes must be included as a section at the end of the road book with a different colour. Alternative routes indicate the liaison (transport section) to be used in case of cancellation of a stage. They will also include the time allowed.
- Other requirements at the end of the road book:
- Final retirement form
- Enquiry form

**5.5 CHANGES**

In case of a change in the road book (e. g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A4 to be inserted into the road book

**5.6 OTHER USEFUL INFORMATION**

- A tripmeter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
- A competitor's time record page
- Advice to the next junction at the base of each page when junctions on the following page are in rapid succession.
- Helicopter points should be mentioned.


Scheduled Time
Total KM from TC to TC
SS information
SS Number
Asphalt
Gravel
KMs to Stage Finish
Detailed Photo
Delete line
≤200 m
Turn quickly the page over
≤200 m
TC 8/12 Neunkirchen
TC 9/13 Freisen
SPECIAL STAGE
ST. WENDELER LAND 1/2
8/12
16,95 km
DISTANCE:
24,00 km
RECORD
REVISED ROUTE
DAY:
2
SECTION:
3/4
TIME ALLOWED
30 min
DISTANCE
TOTAL
PARTIAL
DIRECTION
INFORMATION
DISTANCE REGRESS.
2007
8,12
7,48
7,09
7,05
6,81
FINISH/ZIEL
SS/WP 8/12
ST. WENDELER LAND 1/2
16,95 km
STOP
HF 6
N - 49° 33' 14,0"
E - 07° 09' 48,5"
TURN QUICKLY !!
PAGE 2-34
15,88 0,90
16,52 0,64
16,91 0,39
16,95 0,04
17,19 0,24
1,07
0,43
0,04
0,00
Liaison information
TC 7/11 Hermeskeil
TC 8/12 Neunkirchen
DISTANCE:
41,51 km
AVERAGE
62,27 km/h
DAY:
2
SECTION:
3/4
TIME ALLOWED
40 min
Selbach
Gemeinde Nohfelden
Landkreis St. Wendel
Nohfelden 10 km
Bostalsee
St. Wendel 14km
Oberthal 8km
Moley 7km
Neuenkirchen/Nahe
Gemeinde Nohfelden
Landkreis St. Wendel
(Hirschfelderweg)
Elweiler 4 km
TC 8/12
NEUNKIRCHEN
(0,06)
Distance to start
PAGE 2-24
38,48 3,21
39,23 0,75
40,53 1,30
41,10 0,57
41,51 0,41
3,03
2,28
0,98
0,41
0,00

## 6 STANDARD FIA TIME CARDS

**FORMAT:**
The use of a one-page format is applicable. Duplicate or carbonated copies may also be used for all FMU Championship events

**SIZE:**
A4

**BINDING:**
Spiral or metal binding on the left so as to allow page to be completely turned over (360 degrees) is recommended.

**USE OF THE PAGES:**
At the first TC where the time card is used, time is recorded in the 'START' box by the timing marshal.

**ISSUE AND COLLECTION OF TIME CARD BOOKS:**
The books containing the relevant Time Cards are issued and collected at Administrative checks. Used Time Cards then become frequently available for the Results teams to undertake checking and auditing of times as per time table included in the Supplementary Regulations.

**LANGUAGE**
Text of all Time Cards shall be in English language.

# TIME CARD

| | | | |
|---|---|---|---|
| TC 0 | ACTUAL START H M<br>TC 0 | TARGET TIME H 00 M 15 | COMPETITOR USE H M |
| TC 1 | | H M<br>TC 1 | |
| SS 1 | FINISH TIME H M S 1/10 | | |
| | PROVISIONAL START (+3) H M<br>ACTUAL START H M | TARGET TIME H 00 M 55 | COMPETITOR USE H M |
| TC 1A | STOP H M S 1/10<br>NET TIME | H M<br>TC 1A | |
| TC 1B | | TARGET TIME H 00 M 30<br>H M<br>TC 1B | COMPETITOR USE H M |
| TC 2 | | TARGET TIME H 00 M 20<br>H M<br>TC 2 | COMPETITOR USE H M |
| SS 2 | FINISH TIME H M S 1/10 | | |
| | PROVISIONAL START (+3) H M<br>ACTUAL START H M | TARGET TIME H 00 M 55 | COMPETITOR USE H M |
| TC 2A | STOP H M S 1/10<br>NET TIME | H M<br>TC 2A | |
| TC 2B | | TARGET TIME H 00 M 30<br>H M<br>TC 2B | COMPETITOR USE H M |

Leg 1, 07th May 2022

| CARD COLLECTION | CAR No. | TIME CARD 4 |
|---|---|---|
| | | |

| LEG 1 | | | |
|---|---|---|---|
| | OFFICIALS NAME | SIGNATURE | |
| | | | TIME CARD 1 |
| | | | TIME CARD 2 |
| | | | TIME CARD 3 |
| | | | TIME CARD 4 |

SAMPLE

## 7 ENTRY FORM

| RALLY / ASN LOGO<br>*LOGO RALLYE / ASN* | NAME OF THE RALLY<br>*NOM DU RALLYE* | FIA CHAMPIONSHIP LOGO<br>*LOGO CHAMPIONNAT FIA* |
|---|---|---|

**INDIVIDUAL ENTRY FORM** ***FORMULAIRE D'ENGAGEMENT INDIVIDUEL***

| | COMPETITOR<br>*CONCURRENT* | FIRST DRIVER<br>*PREMIER PILOTE* | CO-DRIVER<br>*COPILOTE* |
|---|---|---|---|
| Competitor name *Nom du concurrent* | | | |
| Surname *Nom de famille* | | | |
| First (given) name *Prénom* | | | |
| Date of birth *Date de naissance* | | | |
| Place of birth *Lieu de naissance* | | | |
| Nationality (as licence)<br>*Nationalité (comme licence)* | | | |
| Postal address *Adresse postale* | | | |
| Passport number *Numéro de passeport* | | | |
| Address for correspondence (1, 2 or 3)<br>*Adresse pour la correspondance (1, 2 ou 3)* | 1. | 2. | 3. |
| Telephone nr. (bus.) *N° de téléphone (pro)* | | | |
| Telephone nr. (priv.) *N° de téléphone (perso)* | | | |
| Mobile phone nr. *N° de téléphone mobile* | | | |
| E-mail address *Adresse e-mail* | | | |
| Competition licence nr.<br>*N° de licence compétition* | | | |
| Issuing ASN<br>*ASN d'appartenance* | | | |
| Driving licence nr.<br>*N° de permis de conduire* | | | |
| Country of issue *Pays de délivrance* | | | |

**DETAILS OF THE CAR** ***DETAILS DE LA VOITURE***

| | | | |
|---|---|---|---|
| Make<br>*Marque* | | Registration nr.<br>*N° d'immatriculation* | |
| Model *Modèle* | | Capacity *Cylindrée* | |
| Year of manufacture *Millésime* | | Chassis nr. *N° de châssis* | |
| Group/Class *Groupe / Classe* | | Engine nr. *N° de moteur* | |
| Homologation nr.<br>*N° d'homologation* | | Predominant color<br>*Couleur principale* | |
| Country of registration<br>*Pays d'immatriculation* | | Tech. Passport nr.<br>*N° de passeport technique* | |

**TYPE OF ENTRY** ***TYPE D'ENGAGEMENT***

| | |
|---|---|
| Trade/Legal etc. *Commercial / Légal etc.* | |
| Private/Amateur *Privé / Amateur* | |
| Organisers' optional advertising accepted<br>*Publicité facultative des organisateurs acceptée* | Yes / No<br>*Oui / Non* |

**ENTRY FEES** ***DROITS D'ENGAGEMENT***

(For this entry form to be valid, it must be accompanied by the appropriate entry fees, a banker's draft or details of a bank transfer, etc.)
*(Pour que ce formulaire d'engagement soit valide, il doit être accompagné des droits d'engagement appropriés, d'une traite bancaire, de détails concernant un transfert bancaire, etc.)*

| | PRIVATE/AMATEUR<br>*PRIVE / AMATEUR* | OTHERS<br>*AUTRES* | CLOSING DATE<br>*DATE DE CLOTURE* |
|---|---|---|---|
| Reduced rate *Tarif réduit* | € 000.00 | € 000.00 | 30.09.2019 10:00am |
| Normal rate *Tarif normal* | € 000.00 | € 000.00 | 15.10.2019 05:00pm |

**SEEDING I NFORMATION (to be completed by competitor)**
**INFORMATION SUR LES PILOTES PRIORITAIRES (à compléter par le concurrent)**

| | | | | | |
|---|---|---|---|---|---|
| Driver name<br>*Nom du pilote* | | Car<br>*Voiture* | | Class<br>*Classe* | |

| | | | |
|---|---|---|---|
| Current FIA priority<br>*Actuelle priorité FIA* | Yes / No<br>*Oui / Non* | Previous FIA priority<br>*Ancienne priorité FIA* | Year(s):<br>*Année(s) :* |
| Current national seeded<br>*Actuel priorité nationale* | Yes / No<br>*Oui / Non* | Previous national seeded<br>*Ancienne priorité nationale* | Year(s):<br>*Année(s) :* |
| Title and year of any Championship won<br>*Titre et année de tout championnat remporté* | | | |

| | **Year**<br>***Année*** | **Event**<br>***Epreuve*** | **Car**<br>***Voiture*** | **Group**<br>***Groupe*** | **O/A position**<br>***Clt. général*** | **Class position**<br>***Clt. de classe*** | **Finishers**<br>***Classés*** |
|---|---|---|---|---|---|---|---|
| INTERNATIONAL | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| NATIONAL | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| OTHER *AUTRE* | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

***DECLARATION DE DECHARGE DE RESPONSABILITE***

*(Texte variant en fonction des lois et règlements nationaux en vigueur)*

**DECLARATION OF INDEMNITY**

(Text variable depending on national laws and regulations in force)

***RECONNAISSANCE ET ACCORD***
*Par ma signature, je déclare que toutes les informations contenues sur ce bulletin d'engagement sont correctes. En outre, je reconnais et approuve intégralement les termes et conditions de la décharge ci-dessus et j'accepte tous les termes et conditions liés à ma participation à ce rallye.*
*(Libellé variant en fonction des lois et règlements nationaux en vigueur)*

**ACKNOWLEDGEMENT AND AGREEMENT**
By my signature, I declare that all the information contained on the entry form is correct and that I acknowledge and agree in full to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this rally.
(Wording variable depending on national laws and regulations in force)

| ASN stamp* | Signature of competitor | Signature of driver | Signature of co-driver |
|---|---|---|---|
| *Timbre de l'ASN** | *Signature du concurrent* | *Signature du pilote* | *Signature du copilote* |

** Ou une lettre de l'ASN du concurrent autorisant et approuvant l'engagement*

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

Date : _____

## 8. ENTRY LISTS

### 8.1. DRAFT ENTRY LIST

Upon the close of entries as in the Supplementary Regulations, the organiser shall send a Draft Entry List in numerical order by priority group to the FIA for checking, before the prior to publication on the organiser's website. The FIA shall then reply with any comments. After acceptance by the FIA, the Entry List may be published.

1) The Draft Entry List may be published on the event website with a footnote 'Subject to FIA approval'. That list should be in numeric order by priority group.
2) This Draft Entry List will be sent to the FIA for checking.
3) The FIA shall then reply with any comments and will submit the approved list of the ERC Priority Drivers within three days to the organiser.

### 8.2. ENTRY LIST

The Entry List shall include:

- The allocated competition number
- The competitor's full name as it appears on the competitor's licence (no nationality)
- Driver's/Co-driver's names and their nationalities (according to their licences)
- The make and model of the car entered
- The class and group of the car entered
- The homologation number of the car entered
- The FIA technical passport number (for Rally2 and RGT cars in ERC and MERC)
- The driver's FIA/championship priority status. The order of non-priority drivers is left to the organiser.

### 8.3 AMENDED ENTRY LIST

If an Entry List is amended after the first publication, administrative checks and/or scrutineering, an "AMENDED ENTRY LIST" must be published with the date and time of the publication.

## 9 START LISTS & RALLY RESULTS

Start lists and results can be posted earlier than the times mentioned in the Supplementary Regulations or in a bulletin.

However, the times mentioned on the lists MUST ALWAYS be as mentioned in the Supplementary Regulations or in a bulletin. If the publication of any 'timed' list is delayed, the Clerk of the Course shall publish a communication with the new scheduled time for posting.

### 9.1 n/a

### 9.2. CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering
- Signed by the clerk of course after approval by the Stewards of the meeting and published at the time mentioned in the Supplementary Regulations.
- Gives start times (or at least intervals between cars) for all competitors or

Start list for Leg 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering or after post qualifying selection of start position (where applicable)
- Signed by the Clerk of the Course after approval by the Stewards of the meeting and published at time in Supplementary Regulations
- Gives start times for all competitors – which may be paired times
- Footnote denotes 'Subject to passing rescrutineering for car(s) No…'and/or

Start list for Leg 1 (no SSS) or Start list for Leg 1 / Section 2

- Produced after administrative checks and scrutineering
- Signed by the Clerk of the Course after approval by the
- Stewards and published at the time mentioned in the Supplementary Regulations.- Gives start times for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No…'

### 9.3 EACH LEG OF THE RALLY (EXCEPT THE FINAL LEG)

**a)** Unofficial classification after final SS (not including SSS)

- - Produced for examination by the Stewards unsigned.

**b)** Start list for the following Leg

Proposed by the Clerk of the Course. Stewards may reposition.

- - Signed by the Clerk of the Course and published at the time mentioned in Supplementary Regulations.
- - Includes retired crews who have not declared withdrawal from the rally.
- - Footnote denotes 'Subject to passing rescrutineering for all retired car(s) restarting under Art. 55.'

**c)** Partial Unofficial Classification after Leg 'x'

- - Signed by the Clerk of the Course and issued with actual posting time.
- - Produced when all penalties are known and all expected cars are in overnight parc fermé.

**9.4 FINAL LEG OF THE RALLY**

**a)** Provisional Classification

- - Includes all competitors who have completed the rally
- - Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in Supplementary Regulations
- Subject to the results of final scrutineering'
- Subject to further checks to be carried out by FMU for car N°….'
- Subject to Stewards' decision for car N°….'
- Subject to the results of a complete engine inspection for car N°….'

**b)** Final Classification

Includes all competitors who have started the rally:

- all competitors who have completed the rally,
- all retired competitors marked with "DNF",
- all competitors removed from classification by the Clerk of the Course marked with "DNC",
- all disqualified competitors marked with "DIS",
- Approved and signed by the Stewards and published after expiring of the protest time and after conclusion of the final scrutineering and possible stewards decisions following the publication of the Provisional Classification (Note: consider the 60-minute time limit in which the intention of appeal can be filed).

The following footnotes must be added (if applicable):

- 'Subject to further checks to be carried out by FMU for car N°….'
- 'Subject to the result of the appeal lodged by the competitor of car N°…'
- 'Subject to the results of a complete engine inspection for car N°…'

**9.5 CALCULATION OF CHAMPIONSHIP POINTS**

For rallies counting for Stand-alone Championships where bonus points are applicable (RRSR Art. 3.1.2), the organisers must provide a provisional classification for each leg, so that the Stewards can approve the allocation of points before it is sent to the FIA.

**10 N/A**

## APPENDIX III — SAFETY

The recommendations for the supervision of the road and emergency services are set in Art. 5 of Appendix H to the International Sporting Code. These recommendations should serve as a guide for rally organisers and should be respected.

In addition, it is strongly recommended that all event organisers follow the latest version of the FIA Rally Safety Guidelines.

Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews.

Guidelines regarding the organisation of private tests and the role of ASN Safety Delegates are also available.

The latest version of these documents is available at https://www.fia.com/rally-safety

**SAFETY PLAN CONTENT**


**1-** *Introduction*

**2-** *General Organization, Medical and Emergency Contacts 3- Format of the event and responsibilities*

**4-** *Special Stage Safety Procedure*

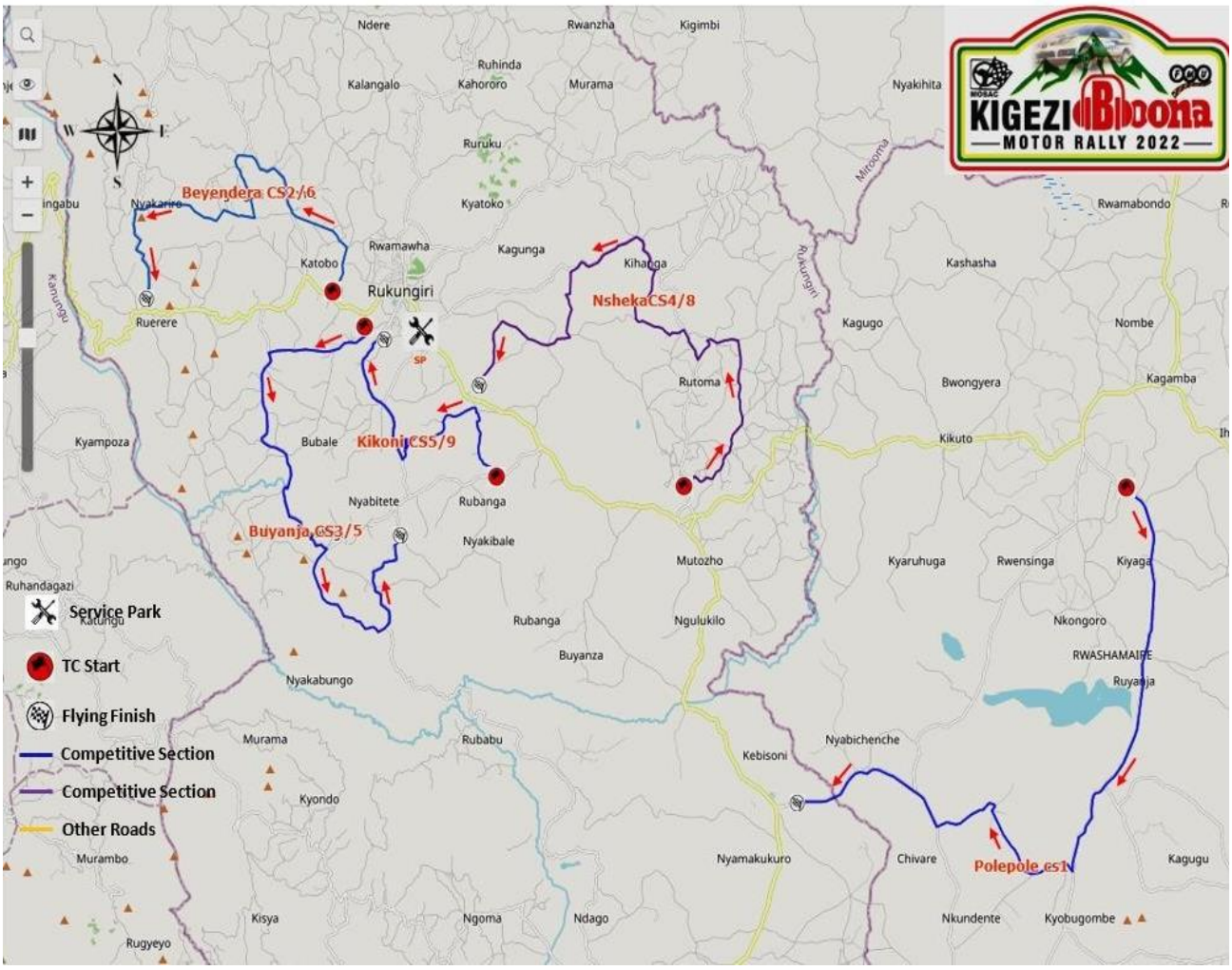
**5-** *Special Stage Accident Reporting Procedure 6- Medical Intervention Plan*

**7-** *Spectator Safety*

**8-** *Preparing the Stages*

**9-** *Special precautions during the running of the stages 10- Safety of competing crews*


**Rally Overview Map**



## 1- *Introduction*

The **Kigezi Boona Rally, 9th – 11th December 2022** safety measures are guided by therequirements set out in appendix H of the 2022 FIA International Sporting Code, the National Competition Rules and in consultation with the Uganda Police, Medical and firefighting teams. The principal features of this safety plan are:

- Safety dictates the design of the route and is therefore integral to choice of route, itinerary, sites of Time Controls, check-in procedures to ensure that no aspect of the route places spectators, competitors or officials at risk under any circumstances.
- Skilled personnel and communications are in place to ensure that the status of spectators, competitors and officials are known to route HQ at all times. In turn, Rally HQ is in a position to affect immediate and effective response to any high-risk emergency situation which may arise.
- Safety Units comprising of Safety Marshals, Police Officers and Military Personnel willbe positioned along the route to ensure safety.
- A communications network comprising of GSM Mobile telephones linking at all times the Rally HQ.

In summary, the objectives are to reduce risk to spectators, competitors and officials to the lowest level and to ensure that in the event of an accident resulting in injury, there is an immediate response and appropriate action by Rally HQ and Safety Units.

All Rally staff shall be easily identifiable to ensure that quick response is done by the right skilled personnel. The medical and safety delegates will be available and perform their dutiesin conjunction with the Uganda Police and Uganda Military for Public Safety.

Stage safety shall be enhanced with safety overseers, equipped ambulances, tow trucks located at the service park.

## 2- *General Organization, Medical and Emergency Contacts*

**Organizers**

This Event will be organized by Southern Motor ClubPostal Address:
Club Telephone Contacts:Email Address:

| Title | Name | Telephone No |
|---|---|---|
| Clerk of Course (COC) | Shafiq Matovu | 0703464934 |
| Deputy COC | Siraje Kyambadde | 0702082240 |
| Ass COC Safety | Cedric Buzabo | 0752006677 |
| Medical Delegate | Dr. David Otim | 0773490390 |
| Public Safety | | |
| Fire Safety | Fire and Safety Appliances | 0701459507 |

**Hospitals**

| | |
|---|---|
| Karoli Lwanga Nyakibale Hospital | |
| Kisiizi Hospital | |

## 3- Format of the Event and Responsibilities

**Public and Spectator Awareness Pre-Rally**

- The route and itinerary are kept confidential until the last minute as we follow the current motorsport code of "No Spectators".
- Safety messages are shared with different Local Councils to ensure the safety of any rural population in the area.
- Commercials shall be run repeatedly in English and Luganda on the following FMstations and TV: Boona Fm 91.8, CBS 89.2, Star 100.0, Capital 91.3, Buddu Fm, Sanyu Fm, Bukedde TV and this ensures awareness of the rural and urban population.

**Route Design and Operation**

Safety considerations have been primarily put in the choice of route, itinerary, ServicePark. Some important points to note are:

- The route design is made considering the uniqueness of Ugandan terrain and indignant.
- Stages are set to avoid spectator movement; spectator areas are set in safe areaswith sufficient safety officials. Leading cars (Route Openers) shall be used for awareness of oncoming Rally Cars. Any prohibited personnel shall be relocated tosafe areas and untapped feeder roads well taped.
- Posters shall be put up for awareness purposes a month before and a week beforein villages and the Local Council Authorities notified.
- The Service Park location has been carefully chosen to ensure smooth flow of traffic, allowing safe and easy passage of rally cars, officials and public cars.
- The Service Park will be cordoned and fenced off and policed by security personnel to ensure safety for competitors, officials, service personnel and the public.
- The roads will be closed and taped off for both driver and local population safety.
- Improvements have been made in the sites of Time Controls. Separating the timing position and the documentation point.
- Fire extinguishers that are adequately sited at all controls of the route.
- A tow truck is to be stationed in the service park in case there is a need to tow anycrew to safety.
- Chicanes are placed to slowdown competing vehicles through any town areas.

It may be noted that all officials have a 'safety priority' mandate. Safety checks andpreventative actions are part of their routine duties.

Wild animals and domestic animals may be met by competing cars.
All senior officials will be equipped with cellular telephones which will ensure that safetyis maximized.

**Key roles and responsibilities:**

Clerk of the Course

- Overall charge of the event
- Overall responsibility for the safe running of the event through the deployment ofexperienced personnel
- He takes all decisions relevant to the effective and safe running and control of therally.Chief Safety Officer
- Has overall responsibility of event safety including coordinating all safety matters.
- The production of the safety plan in compliance with FIA requirements
- Resourcing the rescue and recovery team.
- Collates all incident reports and ensuring that the FIA stewards receive them ifnecessary.
- He is the event incident coordinator

Chief Medical Officer

- Responsible for and has control over all medical personnel on the event.
- Works closely with Chief Safety Officer for management of incidents
- Responsible for all Medical Emergency Services

Stage Commanders

- The stage commander is responsible for the effective preparation, set-up and running of a special stage. He is assisted by the deputy stage commander, stage safety officer, chief marshal and any necessary intermediate safety officers.
- He implements the safety plan.

**Event Communication Structure, Roles and Responsibilities shall beused as shown below.**

# 1/ OFFICIALS' ROLES AND RESPONSIBILITIES

## RALLY OFFICIALS' CHAIN OF COMMAND

### 4- *Special Stage Safety Procedure*

- An Ambulance with paramedics shall be on standby at the service park.
- Route openers shall clear the stages for competition and sweepers shall clear thestage after.
- Firefighting equipment shall be available at all competitive stage controls.
- All starts and finishes of stages shall be able to contact each other.
- All official vehicles shall have identifying stickers.
- All competitors MUST get a medical checkup, no matter how healthy they seemafter an incident.

### 5- Special Stage Accident Reporting Procedure

- When a red "SOS' is displayed, it is mandatory to stop and assist the crew requiringhelp. It is our duty to make sure any injured are mobilized to safety as quickly as possible while the green "**OK**" sign is displayed in the event of an accident where no injuries are sustained. Misuse or failure to adhere to this rule shall lead to penalties by the stewards.
- The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.
- The next car must take the following information to the nearest radio post:
  - Competition number of the crew involved.
  - If and how many crew members or spectators are involved.
  - If any crew member or spectator are trapped in or outside the car
  - Location of the accident; the closest road book junction or kilometer box.
  - Any other vital information i.e fire, water
- All competitors stopped in the stage must lace their warning triangle at least 50mbefore where the car is stopped even if the car is off the road.

Whilst nobody wants to accept that an accident is an eventuality that can happen anytime to spectators or competitors, it is prudent to plan for such an eventuality as follows:

- Review spectator viewing points
- Provide proper access points to these viewing areas outside the stage even ifspectators are not expected.
- Identify the nearest Medical Service points and keep them aware

a) With the above in mind, location and access to the accident area is simplified.

b) The stage commander can interrupt the running of the stage after informing theClerk of Course and getting the go ahead to interrupt. After the go ahead:

- He can then interrupt the stage and let everybody know that the stage is halted.
- A Fast Intervention Vehicle (FIV) or Ambulance can then be let through to go and provide assistance and give a clearer report. **These vehicles can only belet through to follow the directional flow of rally traffic.**

**c) All cars are highly recommended to carry first aid kits, the contents of whichhave been recommended by trauma experts, and vetted by the organizers atscrutineering.**

**d) Monitoring and Tracking**

All cellular phones communication systems will be used to track weather and roadconditions; position of cars and route officials; and the movement of spectators andcrowds throughout the active part of the Sprint route.

**e) Personnel**

There will be cellular phones:

- Clerk of the Course (if out in the field)
- Chief Safety Officer (if out in the field)
- Chief Medical Officer
- Senior Police Officials as shown above

**6- Medical Intervention Plan**

- The Service Park will have trained firefighting personnel with full equipment to dealwith all types of fires. Equipment includes stands with extinguishers containing carbon dioxide and dry powder; water and fire blankets.
- Medical facilities are available at clinics, medical centers and hospitals around theSpecial Stages. These have been alerted to remain on stand-by during the Rally. A medical tent shall be setup at the service ark.
- Full medical and ICU facilities are available at major hospitals in Lugazi and Mukono and Kampala. These have been alerted to remain on stand-by during theevent. Their locations and telephone contacts are part of this safety plan.

**Casualty Evacuation**

The rally route has been designed with evacuation routes to help with prompt evacuation ofcasualties.
The safety network is totally dependent on the initial reports of the accident, which should bemade to the nearest Safety Unit, Time Control or Official.
The following **FACTS** should be established before calling HQ

- Vehicles involved (not necessarily a Rally car)
- Time of the accident
- Location of the accident
- Source of information
- Reported injuries and or damage
- Any action taken so far and by whom
- The reporting person should standby near the scene to follow instructions fromRally HQ
- The nearest police personnel to the vicinity of the accident should be informed

***Protocol for evacuation***

- **Safety unit will proceed for medical evacuation only on order of the Chief Safety Officer in conjunction with the Clerk of the Course.**

**Evacuation Flow Chart**

PUBLIC
MEDIA
COMPETING CREWS
SERVICE CREWS
DEPUTY CLERKS OF COURSE
CONTROL OFFICERS

**REPORTS ACCIDENT**

CHIEF SAFETY OFFICERCLERK
OF THE COURSE

**MOBILISES**

ROAD AMBULANCE

**ACCESSES**

ACCIDENT SITE

**EVACUATES**

HOSPITAL

**Evacuation – Priority**

**Priority 1 – Road Ambulance evacuation**
All head injuries with a history of loss of consciousness.Any suspected spinal injury.

- Any penetrating chest or abdominal injuries.
- Unconsciousness due to any cause.
- Any patient in shock (medical causes or internal / external bleeding)
- Facial injuries compromising the airway or breathing.
- Chest injuries with suspected rib fracture.
- Any compound fractures.
- Burns – third degree or >20% second degree.
- Any chest pains form suspected medical causes.

**Priority 2 – FMI Evacuation**

- Major lacerations with no shock.
- Simple fractures dislocations.
- Second degree burns <20%.

**First Aid procedures:**
**Small cuts and wounds**

- Clean around the wound edges with an antiseptic e.g. Savlon
- Pick out any visible debris e.g. grass / gravel / glass with some forceps
- Clean the wound with Hydrogen Peroxide or an antiseptic
- If none of the above is available, use clean water
- Cover with sterile gauze and tape (no cotton wool direct on wound)

**Large cuts and wound**

- Apply same procedure as above and in addition
- Debride wound carefully
- Wash copiously
- Pad wound with more gauze
- **Seek** medical advice

**Burns and scalds**

- If first degree (reddening of skin only), Dermazine ointment, leave open
- If second degree (skin blistered) and not burst, Dermazine ointment, leaveopen, if more than 15%, needs IV fluids
- If second degree, circumferential, Dermazine and bandage
- For > 15% second and all third-degree burns, **SEEK** medical advice

**Sprains**

- Free affected part of all constrains e.g. clothing, shoes etc.
- Apply analgesic ointment e.g. Bayrogel
- Bandage the part with a firm crepe bandage
- If possible elevate the part

**EMERGENCY CONTACTS – GENERAL**
Lugazi Police Station

**EMERGENCY CONTACTS – HOSPITALS IN KAMPALA, MUKONO AND LUGAZI**
Mulago Hospital, Kampala 041 – 533560, 075-737475Kawolo Hospital, Lugazi – TBA
Mukono Centre iv.

## 7. Spectator Safety

One of the greatest challenges for the sport of motor rallying is to ensure the safety ofthe public even when we do not expect any spectators.

Unfortunately, the majority of the watching public do not clearly understand the potential dangers and are unable to comprehend the speed of the cars. As a consequence, they frequently place themselves in dangerous positions simply throughlack of understanding.
We therefore have the responsibility of ensuring that spectators are placed in acceptable locations and are clearly aware of the dangers if a car should get out of control. The possibility of injury to spectators, volunteers, officials or media is unacceptable.
Traditionally, our sport has well-established safety plans however; they do not all sufficiently take into account the special needs of spectator safety. One of the main aims of this plan is to identify the special attention that is necessary to ensure that spectators are in acceptably safe locations.
By doing this we will in fact contribute to the improved safety of the competitors as well.

Spectators are watching the event at own risk and even though the Spectator Controlwill be strict and the marshals attempt to their best ability to veer spectators out of a danger zone, there will always be one that is out of sight that could place themselves in a vulnerable position.

**Spectator GuidelinesInformation**
Information addressed to the public will be issued by

- Written, spoken and televised media
- Distribution of leaflets
- Passage on the vehicle route by the route check manager about 1 hour before thestart.

**DON'TS**

- **DO NOT** stand too close to the road.
- **DO NOT** block escape routes. Rally cars may need the runoff room, and emergencyvehicles need to have fast access to the road in case of an emergency.
- **DO NOT** stand on the road
- **DO NOT** stand below the level of the road
- **DO NOT** stand in front of arrows or signs
- **DO NOT** stand or sit on or near log piles, walls or fences

- **DO NOT** sit close to the edge of the track
- **DO NOT** be distracted
- **DO NOT** play games with your safety or the safety of the drivers
- **DO NOT** remove stage signs or arrows
- **DO NOT** be the one to stop the stage
- **DO NOT** jump out onto the road to take pictures; there could be another car rightbehind the first one
- **DO NOT** throw anything on the route - it could endanger the safety of passingcompeting crews. This behavior is also handled in the Criminal Code!

**DO'S**

- **DO** expect the unexpected
- **DO** listen for approaching cars
- **DO** remain alert
- **DO** leave yourself room to move quickly
- **DO** try to keep behind something solid
- **DO** keep children under supervision
- **DO** leave your pets at home
- **DO** as the marshal asks
- **DO** help the marshals run a safe stage
- **DO** try to keep behind a solid object such as a tree or rock

**Obey the organizers' instructions**.
If people are asked by the Route marshals to leave dangerous places on the rallyroute, they should follow these instructions.

## 8. Preparing the Stages

During preparations for the stage, special danger spots are identified for rally Cars, such as: a tree on a fast bends, a big drop, damaged armco barriers, electric (telegraph) poles, narrow bridge, etc.
These dangerous spots are taped off and identified in the road books for crews. All road closures are taped and safety officers positioned if deemed necessary.
In reviewing a special stage, those parts of the stage which signify above-normal danger risks are identified. These would be such locations as:

- Immediately over a brow or jump;
- On sharp corners;
- At a road intersection;
- At a double change of direction ("S" bend);
- Medium fast bend after very fast section.

**"00, 0" and Sweeper Cars**
These cars drive through the special stages before the rally cars, in order to check thereadiness and safety of special stages, controls, and the correct positioning of spectators.

The 00 and 0 cars report to Headquarters the moment they start and finish each stage.The 00, 0 and sweep car drivers will use time cards in order to ensure full familiarity by all timekeepers.

**Safety Car**
The safety car, driven by an experienced driver with a siren, flashing lights and a loudspeaker system will drive through each special stage at least 1hr:30mins before the first Rally car.

**Safety Delegate**
The safety delegate will drive or be driven through the stage 30 minutes before the 00car to ensure that the safety plan is being implemented as reported by the safety officer.

**Road Closing Car "00"**
The 00 car, driven by an experienced driver, will run each special stage following a planned timetable between 30 minutes before the first car is due, according to the length and particulars of each special stage checking all warning signs, radio point marshals and safety marshals are in place. Further checking spectator safety and guiding spectators to safe positions.

**Road Closing Car "0"**

The 0 car, driven by an experienced rally crew, runs each special stage following a scheduled timetable between 15 and 10 minutes before the first car is due to start, according to the length and particulars of each special stage.

Final safety check of the stage and final warning that the special stage is about to start.It is equipped with a mobile telephone or a radio communication system.

The 0 car is not competing in the Rally as such, but is the last safety car before the first car to arrive.

It must not be driven at the maximum capability of the car and the driver.

**The Sweeper Car**

Sweeper car runs all special stages after the last competing car, checking any immobilized car within the stage. They report to the Clerk of Course regarding the situation and condition of each situation they come across so that necessary actions can be taken by the Clerk of Course.

The Sweeper car collects all lists from controls.

The Sweep car must collect incident reports and time cards from any crew retiring fromthe event and any timing points where required.

No stage controls should close unless informed by the sweeping vehicle that it hascompleted the stage.

The authorization to close is given by the Clerk of Course.

**Safety on Road Sections**

The itinerary is designed with a time schedule that considers local traffic laws and p- population therefore there is no need to rush from control to control except on the competitive stage.

Information

Information addressed to the public is issued by the following means

- Televised, written and spoken
- Distribution of viewing point information
- The route check manager uses a speaker to inform the locals when running a routecheck before the first car
- Timing of the route openers in intervals of 30mins for 00 and about 10 mins for 0at every competitive section before the start of the first competing car.

## 9. Special Precautions during running of the stages

- Access to viewing points is allowed only at designated spectator viewing pointroads.
- Emergency roads are controlled by safety marshals
- All access roads are designated with signs
- Signs, tape, warnings are put up strategically to keep spectators in safe areas.
- Tulips shall be set in the route to assist drivers and spectators to know the directions of the rally route. This can save lives from an overshoot by a competing car.

## 10. Safety of Competing Crews

All competing vehicles will be subjected to scrutineering and must conform to the minimum safety requirements as defined in the FIA regulations. Helmets, seat belts and ancillary devices will be of an approved standard and in good working order.

Well secured, visible and easily accessible first aid kits must be carried on board everycompeting car. A fire extinguisher of minimum 2kg capacity must also be on board.

**At the start of each section:**

- 1 section commander
- 4kg fire extinguisher
- 1 standardized ambulance
- Communication equipment to maintain contact with HQ
- Safety marshals

**At the intermediary points**

- 1 Safety Marshal with a nurse
- Cell phone.

**At the flying finish of each competitive section**

- 4kg fire extinguishers

- Communication

**In the service park**

- 1 standardized ambulance
- 1 medical tent
- Communication with all parts of the stages

The section commander's vehicle shall be able to proceed through the stage quickly and shallbe equipped with the following

- A first aider
- A first aid kit
- fire extinguisher2kg
- Communication equipment to maintain contact with HQ

**Preventive Measures (signaling and road markings)**

- Major roads and feeder roads leading onto the competitive stage shall be blockedby traffic police and safety marshals.
- The safety car and 00 shall check the appropriate closure method in lace and immediately advise Rally HQ of any rectifications prior to the commencement of the stage.
- The 00 car shall be equipped with safety tape in order to re-enforce blockage of access roads where necessary.
- Signage and safety tape shall be used to keep the public out of prohibited areas

**Supervision**

A communication network shall be established to ensure that the competing vehicles aretracked and monitored.

Trauma experts shall check all contents of competing car first aid kits and vetted duringscrutineering.

The maximum target times for safety response on any art of the rally route should be:

- Systems alert – 10 minutes
- Safety Unit to Casualty – 15 minutes
- Doctor to casualty - 30 minutes
- Casualty to hospital - 60 minutes

**Safety of the officials**

- While the organizer ensures public safety, the safety of officials is equally important.
- When performing their duties, officials should not place themselves in danger so they are skilled with appropriate safety measures from previous events such as crowd control.
- All safety personnel, marshals and officials will be identifiable to the public and thecompetitors.

## 11. Guidelines Safety Caravan and Route Openers

*Organisers'* vehicles that traverse the *route* prior to the first or after the last competition vehicle including, but not limited to Advance Car, Set-up Car, Safety Car, Marshals Deployment Cars, Stage Commanders Cars, 000 Car, 00 Car, 0 Car, Sweep Car andother vehicles defined by the *Organiser.*

a) Radio or phone communications must be in place between Rally Control, Clerk of the Course, Stage Commanders, and Safety Caravan and Route Opener Cars.

b) The 000 car is to start each stage approximately 60 minutes, or as shown on the *Event* running schedule, before the first competition car and ascertain that the stage is secure and ready to run with all officials in place and ready to receive competition cars, control boards and course signs and barriers are in correct location and public viewing points are set up to plan. It contains the Event Safety Officer.

c) The 00 car starts each stage approximately 40 minutes, or as shown on the *Event* running schedule before the first competition car, contains the *Event* Safety Delegate and checks the stage ensuring it is secure and ready to run. *Competition* cannot commence until the Clerk of the Course on advice from the *Event* Safety Delegate, generally in 00, is satisfied that the stage is secure and ready. If, in the Event Safety Delegate's opinion, any shortcomings cannot be remedied before the first competition car expected start time for

the Special Stage, the stage must be cancelled, delayed, or traversed by competition car under Liaison conditions. 000 and 00 duties may be combined into 00 car. It is recommended that the 00 car be fitted with flashing lights and a siren which must only be activated on Special Stages.

d) 0 car is to start each stage 10 minutes, or as shown on the *Event* running schedule before the first competition car and provides a warning to officials and the public that the first competition car is due soon. The 0 Car will be fitted with flashing lights and a siren which must onlybe activated on Special Stages.

e) The entire *Course*, including all Liaison/Transport roads, Control, Regroups, Service Areas, etc mustbe traversed by the 0 car and at least either the 000 car or 00 car to ensure all roads are open and there are no traffic or other problems.

f) A sweep car is to start each stage closely following the last competition car and account for all Crews and collect all paperwork as required by the *Organiser (including* at Time Controls). Sweeper may be accompanied by a recovery car (Tow Truck) to extract stranded cars. The sweep car/s must traversethe entire *Course*, including all Liaison/Transport roads, Controls, Regroups, Service Areas etc. Theremay be more than one sweep car.

### 11.1 Presence on special stages of FMU officials

When, as part of their duties, the FMU Observer/s, Delegate/s and/or the Stewards need to drive on Special Stages, they must comply with the following prescriptions:

i. Entry onto the route of the stage must take place at the latest 30 minutes before the departure of the last road closing vehicle (Car No. 0), or as per the Event running schedule.

ii. If Car No. 0 catches up with the Observer, Delegate or Stewards while on Special Stages, the Observer, Delegate or Stewards must stop, park, and wait for the last competition car or sweeper car to pass before continuing.

## 12. Public Viewing (Spectator) Control

(a) An *Event* will provide at least one public viewing point conforming to the minimum requirements below from which *Competition* cars can be viewed in competition.

(b) FMU "Public Safety and Control Procedures"as guided by the Safety and Medical Commission will apply to all special stage rallies and each *Event* will comply with the Safety and Medical Commission guidelines.

(c) A person (Deputy C.O.C – Spectator Stage) must be designated to be responsible to the Clerk of the Course for *Event* public viewing control.

(d) Public viewing instructions must be issued that include:
- (i) The standard *Motorsport* disclaimer and advice on public safety outlined in by the FMU Safety and Medical Commission "Public Safety and Control Procedures guidelines.
- (ii) For each public viewing point, a diagram showing: parking areas, public viewing access roads and paths, designated viewing areas and their limits, No go areas where the public arenot to be located, controlled crossings (if used), direction of competition cars (Rally Cars), and toilet (if available).
- (iii) Where any Super Special Stage, town or similar stages are proposed a plan of the area showing public safety control and protection measures must be submitted to the *FMU DVP Competitions Committee (Thru DVP) and the* Safety and Medical Commission four weeks prior to the *Event* via *Email or hard copies*.

(e) At each public viewing point:
- (i) The access route must be clearly marked.
- (ii) The area in which the public may view the *Rally* is to be clearly defined with bunting or tapeor mesh or other barriers.
- (iii) There must be a clearly identified public viewing point Marshal in charge, who hascommunication with *Rally* Control or the Stage Commander by two-way radio or mobile /satellite phone.

(iv) Public Viewing Point Marshals must be readily identifiable, equipped with a whistle or horn towarn of approaching competition (*Rally)* cars, and if the *Rally* is at night, a suitable torch/flashlight.

(v) Where the public must cross the *Rally* route to access the viewing area, access will be via acontrolled crossing, manned by a Marshal.

(f) If relying on safety barriers for direct protection of spectators, only safety barriers appropriate for the conditions at hand (such as speed of vehicles, angle of impact, vicinity of spectators etc.) may be used.

(g) Barriers must be proven to be capable of arresting a vehicle travelling at the speed of the vehicles at that point of the course otherwise keep the spectators at a respectable distance.

(h) A suitable space must be provided behind such barriers where no spectators are permitted, as therecan be significant deflection of a barrier when hit, the degree of which varies depending on the type of barrier used.

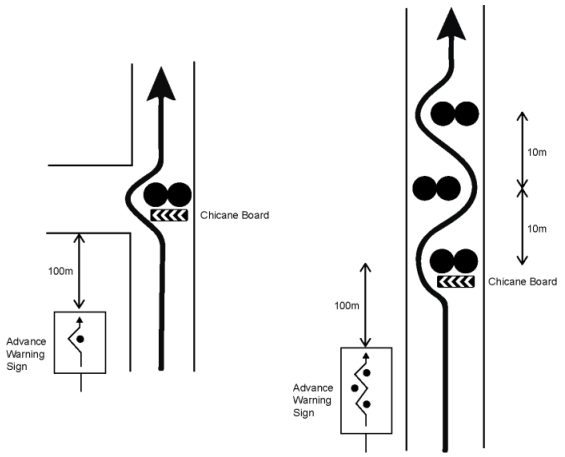
(i) The spectator area plan/s shall be reviewed and physically inspected by the *Event* Safety Delegate and another person in the *Event Organisation* who has had no responsibility for its development.

(j) The treatment of each specified spectator location by *Event Organisers* shall be subject of a risk assessment in accordance with the *Motorsport* policy and must form part of the *Event* SafetyPlan.

**CHICANES AND SPEED CONTROL**

Course design should take into account the principle of speed control in special stages due to concerns about safety, road conditions, terminal speeds, average speeds or environmental or social impacts. This can be achieved with the use of Chicanes:

a) Each chicane shall be laid out in accordance with the diagram below. Note: the entry to the actual chicane may be either to the left or right, the instructions and any on course signage must reflect this entry direction. This must be consistent on an Event.
b) It is permissible to include a 'double chicane' – i.e. a chicane which includes additional barrier/s, set out in the same format, but in addition to those outlined above. This will have the effect of further reducing speed.



## APPENDIX IV - PODIUM CEREMONY

### 1 REQUIREMENTS

1.1 The podium ceremony shall take place within two (2) hours of the arrival of the last car in to final service. Leg 2 of the rally will end by 12:00 hours. The organizer will have a team set to commence the prize-giving procedures.

1.2 The organiser shall establish a finish holding area to ensure the crews transit the ramp in the correct order. Media and personnel holding the appropriate pass must be permitted access to this area.

1.3 The organiser should appoint an official (Master of Ceremonies) responsible for the procedure.

**1.4** The finish ramp may incorporate an arch, clearly displaying the name and logo of the rally, and the FMU logo. The area reserved for photographers and TV crews, ideally overhanging, should be placed in front of the ramp.

The route leading to and departing from the ramp must be fenced off with metal fencing to prevent public access.

1.4 The ramp arch should not obstruct the opening of car doors or the crews' exit from the vehicle when it is correctly positioned.

1.5 Behind or at the side of the podium shall be placed flag poles from which shall fly, from left to right when viewed from the photographers' tower, the FMU flag (optional),

1.6 The organiser must provide an 'Olympic-style' box podium for use by the third, second and winning crews in the overall classification only, positioned so as to allow photographers/TV crews to take photos and videos from their dedicated area.

1.7 It is recommended to award only one prize (cup or trophy) per person, one to each crew member. The organiser is responsible for ensuring that those presenting the awards approach from the side of the podium and move away promptly.

1.8 A maximum of six persons may present the prizes.

1.9 There should be an adjacent parking area (or the final Parc Fermé) for the three winning cars in the overall classification.

1.10 Teams involved in the podium ceremony and those required to present their cars at final scrutineering must have a representative available to take their car to Parc Fermé or final scrutineering.

**1.12** It is the responsibility of the organiser to inform competitors of the finish procedure.

### 2. PROCEDURE (CONTROLLED BY THE MASTER OF CEREMONY)

The ideal running order is as follows, but amendments can be made to this procedure in order to ensure the podium ceremony is executed as quickly as possible after final service.
- Finishers from 10th to 1st
- Champagne spray of the winning crew on the ramp
- Team to join winning crew, if requested
- Overall top three crews are called on the Olympic style podium, as well as the representative of the winning competitor
- Trophies presentation to the three crews and the winning competitor representative
- Anthem & flags, Champagne spray for the three crews and transport to press conference (if applicable)
- Trophies presentation to the winning crews of the Junior and Support Championships
- Other competitors

**2.1** The organiser is encouraged to arrange pre-finish ceremony entertainment and to have a public address system.

**2.2** From the finish holding area (fenced and controlled with access permitted only to media and personnel holding the appropriate pass) the schedule shall be as follows:

**2.3** Crews positioned in the order 10th through to 4th in the overall classification drive to the top of the ramp, open doors, climb out, receive any award and then drive directly to Parc Fermé or final scrutineering.

**2.4** Third in the overall classification drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. The crew gets out and stands either side of the car with the doors open and the driver is interviewed. The crew then drive off the ramp to the parking area or Parc Fermé (if adjacent), where the team representative takes care of the car. Crew returns to the waiting area on foot.

**2.5** Second in the overall classification – same procedure as third overall.

**2.6** The winning crew drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. Crew gets out, close doors and are interviewed by the official. The crew then climbs onto the bonnet and receives two pre-opened bottles of champagne which are sprayed. The crew may be joined by team personnel, if agreed in advance. Team personnel leave and the car remains on the ramp until the closure of the podium ceremony.

**2.7** If not already positioned, the podium is moved into position at ground level, in front of the ramp and winning car.

**2.8** Crews classified second and third are then called from the waiting area to stand behind the appropriate level of the podium.

**2.9** Political dignitaries and/or sponsors (maximum of six) are invited to present the awards.

**2.10** Crews invited to ascend to their places in order of third, second and winner. Starting with the third placed crew, the presenters make the award presentations individually crew by crew, finishing with the winners. Presenters immediately move back out of the view of photographers and TV crews.

**2.11** After each crew has received their awards, a representative of the winning competitor is invited to join the ceremony. The trophy is presented while standing in front of the winning crew, then the representative moves to one side.

**2.12** n/a.

**2.13** Crews depart for transportation to the press room for the final Press Conference (if applicable).

**2.14** The winning car is driven to Parc Fermé or final scrutineering y a team representative.

**2.15** Other winning cars are then taken by technicians to parc fermé or final scrutineering under escort of the organiser.

**2.16** All other crews cross the ramp in due time / order, with emphasis given to crews at the organiser's discretion.

**2.17** The duration of the podium ceremony shall not compromise the time required for the final scrutineering as defined in Appendix IX - Art. 33.4.

**APPENDIX F - DOCUMENTATION ISSUE PROGRAM**

| | **BEFORE RALLY** |
|---|---|
| Complete Rally Manual submitted to FMU C.C. | **8 weeks** |
| Comments and feedback from FMUCC to organizer | **7 weeks** |
| FMU route inspection | **6 weeks** |
| Ministry Inspection | **5 weeks** |
| Updated Rally Manual Issued | **4 weeks** |
| Event Permit issued | **2 weeks** |
| Close of entries | **1 week** |
| - Entry List and Provisional Starting Order published and submitted to FMU C.C<br>- Copies of all rally documents given to Secretary of Stewards and FMU appointed officials<br>- Rally plates and other compulsory advertising issued<br>- C.R.O's schedule issued to competitors<br>- List of Judges of Fact<br>- List of Marshals – both Time and Safety<br>- Schedule of Steward's meetings submitted to competitors<br>- Competitor & Service Crew identification issued | **3 days** |
| | **DURING RALLY** |
| Copies of all rally documents given to Secretary of Stewards and FMU officials | **Pre Scrutineering** |
| Final Start list<br>List of Judges Of Fact and their locations | **After 1st Stewards Meeting** |
| | **AFTER RALLY** |
| CoC's report with Final Official Results submitted to FMU C. C<br>Stewards' Report submitted to FMU C.C<br>Accident report<br>Observer's Report submitted to FMU CC<br>Review of the Event & Observers Report | |

## APPENDIX XX: RIGHTS TO ORGANISE, PERMISSIONS, APPROVALS AND PERMITS

**1. RECOGNITION OF NATIONAL AND LOCAL AUTHORITY**

All International and National competitions must be organised in conformity with the relevant Codes and their appendices, as well as the Prescriptions and Regulations pertaining to the individual competitions, and the laws of Uganda.

A Competition may be held either on a road or on a track or on both, but no permits shall be granted by FMU for a Competition unless the promoters have first obtained such official permissions as may be necessary from the property owners, Police, Local and Government authorities.

**2 a) RIGHT TO ORGANISE**

Competitions may only be organised in the territory of FMU by:

- FMU itself or
- Clubs affiliated to FMU, Organisers or Promoters approved by FMU, who may delegate their powers and duties to an organising committee.

Such delegation shall not, however, affect the ultimate responsibility of the promoting body. Competitions are governed by:

i. the National Competition Rules (NCR) issued by FMU
ii. the appropriate sections of SSRs
iii. any instructions issued from time to time in FMU circulars and bulletins iv. the Supplementary Regulations (SR)
iv. the final instructions (Bulletins) issued to Competitors, which form an addendum to the Supplementary Regulations
v. the regulations and specifications issued or approved by FMU for specific types of vehicles / machines, or events.
vi. any instruction issued by FMU in writing
vii. the laws of the Local authorities in whose area the competition takes place. ix. the Rules, Regulations and Codes of FIM Africa and FIM
viii. Eligibility to organize will be assessed by the Competitions Committee who will submit their report and recommendations to the Sporting Commission for further assessment.
ix. Previous event organization reports (safety, stewards & delegates reports), conduct of the organiser will be considered.

**2 b) GUIDELINES FOR ALLOCATION OF EVENTS ON THE FMU CALENDAR**

The FMU Championships are a property of FMU. The FMU through its relevant Competitions Committees will write a general report to the Sporting Commission to assess and shall allocate events to member clubs through the following procedure;

1. Based on compliance to affiliation requirements and obligations in the preceding season.
2. Based on previous year's performance as per the observer's reports with the least performer losing their event organizing rights for the new season.
3. Based on level of Officials Welfare during the event
   Where a club loses organizing rights, to regain such rights, it must have organized at least one (1) autocross championship event on the FMU Calendar of the preceding season.
4. The club must have met the basic requirements of the Organisation of such an event in the preceding season.
5. Based on the club's financial and human resource mobilization capacity in relation to the magnitude of the event applied for.
6. The club must provide evidence of ability to pay for their event insurance at the beginning of the season.
7. For any club to be allocated an event, it should have organized a prize giving ceremony of all its sporting events in the preceding season and must have cleared to zero balance all outstanding fees, allowances owed to officials arising out of any previous event they have organized.

**3. PROMOTERS**

Any person, club or body (other than the organising committee) proposing to hold, holding or organizing a meeting and who is financially responsible for the competition. Promoters may delegate their powers and duties to the organising committee. Such delegation shall, however, not affect the ultimate responsibility of the promoter.

**4. ORGANISERS**

The Club or body responsible for complying with the FMU codes and regulations in respect to the competition.

**5. ORGANISING COMMITTEE**

A committee of at least three persons approved by FMU and authorised by the promoters to organise a meeting and to enforce the SRs on their behalf. Where an organising committee is appointed to act on behalf of the

promoters, such organising committee shall take the place of the promoters for the purpose of these rules provided that the promoters shall be responsible for the acts and omissions of such organising committee as if such acts and omissions were their own.

**6. SPONSOR**
A person or body making a contribution financially or in kind towards the promotion of a competition.

**7. NECESSARY PERMISSION AND APPROVAL**
No competition shall be held within its territory, unless FMU has signified its approval by granting an Organising Permit, or has waived the necessity of an Organising Permit, or the competition is of a kind in respect of which FMU has granted a general waiver.

**8. UNAUTHORISED COMPETITIONS**
The organisation or holding of any competition within the territory of FMU other than in accordance with these rules shall render every person connected therewith or taking part therein, whether as promoter, organising committee, competitor, official or otherwise, liable to the consequences and penalties provided in the NCRs. If such a meeting is included in a meeting for which an organising permit has been granted, the permit shall be null and void and the promoters shall return all entry fees.
Should the competition count towards a championship or other award, it shall not be taken into consideration. Any competition for which necessary government, administrative or private authorisation has not been obtained, shall be prohibited by FMU and deemed to be an unauthorized competition.

**9. APPLICATION FOR AN ORGANISING PERMIT**
Every application for an organising permit shall be made out in writing and accompanied (here applicable) by the appropriate fees together with the draft of the proposed supplementary regulations and entry form .The application must be lodged to FMU at least eight (8) weeks before the date of the proposed competition and must state:

i. the name and address of the applicant
ii. the body on whose behalf the application is made and the official position held by the applicant.
iii. the nature of the competition for which the permit is required.
iv. the date and place of the proposed competition
v. must provide details of the public liability insurance cover in respect of the competition or event.

**NOTE:** The SRs must not be issued to competitors in draft form but only after approval and then as approved by FMU, reflecting the permit number issued for such event by FMU. Failure to comply with this requirement will result in FMU taking action against the Club and/or promoter.

**10. ISSUE OF AN ORGANISING PERMIT**
The draft copy of the SRs (corrected if necessary) will be returned with the organising permit. Permits for International events will only be issued for events inscribed on an International calendar and only after the full inscription and permit fees have been paid.

**11. APPLICATION FOR CALENDAR DATES**
A promoter or organiser, to avoid the payment of a fine on inscription fees, must apply for inscription during the year preceding the event (preferably by 31 October). In the case of an application relating to International events, the promoter or club must satisfy FMU that it has the necessary resources to stage the meeting, competition or event. A financial guarantee may be called for. In addition, applications to stage international events, shall be submitted to FMU, through the Competitions Committee in order to obtain the necessary approval.

**12. INSURANCE**
The promoter or organiser must arrange and obtain public liability insurance cover in respect of the competition or event. The promoter or organiser may arrange personal accident cover for all licenced officials.

**13. COMMERCIAL RIGHTS**

ii. All commercial rights pertaining to a Uganda and/or FMU championship, Challenge, Trophy, Cup Series or event shall be vested in FMU. These rights shall include, but are not limited to naming rights, the right to sell sponsorship, television, radio, electronic and/or other media rights and royalties.
iii. Without written consent from FMU, none of the rights referred to in (i) above may be commercially exploited by the sale or barter thereof, or in any manner whatsoever, by anyone.

## APPENDIX R - FEES

**1. SPECTATOR LEVY Reserved**

**2. ORGANIZING PERMIT FEES/PENALTIES**

**2.1 Organizing Permit Fees:**

**2.1.1** Organizing permit fees, as set forth hereafter, are subject to change by FMU without prior notice. They do not include inscription or other fees payable in connection with the relevant competition(s) to FMU, FIA or FIM as the case may be.

**2.1.2** Failure to pay an organizing permit fee on demand and/or when submitting draft regulations, shall be deemed to be a breach of the NCR's and may result in the withdrawal of the organizing permit in addition to any other penalty/penalties which may be imposed by FMU (See Article. 2.2 below) without the necessity of holding a Court of Enquiry.

**2.2 Penalties:**

**2.2.1 Late Submission of Regulations/Cancellation of Event**
In the case of any competition for which the application was received after the closing date for applications, the organizing permit fee shall be doubled. A promoter, failing to make use of a date granted upon the FMU Calendar, shall nevertheless be liable for the organizing permit fee(s) which would have been payable had the competition taken place, the organizer will also pay a penalty fee equivalent to 100% of the prescribed fees. In addition, the organizer shall forfeit any priority claim the event may have hitherto enjoyed for inscription on the relevant FMU sporting calendar, unless FMU Competitions Committee is satisfied that the failure to use the date was due to "force majeure".

**2.2.2 Date Change**
A Club/promoter/organizer, changing a date already granted upon an FMU sporting calendar shall, in addition to the prescribed organizing fee(s), pay a penalty fee equivalent to 20% of the prescribed fee(s).

**2.2.3 Late Submission of Results**
A Club/promoter/organiser failing to submit to FMU Competitions Committee of the provisional results relating to a championship event by the seventh day following the competition (see Article 23.3) shall pay a penalty of Ushs 10,000 per day late.

**2.2.4 Late Submission of Clerk of Course and other Reports**
For late submission of the Clerk of the Course, Accident Report Forms and other Reports, a penalty of Ushs 10,000 per working day late shall be imposed on the promoters and officials, unless the organizers/official can satisfy FMU Competitions Committee that the delay was caused by "force majeure".

**2.2.5 Reserved.**

**2.2.6 Failing to display FMU logos.**
For failing to insert the FMU logos provided (see Appendix VI) a penalty of up to Ushs 150,000 shall be imposed on the promoters.

**2.2.7 An entrant/competitor competing without a licence or incorrect licence.**
An entrant or competitor who competes without a licence or with the incorrect licence shall pay a penalty of Ushs 1,000,000 and will also lose points accrued from competing without a licence or with the incorrect licence.

**2.2.8** FMU, at its sole discretion, may impose a penalty of up to Ushs 500,000 on any organizer allowing a competitor to start an event who does not comply with the display of advertising material required to be displayed by a sponsor who has entered into a contract with FMU for the sponsorship of the championship.

**2.2.9** Allowing an official to officiate without a licence or incorrect licence will result in the organizer being penalized by the Sporting Commission

**LICENCE FEES**

| ITEM | DESCRIPTION/TYPE OF FEE PER EVENT | AMOUNT USHS. |
|---|---|---|
| **1** | **Competition Licence** | |
| | International Competition Licence | US $ 250 |
| | **National Competition Licence Before June 30th** | |
| | Motor Rallying Class A: | 250,000/= |
| | Motor Rallying Class B: | 200,000/= |
| | Motor Rallying Class C: | 150,000/= |
| | Motor Rallying Class D (below 18yrs – Junior Closed Circuit) | 150,000/= |
| | Event and Competitor insurance | tba |
| | National Competition Licence (Motorcycle) | 200,000/= |
| | National Competition Licence (Drifting and Karting) | 150,000/= |
| | National Competition Licence (Buggies) | 150,000/= |
| | National Competition Licence After June 30th | N/A |
| | Annual specially requested Competition Number Registration | 1,000,000/= |
| | Lifetime Competition Number Registration | N/A |
| | Day Licence (Sprint, Autocross, Drifting and Karting) | 100,000/= |
| | Day Licence (Motorcycling) | 50,000/= |
| | FIM-Africa Licence (Per Discipline) | US $ 30 |
| | FIM-Africa Day Licence (Per Discipline) | US $ 10 |
| | Endorsement for Foreign ARC Rallies | US $ 0.0 |
| | Endorsement for other Foreign Rallies- crew | US $ 50 |
| | Rally Team Registration | 1,000,000/= |
| | Team Manager Licence | 250,000/= |
| **2** | **Official's Licences** | |
| | Category A: | 100,000/= |
| | Category B: | 80,000/= |
| | Category C: | 60,000/= |
| | Category D: | 60,000/= |
| **3** | **Club Affiliation Fees** | |
| | New Clubs | 500,000/= |
| | Annual Subscription - Service clubs | 500,000/= |
| | Annual Subscriptions – Others | 500,000/= |
| **4** | **Calendar Events' Inscription Fees:** | |
| | Sprints | 5,000,000/= |
| | Non-Championship Sprints | 3,000,000/= |
| **5** | **Event Permits** | |
| | ARC (To FIA) | € 7,000 |
| | NRC | 3,000,000/= |
| | CRC Sprint | 2,500,000/= |
| | Club Non Championship Sprint | 1,000,000/= |
| | Motocross | 1,500,000/= |
| | Enduro /Autocross/ Cross Country | 500,000/= |
| | Drifting and Karting | 500,000/= |
| **6** | **Commercial Name Permits** | |
| | ARC | 1,500,000/= |
| | NRC | 500,000/= |
| | CRC | 350,000/= |
| | Motorcycle Events | 350,000/= |
| | | |

**APPEALS FEES**

| | | UShs |
|---|---|---|
| **a** | An international or national championship event - appeals to a tribunal (where applicable) or directly to an FMU Appeal Court | 2,000,000 |
| **b** | An international or national championship event - appeals to an FMU Appeal Court against the decision of a tribunal | 2,000,000 |
| **c** | All events below national championship status - appeals to a tribunal (where applicable or directly to an FMU Appeal Court | 250,000 |
| **d** | All events below national championship status - appeal to an FMU Appeal Court against the decision of a tribunal | 325,000 |
| **e** | Right to Review | 500,000 |
| **f** | An appeal to FMU National Court of Appeal (other than Championship element) | 1,000,000 |
| **g** | An appeal by an individual to an FMU Court of Appeal | 250,000 |
| **h** | An appeal by an individual to an FMU National Court of Appeal | 500,000 |
| **i** | An appeal by an FMU licenced official | 150,000 |
| | Where leave to appeal to the FMU National Court of Appeal has been refused by an FMU Appeal Court, the fee payable together with the application for leave to appeal is | 250,000 |

Clubs/Organizers allowing an official to officiate without a licence or with the incorrect licence shall pay a penalty of Ushs 300,000 per official.

**2.3 Failure to contact FMU appointed Steward(s) or Delegates for an event:**
Event organizers failing to ensure that the necessary arrangements are made with the appointed Steward(s) and Delegates resulting in the appointed Steward(s) and Delegates failing to attend the event in question shall pay a penalty ranging between Ushs 250,000 and Ushs 500,000.

**3. RATES OF ORGANIZING FEES**

**3.1 Omitted**

**3.2 New Categories**
FMU reserves the right to levy a fee not exceeding Ushs 500,000 for any new category of competition proposed to be introduced on a national level.

**3.3 – 3.5 Omitted**

**3.6 Categories Not Listed ON APPLICATION**
Events that combine Rallies and Motocross / Enduro shall be run with permits for each category.

**3.7 Waiver Permits**
Waiver permits (at no charge) may only be issued on application for social fun events.

**3.8 International Events**
Permit fees applicable to international events depend upon the nature of the event, the prevailing rate of exchange at time of inscription and the date of the inscription. These permit fees will be advised by FMU on application.

**4. COMPETITION LICENCES**
Competition licences are valid only for only one calendar year and shall always expire on 31st December. However, licences for a single event or Day Licences may be issued Excluding Nrc events.

**5. LICENCE FEES**
The cost of all licences includes the cost of an FMU National Competition Rules, Handbook, relevant technical/sporting regulations and training applicable to the licence obtained.
A 50% surcharge shall apply for all licence applications received after 30th June.
The licence will be fully recognized when the licence holder has successfully passed the FMU examination relevant to his particular licence. (See Appendix 'T')

All above fees exclude FIA/FIM licence fees

~~**5.1 Duplicate Licences**~~
~~Where a licence is lost or stolen, a duplicate licence will be issued at a cost of fifty percent of the original fee irrespective of date of issue. (Excluding International FIA/FIM-Africa licences).~~

**5.2 Club/Association Membership endorsement for Competition Licences**
A licence shall only be issued on production of

**i)** An endorsement by an official duly authorized by the applicant's-club/association affiliated to FMU for the current year.

**ii)** A current membership card of the same club/association for the current year issued by a club or association affiliated to FMU.

**5.3 Withdrawal of licence:**

**5.3.1 a) National suspension**

Any entrant, rider, official or driver who is suspended nationally shall hand back their licence to FMU which will clearly mark thereon by means of a heavy stamp the words "Not valid for 'duration' (Uganda) At the expiry of the period of national suspension, the marked licence shall be exchanged for a clean licence. b) International suspension Any entrant, rider, official or driver who is suspended internationally shall hand back their licence to FMU which shall not return it to them until the period of international suspension has expired. In both the above cases, any delay in handing back the licence shall be added to the term of suspension.

**5.3.2 Effects of suspension**
A sentence of suspension pronounced by FMU Competitions Committee shall apply only within Uganda. If, however, FMU wishes the sentence of suspension to be recognized internationally, it shall notify its wish without delay to the Secretariat of the FIM or FIA and the latter will inform all other ASNs. The sentence of suspension shall be noted by each ASN and FMN immediately, and the consequent restriction will thereby come into force.

**5.3.3 Disqualification**
A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition, except in cases provided for under The Code Articles 170 and 183. A sentence of disqualification can be pronounced only by FMU Executive on recommendation from either the FMU Competitions Committee, Legal and Disciplinary Commission or National Court of Appeal and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person disqualified and shall entail the forfeiture of entry and licence fees.

**5.3.4 Effects of disqualification**

A sentence of disqualification shall always be international in nature. It shall be notified to all the FMNs / ASNs, and be registered by them according to the conditions of international suspension laid down in The Code Article 161.

**5.4 FMU Hand Books and Calendars**
FMU Handbooks or calendars are issued when a licence is first taken out and every time it is renewed. These documents are compulsory for all licence holders.

**6. OFFICIALS' EXPENSES**
FMU has the responsibility to transport its stewards and delegates to the event HQ where the organizer will pick up the rest of the expenses.

**6.1 FMU Stewards**
Organizers are responsible for paying the transport expenses, communication expenses and meals of the FMU Steward(s) to and from a competition and throughout the competition, together with any relevant accommodation expenses

**6.2 FMU Observers**
Organizers are responsible for the expenses of FMU Observers as in the case of FMU Stewards (see Article 6.1 above).

**6.3 FMU Technical, Safety, Environmental and Medical Delegates**
Organizers are responsible for the expenses of FMU Delegates as in the case of FMU Stewards (see Article 6.1 above).

**7. FINES**

For a breach of any NCR or appendix thereto, or for a breach of the Supplementary Regulations or official instructions, the following are the maximum fines (**other than which have been expressly indicated in the NCRs**) which may be imposed by:

- The Clerk of the Course other than for events inscribed by the FIA/FIM Ushs 250,000
- Stewards of the Meeting Ushs 750,000
- FMU Competitions' Committee Ushs 2,500,000
- FMU Disciplinary Court Ushs 3,000,000
- FMU National Court of Appeal Ushs 5,000,000
- Any other fines - Executive Committee may recommend

**8. PROTEST FEES**

Where the protestor enters under his own name or is entered by a private individual and where the protest arises from:

See Appendix R

**9. APPEAL FEES**

Where leave to appeal against the findings or rulings of an FMU Competitions' Committee or FMU Disciplinary Court has been refused, the relevant leave to appeal fee together with the appeal fee as laid down in this section must be lodged together with the appeals concerned within seven days of the written announcement of the decision of the FMU Court concerned. The leave to appeal petition will be considered by the National Court of Appeal.

Should the National Court of Appeal decide that the appeal should proceed to a hearing, the leave to appeal fee shall be refunded. If however, the National Court of Appeal, refuses leave to appeal, all leave to appeal fees in addition to the appeal fee relating to the grounds of the appeal (or a portion) shall be forfeited.

**9.1.** Where the appellant enters under his own name or is entered by a private individual, or is a registered club or association, and where the appeal arises from an event inscribed as:

See Appendix R

**9.2.** An appeal arising from the action of an official or FMU committee member or matter not covered by Article 13.1. - UShs 100,000

**9.3 Costs**

In deciding upon the question of costs, the court shall take into account the time involved with; ·

- scrutineering, assessed at Ushs 10,000 per hour per Scrutineer,
- possible involvement of FMU Consultants assessed at the same rate as that of Scrutineers and · costs incurred by fellow competitors who may be subject to the appeal.

They will, in addition, take into account all travel and accommodation costs incurred and shall assess their own time related to the hearing at Ushs 10,000 per hour per member.

In the case of tribunals, however, the rate payable to members of the tribunal shall be assessed at Ushs 25,000 per hour.

**9.4** Fees paid in respect of appeals to lower courts are not refunded where the appellant succeeds in an appeal to a higher court. In addition, costs may be given against an appellant notwithstanding that the appellant has succeeded with the appeal.

**9.5** Administrative costs may be required to be paid by the appellant notwithstanding that the appeal has succeeded. Such administrative costs will not exceed 25% of the appeal fee. Where an appeal fails, the appeal fee will be forfeited and 25% of the appeal fee so forfeited will be allocated to administrative costs.

**10. NAMING RIGHTS**

**10.1** The naming rights of any Uganda and/or FMU Championship, Challenge, Trophy, Cup, Series or Event, is the property of FMU and may only be sold by FMU.

**10.2** A fee determined by FMU in respect of such naming rights shall be payable to FMU by the Organizer of any event with a naming sponsor.

**10.3** The naming rights fees in respect of 2026 National Championship events are as follows:(see Article 5)

**11. CLUB REGISTRATION FEES**

**11.1** A Club seeking registration with FMU shall submit for approval to the Committee concerned a proposed constitution, a list of office bearers and addresses, a full list of paid-up members, and details of the category or categories of Motorsport to be catered for.
FMU shall not agree to the registration of a Club, the initials of which are the same as those of a Club already registered. In the event of FMU agreeing to the registration of a Club, an initial registration fee shall be payable (see Article 5)

**11.2** FMU will require Clubs already registered to furnish proof that membership has not fallen below 25 paid-up members. In the event of membership falling below 25 paid-up members, registration may be cancelled.

**11.3** Clubs failing to renew registration on or before 1st February each year will forfeit the right to organize events.

**11.4** Clubs failing to pay registration fees will only be reinstated as registered Clubs at the sole discretion of FMU, and on payment of all current and arrears registration fees plus a re-registration fee of Ushs 500,000

**11.5** Clubs electing to suspend their activities must advise FMU accordingly. A Club on resuming Motorsport activities, shall be re-instated at the sole discretion of FMU, and shall be required to pay the applicable annual registration fee of 500,000/=.

**11.6** Where clubs are members of or are registered with an association recognized by FMU, the association concerned shall be responsible for payment of an annual registration fee to FMU based on the total membership of the combined clubs under the control of the association concerned.

**12. RECOGNITION OF ASSOCIATIONS**
This shall be guided by the FMU Constitution.

**12.1** FMU must be satisfied that any Association applying for recognition represents and safeguards the interests of the competitors in that particular category of motorsport.

**12.2** Only one Association will be recognized for any particular category or branch of motorsport.

**12.3** Applications must be accompanied by details of the aims and objects of the association together with a list of members stating their involvement in motorsport.

**12.4** Recognition will be based on a minimum number of members, which shall be decided by FMU in relation to the particular category of motorsport concerned.

**12.5** The annual levy for a recognized Association is the same as the clubs' levy, payable not later than the 1st February each year.
FMU shall have the right to terminate recognition of an Association should it be decided that it is not serving the interests of the members of that Association.

**Note:**
An Association shall not conduct its affairs in a manner which can conflict with the objectives and spheres of activity of any normal motoring club.

**13. INTELLECTUAL PROPERTY**

Motorsport is the property of the Federation of Motorsports Clubs of Uganda (FMU) and its mother International bodies, FIA and FIM at the International. FMU stands to protect the responsible use of logos, works, inventions, symbols, designs, literary works of motorsports whether or not published or registered. No persons shall use FMU logos, symbols, photos and any other forms of trademarks, patents and copyrights without the prior knowledge of FMU.

**b) PROPERTY RIGHTS & COPYRIGHT IN MOTORSPORT**

The motorsport logos, photos and videos in Uganda are a property of FMU. FMU shall lease such property to subsidiaries such as photographers, journalists etc for puposes of promoting motorsports. Any other 3rd Parties intending to use such property for commercial or other purposes shall seek express authorization from the FMU and/or its subsidiaries.

**c) PROHIBITATION OF USE OF COMMERCIAL RIGHTS**

FMU forbids the utilization of its commercial rights by any individuals, body, company etc without express permission.

## APPENDIX T: LICENCES

**LICENCE OF COMPETITORS**

**IMPORTANT NOTE:**
MEMBERSHIP TO AN FMU RECOGNISED RALLY CLUB DOES NOT NECESSARILY ENABLE THE MEMBER TO HOLD A LICENCE. HOWEVER, IF A COMPETITION OR OFFICIALS LICENCE IS REQUIRED, MEMBERSHIP TO AN FMU-AFFILIATED CLUB WHICH IS ABLE TO CONDUCT COMPETITIONS IS NECESSARY

**LICENCES WILL BE ISSUED ON MERIT, EXPERIENCE, PERFORMANCE AND PROFESSIONAL SKILL AND BASIC KNOWLEDGE OF ENGLISH.**

**THE FOLLOWING CRITERIA WILL ALSO BE USED**
An applicant who wishes to compete in more than one discipline (e.g. Motorbikes, Rally, Karting and Buggies) must have each discipline endorsed on his licence. A valid National Driving Permit shall be a prerequisite for all applicants and in case of minors, the parent/guardian's Driving Permit. FMU will use the services of the Uganda Police IOV to verify authenticity of all permits at any time of the calendar season.

All Competition Licence inquiries should be addressed to the
FMU Office: Telephone: *+256 772310552*
E-mail: *info@motorsportuganda.com* FMU Office, Lugogo
MTN Arena Kampala.

**1. GRANT OF LICENCE**
FMU shall be entitled to issue licences to:
(i) Its nationals; and
(ii) A national of another country represented on the FIA in compliance with the following statutory conditions:

- That his parent ASN (the country of his passport) gives its prior agreement on the issuing which may only take place once a year; and
- Proof that his parent ASN has cancelled any licence originally issued for that year.

(For details and special conditions, see Article 110 of the FIA International Sporting Code at *www.fia.com* )

No person authorised by his parent ASN to apply for an FMU licence shall hold a licence from that ASN valid for the current year.

FMU issues Competition Licences to:

- Motor Bikes - persons aged 4 years and over. ·
- Motor Cars - persons aged 18 years and over. ·
- Karts - persons aged 6 years and over. ·
- Buggies - persons aged 11 years and over
- Autocross Junior- Restricted Competition Licence 11-17years

**2. RESTRICTIONS ON THE HOLDING OF COMPETITION LICENCES**
A person may only hold one Competition licence issued by FMU at any time in each category.

**3. COMPETITION LICENCE EXPIRY DATES**
At first issue, Competition Licences, will be given for a period not exceeding 12 months, and in any case with an expiry date of December 31st, in accordance with the ISC.

**4. LICENCE PHOTOGRAPHS**
Licence applications must be accompanied by a current passport-size photograph. The photograph shall be renewed every 5 years.

**5. FMU NATIONAL COMPETITION RULES**
Each competition licence holder shall be entitled to receive the current FMU National Competition Rules.
The complete regulations of FMU are available from the FMU website – *www.motorsportuganda.com*

**6. MEDICAL FITNESS**
A copy of FMU Medical Standards is available from FMU.

Each applicant for a competition licence must comply with FMU Medical Standards relevant to their competition level. Where applicants do not meet these standards, medical reports will be referred to the FMU Medical Commission/Delegate for a decision on competition fitness.

Should any medical condition become evident during the current period of the licence, the holder shall notify FMU. It may become necessary for the licence to be suspended and may only be reinstated following further medical examination as determined by FMU Medical & Safety Commission.

**8. LICENCE FEE**
Competition licence fees shall be payable in accordance with the Schedule of Fees (Appendix R) available from the FMU website *(www.motorsportuganda.com )*.

**FMU NATIONAL DRIVER LICENCES CATEGORIES**

1. FMU Licences for drivers shall be categorized as follows;
a. Category A – Reserved for Drivers in Premier, Division I classes and all co-drivers
b. Category B – Reserved for Drivers in Division II class
c. Category C – Reserved for Drivers in CRC, Autocross Cadet and co-drivers in their first year
d. Category D – Reserved for Junior drivers aged below 18 years of age and valid for Closed Circuit Autocross events
e. Category K – Reserved for Karting Championship

**9. DISCRETION**
The granting of a licence is at the sole discretion of FMU. At the discretion of the FMU, a National Competition may accept the participation of licence-holders from other ASNs.

**10. REFUSAL OF LICENCE**
FMU may refuse to issue a licence and may make such endorsement as it sees fit on a licence.

**11. WITHDRAWAL OF LICENCE**

FMU may withdraw a licence in accordance with the NCRs (Appendix R Art. 5.3) in which case the licence shall be returned to FMU within five (5) working days.

Any competitor, person or club in whichever discipline taking part or organizing a competition not authorized or permitted by FMU may have their licence which has been issued to them withdrawn, and may be excluded from FMU Championships on a temporary or permanent basis.

1st Offence – 3 months suspension

2nd Offence – 12 months suspension

3rd Offence - Worldwide Life Ban

FMU may extend this suspension worldwide if it deems fit.

**12. VALIDITY OF LICENCE**
A Competition Licence issued by FMU is valid only when the holder is a current member of an FMU-affiliated club demonstrated by the production of a valid club membership and club endorsement.

With the approval of FMU and in accordance with the ISC, the holder of an FMU National or International Licence may: ·

- Compete in competitions appearing on the FIA International Sporting Calendar.
- Compete in national level events overseas at the discretion of FMU

**13. PRODUCTION OF LICENCE**
A competition licence holder shall produce his licence, signed by the holder, on the request of a relevant

official of the meeting. However, the Stewards of the Meeting may permit a licence holder to participate without producing his licence provided the Stewards of the Meeting are satisfied a valid licence is held.

**14. DRUGS**

FMU has adopted the Uganda Olympic Committee policy on drugs in sport, which is in accordance with the FIA Regulations and the World Anti-Doping Authority (WADA) list of prohibited substances.

**15. QUALIFICATIONS FOR AN FMU LICENCE**

Prior to licence issue, each applicant for a Circuit Racing, Motor Cycling, Karting, Off Road and/or Rally Licence shall have their driving ability assessed by an FMU-appointed observer, unless they meet alternate pre-licence conditions.

Observed Licence Test procedures shall be advised to each applicant by FMU. On satisfactory completion of the Observed Licence Test, each applicant's Pre-Licence Authority will be signed by the FMU-appointed observer.

A competitor making an application for the first time for a NRC event (Stage Rally) licence must have obtained a novice stage rally licence and completed the prescribed CRC requirements or completed a novice course at a registered rally school with an FIA affiliated ASN subject to testing under an FMU approved Rally Instructor. In that case, FMU at its discretion will decide which championship licence the new competitor may be allocated. Such a competitor shall sign an FMU indemnity form undertaking sole responsibility of his/her participation.

The class licence issued will be probational and such a competitor may be required to participate in at least two (2) lower class championship events for observation. FMU reverses the right to withdraw, relegate or suspend at its discretion.

Rally Navigator Instructors will apply to the FMU for licensing. The Sporting Commission will assess competence of the applicant and may require course modules to be submitted alongside the application for assessment and approval. Co-drivers who have undergone such training will be submitted to the Competitions Committee for assessment and placement in a suitable class.

All FMU Licence holders must behave in a manner that is representative of the image of the Federation and the Sport. Misbehavior during or outside of competitions will be reported to the Competitions Committee who will apply sanctions according to the scale of penalties in Art.2.0 Introduction to the Code.

FMU subscribes to the Ministry of Works and Transport (National Road Safety Council) and as such licence holders are expected to be role models on public roads. National Traffic Laws notwithstanding, FMU may bring sanctions upon any licence holder whose rally vehicle is found to misbehave on public roads whether or not such a vehicle has been penalized by the Traffic Police.

**16. FOREIGN PARTICIPATION IN FMU NATIONAL EVENTS**

A competitor holding a licence issued by an ASN other than FMU who wishes to compete in an FMU National event must hold a National licence issued by a foreign ASN required for that event and obtain approval to compete from the ASN that issued their licence.

**17. COMPETITORS OBLIGATIONS:**

- **a.** The applicant agrees to be bound by the NCRs.
- **b.** FMU Licences will be issued only to current registered members of a Club of his/her own choice and which is affiliated to FMU.
- **c.** Application for competition licences must be accompanied by a valid (for the respective year) local motor sports club original membership card.
- **d.** Except in the case of a Motocross Competition Licence, Junior Competition Licence or a National Closed Circuit holder, a competition licence for a driver is only valid while the holder is in possession of a current driving licence (other than provisional) appropriate to the competing vehicle concerned and valid in Uganda.
- **e.** If the applicant is not of the full age of 18 years, the consent of a parent or guardian to the issue of a "Junior" competition licence or Closed circuit licence must be indicated by the signature of such parent or guardian on the form of application.
- **f.** A "Junior" competition licence or a national closed circuit licence can be issued only to an applicant who has not yet attained his or her eighteenth birthday. There is no lower age limit.
- **g.** Under no circumstances may the holder of a "Junior" competition licence or a Closed Circuit licence compete in an event if any part of it takes place on public roads.

The applicant passes a medical examination by a certified doctor, listed by FMU, and attaches a form to his / her application. This will be witnessed through a signed Medical card issued by FMU Medical Commission

## 18. ACADEMIES

**The FMU Sporting Commission for purposes of developing the sport will accredit and licence Motorsports Academies and training schools. The Sporting Commission will develop guidelines aimed at establishing a supervisory framework in order to regulate the accreditation of academies, schools and trainers.**

a) Licence Conditions

Subject to the provisions of the Guidelines issued by the Sporting Commission and the National Sports Policy on Sports Academies; to obtain a licence to provide Motorsports competitor education, the following conditions must be met:

1. Sign the relevant forms and declarations requested by the FMU when applying for a licence.
2. Provide a copy of the qualification and experience, which may include any sports courses, experience in the field and proposed curriculum.
3. Provide proof of the legal capacity of the applicant (especially where the handling of minors may be involved).
4. The Licencee must meet the technical requirements of the Federation.

b) Obligations of the Licencee

1. Comply with all relevant regulations, statutes and laws governing the Sport
2. Incorporate any course outlines/curriculum that may be developed by the Federation

**FEDERATION OF MOTOR SPORTS CLUBS OF UGANDA (FMU)**

**APPLICATION FOR NATIONAL / INTERNATIONAL COMPETITION LICENSE**

**Form No: 2020/……..**

**TYPE:** RALLYING / MOTOCROSS / BAJA/ENDURO / KARTING

Surname: …… Initials: ……

First Name: ……, Male: ☐ Female: ☐

Date of birth: …… Place of birth: ……Nationality: ……..

Telephone: (Home)……, (Office):……, (Mobile):……..

E-mail address:…… Fax: ……

Postal Address: ……..

Driving Permit No.: ……..

Date of Issue:…… Country of Issue: ……

Expiry date: ……

Club of which you are a member: ……

Attach a valid Copy of the Club Membership ID:……

Type of License: National ☐ International ☐,

(i) New: ……., (ii) Renewal: …… Indicate Old License No: ……

**Next Of Kin Details:**

Name: ……, Relationship: ……..

Telephone: (Home)…… (Office):…… (Mobile):……..

E-mail address:……

**Do You Have Medical Cover?** ☐ **IF Yes Give Details below:**

**Insurance Cover: ……..**

**Doctor Contacts: ……**

## Club endorsement

I, …… holding the portfolio of …….

in…….. hereby confirm that the applicant is a paid-up member holding Club

Membership Card No. …….. issued on .....202.....

I recommend the applicant to be licensed.

Signed:…… Club stamp [ ] Date:……

I recommend the applicant to be licensed.

Signed:……..…… C.C Club Rep [ ] Date:……

**FMU Competitions Committee use only**

Competition License Number: [ ] Class: [ ]

Application approved by: …… Date:……

Fee payable: …… Receipt Number: ……..

**Attach original copy of Bank slip**

I, the applicant, hereby certify that:

1. I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition / disability (whether permanent or temporary) which is likely to prejudicially affect my control of my vehicle/machine, I may not take part in the event concerned unless expressly permitted to do so by the FMU Medical Delegate following declaration of my condition/disability. I further understand that, notwithstanding the issue of a license to me by FMUCC, it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect me, or any other person's safety.
2. I shall present myself to the FMU Medical Delegate for an Aptitude Medical Examination and or Tests.
3. I understand that any act of indiscipline by me will lead to sanctions as per the National Competition Rules of FMU. I further understand that during an event entered by me, I am responsible for actions of my team and family members.
4. I confirm that I have read and understood the provision of the FMU NCR and I affirm that I will abide by the provisions of the FMU NCR and its appendices. I agree to be bound by them (as supplemented

or amended) and furthermore I agree on my own behalf and on behalf of everyone associated with my participation in the 2020 FMU Championships to observe them.

5. I confirm that I shall always protect harmless the image of motorsport. I further confirm that I shall not utter statements detrimental to motorsport but will channel any grievances to the relevant organs as laid down in the FMU NCR and Constitution.
6. I declare that, to my belief, **I possess the standard of competence necessary to take part only in any FMU Sanctioned event entered,** and that my vehicle/machine entered will be suitable and race worthy / roadworthy, having regard to the speeds which will be reached.
7. I declare that any vehicle / machine entered by me, will comply with all regulations and specifications pertaining to the event entered or category of Motorsport concerned. I accept, subject to my right of protest and appeal that action will be taken against me, as the entrant and or driver/rider, in accordance with the provisions of FMU's Rules and Regulations, if my vehicle/machine is found not to comply with the relevant regulations and specifications.
8. I accept to abide by the requirements as laid down by the World Anti-Doping Agency (WADA).
9. All information furnished in this application is true and correct.
10. I declare that I have examined this Registration Form and that the information given is true, correct and complete

Signature of Applicant: …….

Full Name of Applicant: …….

Date: ……., 2020

# INDEMNITY

Every competitor / driver shall sign the form of Indemnity / declaration / undertaking below:

I, (full names) …… of (address)
……

I have read, understood and agree to be bound by the FIA International Sporting Code, National Competition Rules of the Federation of Motorsports Clubs of Uganda, herein after referred to as the FMU and I agree to be bound by the Supplementary Regulations issued for any competition in which I take part.

I agree that neither FMU nor the promoter, organizer, guarantor and/or sponsor of any competition or the owner(s) of the property on which a competition is held nor any Government, Provincial or Municipal body and their respective officials, agents, servants or representatives shall be liable under any circumstances for any damage done by any vehicle entered by, driven or ridden in or attended upon by me in any competition or for any personal injury – fatal or otherwise – or loss of whatever kind sustained by myself or by any other person riding in or attending upon it or any person whatsoever whether caused during any competition or any practice run or while the said vehicle is on any road or area forming part of the track or route or any deviation there from or any approach by whatever means such damage, injury or loss may be caused by willful act, neglect or default or any official agent, servant or representative of FMU, or any promoter, guarantor or sponsor of the competition and the owner(s) of any property on which the competition is held or any government, provincial or municipal body.

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

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

Signed at …….. this …….day of ……., 2020

Signed: ……..

Assisted by me…… (Father/guardian/curator)

If any signatory to the above form of indemnity is less than 18 years of age, then the following addition shall be made and completed.

I, (full names) ……

Of address ……

in my capacity of father / guardian / curator hereby do consent to the participation of my son / daughter / ward in any form of motor sport controlled by FMU and of which the said FMU may issue a valid competition license to my son / daughter / ward.
I agree that this form of consent be read as part and parcel of, and together with the abovementioned form of indemnity which I have also signed on this day and consents of which are fully understood by me and my son / daughter / ward. I hereby assume the risks, dangers and perils of motor sport.

SIGNED AT …… THIS …… DAY OF …… 2020.

SIGNED……..
(Delete that which is not applicable)

**AGREEMENT TO BE SIGNED BY EVERY RIDER, DRIVER, CO-DRIVER OR NAVIGATOR:**

I agree to allow a Medical practitioner to examine me prior to, during or following a motor sporting event, meeting or competition. I further agree to allow a sample of my blood and / or urine to be taken for laboratory analysis by the Medical practitioner concerned to determine the presence of alcohol or prohibited drugs as listed by WADA, FiA, AMU or FIM and in accordance with the procedure for testing as prescribed by them. Should the analysis of the samples taken reveal the presence of alcohol or drugs or should I refuse to allow samples of my blood and or urine to be taken, I agree to my suspension for 12 months from participation in all forms of motor sport run under the control of FMU, without a court of inquiry or tribunal being conducted by FMU and without my being allowed recourse through appeal against the 12 month suspension imposed for using alcohol or drugs or refusing to allow samples of urine or blood to be taken as per this agreement.

SIGNED AT …… THIS…… DAY OF ……. 2020.

SIGNED……..

Assisted by me ……. (Father/guardian/curator) ……..

If any signatory to the above form of indemnity is less than 18 years of age, then the following addition shall be made and completed.

I (full names)……,
of address ……..
In my capacity as father / guardian / curator hereby acknowledge the abovementioned agreement, the contents of which are fully understood and accepted by me and by my son / daughter / ward. (Delete which is not applicable)

SIGNED AT ……..…… THIS …….. DAY OF ……. 2020.

SIGNED……..

**FMU IN ITS SOLE DISCRETION RESERVES THE RIGHT TO:**

1. Issue a license to an applicant who may not have the stipulated minimum qualifications but who can satisfy FMUCC as to this ability and / or experience, full particulars of which MUST be submitted in writing in support of his / her application.
2. Withhold a license without furnishing a reason for doing so, or issue a lesser license notwithstanding the fact that the applicant has the necessary qualifications in accordance with details required and furnished in this application.
3. Issue licenses to drivers / riders who do not hold current National/ International driver's permit or a learner's permit where the nature of the event allows the participation of junior competitors or the standing regulations of FMU do not specifically require drivers / riders to hold driver's licenses.

**Note: (After club endorsement, this form must be returned to the FMU by the Club Competitions Committee delegate. All license fees are only payable through the FMU Bank Account**
**No: 0341405718 Barclays Bank**

**FEDERATION OF MOTOR SPORTS CLUBS OF UGANDA (FMU)**

**APPLICATION FOR NATIONAL OFFICIAL'S LICENSE**

**Form No: 2020/……..**

**TYPE:** OFFICIAL

Surname: …… Initials: ……

First Name: ……, Male: ☐ Female: ☐

Date of birth: …… Place of birth: …… Nationality: ……..

Telephone: (Home)……, (Office): ……, (Mobile): ……..

E-mail address: ……, Fax: ……

Postal Address: ……

Club of which you are a member: ……

Attach a valid Copy of the Club Membership ID: ……

Type of License: National ☐ International ☐,

(i) New: ……., (ii) Renewal: …… Indicate Old License No: ……

**Next Of Kin Details:**

Name: ……, Relationship: ……..

Telephone: (Home)…… (Office): ……, (Mobile): ……..

E-mail address: ……

**Do You Have Medical Cover?** ☐ **IF Yes Give Details below:**

**Insurance Cover: ……..**

**Doctor Contacts: ……**

## Club endorsement

I, …… holding the portfolio of …….

in…….. hereby confirm that the applicant is a paid-up member holding Club

Membership Card No. …….. issued on .....202.....

I recommend the applicant to be licensed.

Signed:…… Club stamp Date:……

I recommend the applicant to be licensed.

Signed:……..…… C.C Club Rep Date:……

**FMU Competitions Committee use only**

Official's License Number: Class:

Application approved by: …… Date: ……

Fee payable: …… Receipt Number: ……..

**Attach original copy of Bank slip**

I, the applicant, hereby certify that:

1. I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition / disability (whether permanent or temporary) which is likely to prejudicially affect my control, I may not take part in the event concerned unless expressly permitted to do so by the FMU Medical Delegate following declaration of my condition/disability. I further understand that, notwithstanding the issue of a license to me by FMUCC, it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect me or any other person's safety.
2. I shall present myself to the FMU Medical Delegate for an Aptitude Medical Examination and or Tests.
3. I understand that any act of indiscipline by me, will lead to sanctions as per the National Competition Rules of FMU. I further understand that during an event entered I am responsible for actions or my family members.
4. I confirm that I have read and understood the provision of the FMU NCR and I affirm that I will abide by the provisions of the FMU NCR and its appendices. I agree to be bound by them (as supplemented or amended) and furthermore I agree on my own behalf and on behalf of everyone associated with my participation in the 2020 FMU Championships to observe them.

5. I confirm that I shall always protect harmless the image of motorsport. I further confirm that I shall not utter statements detrimental to motorsport but will channel any grievances to the relevant organs as laid down in the FMU NCR and Constitution.
6. I declare that, to my belief, **I possess the standard of competence necessary to take part only in FMU Sanctioned event entered.**
7. I declare that i will comply with all regulations and specifications pertaining to the category of Motorsport concerned. I accept, subject to my right of protest and appeal that action will be taken against me, in accordance with the provisions of FMU's Rules and Regulations, I am found not to comply with the relevant regulations and specifications.
8. I accept to abide by the requirements as laid down by the World Anti-Doping Agency (WADA).
9. All information furnished in this application is true and correct.
10. I declare that I have examined this Registration Form and that the information given is true, correct and complete

Signature of Applicant: ……..

Full Name of Applicant: ……..

Date: …….., 2020

# INDEMNITY

All Official's shall sign the form of Indemnity / declaration / undertaking below:

I, (full names) ……

of (address) ……

I have read, understood and agree to be bound by the FIA International Sporting Code, National Competition Rules of the Federation of Motorsports Clubs of Uganda, herein after referred to as the FMU and I agree to be bound by the Supplementary Regulations

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

Signed at …….. this …….day of …….., 2020

Signed: ……..

**AGREEMENT TO BE SIGNED BY EVERY OFFICIAL, MANAGER, RIDER, DRIVER:**

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

to my suspension for 12 months from participation in any forms of motor sport run under the control of FMU, without a court of inquiry or tribunal being conducted by FMU and without my being allowed recourse through appeal against the 12 month suspension imposed for using alcohol or drugs or refusing to allow samples of urine or blood to be taken as per this agreement.

SIGNED AT …… THIS …… DAY OF …… 2020

SIGNED……

**FMU IN ITS SOLE DISCRETION RESERVES THE RIGHT TO:**

1. Issue a license to an applicant who may not have the stipulated minimum qualifications but who can satisfy FMUCC as to this ability and / or experience, full particulars of which MUST be submitted in writing in support of his / her application.

2. Withhold a license without furnishing a reason for doing so, or issue a lesser license notwithstanding the fact that the applicant has the necessary qualifications in accordance with details required and furnished in this application.

**Note: (After club endorsement, this form must be returned to the FMU by the club competitions committee delegate. All license fees are payable through the FMU Bank Account) No: 0341405718 Barclays Bank**

**FEDERATION OF MOTOR SPORTS CLUBS OF UGANDA (FMU)**

**APPLICATION FOR NATIONAL MANAGER'S LICENSE**

**Form No: 2020/……..**

**TYPE:** RALLYING / MOTOCROSS / BAJA/ENDURO / KARTING: CREW/ TEAM

Surname: …… Initials: ……

First Name: ……, Male: ☐ Female: ☐

Date of birth: …… Place of birth: ……Nationality: ……..

Telephone: (Home)……, (Office):……., (Mobile):……..

E-mail address:…… Fax: ……

Postal Address: ……

Club of which you are a member: ……

Attach a valid Copy of the Club Membership ID:……

Type of License: National ☐ International ☐,

(i) New:……, (ii) Renewal: …… Indicate Old License No: ……

**Next Of Kin Details:**

Name: ……, Relationship: ……

Telephone: (Home)…… (Office): ……, (Mobile): ……

E-mail address:……

**Do You Have Medical Cover?** ☐ **IF Yes Give Details below:**

**Insurance Cover: ……..**

**Doctor Contacts: ……**

## Club endorsement

I, …… holding the portfolio of ……..

in…….. hereby confirm that the applicant is a paid-up member holding Club

Membership Card No. …….. issued on .....202.…

I recommend the applicant to be licensed.

Signed:…… Club stamp Date:……

I recommend the applicant to be licensed.

Signed:……..…… C.C Club Rep Date:……

**FMU Competitions Committee use only**

Competition License Number: Class:

Application approved by: …… Date:……

Fee payable: …… Receipt Number: ……..

**Attach original copy of Bank slip**

I, the applicant, hereby certify that:

1. I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition / disability (whether permanent or temporary) which is likely to prejudicially affect my control of my Crew/Team, I may not take part in the event concerned unless expressly permitted to do so by the FMU Medical Delegate following declaration of my condition/disability. I further understand that, notwithstanding the issue of a license to me by FMUCC, it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect me or my crew/ team, or any other person's safety.
2. I shall present myself to the FMU Medical Delegate for an Aptitude Medical Examination and or Tests.
3. I understand that any act of indiscipline by me, crew/ team will lead to sanctions as per the National Competition Rules of FMU. I further understand that during an event entered by my crew/team, I am responsible for actions of my crew/team and family members.
4. I confirm that I have read and understood the provision of the FMU NCR and I affirm that I will abide by the provisions of the FMU NCR and its appendices. I agree to be bound by them (as supplemented

or amended) and furthermore I agree on my own behalf and on behalf of everyone associated with my participation in the 2020 FMU Championships to observe them.

5. I confirm that I shall always protect harmless the image of motorsport. I further confirm that I shall not utter statements detrimental to motorsport but will channel any grievances to the relevant organs as laid down in the FMU NCR and Constitution.
6. I declare that, to my belief, **I and my crew/team possess the standard of competence necessary to take part only in FMU Sanctioned event entered,** and that my vehicle/machine entered will be suitable and race worthy / roadworthy, having regard to the speeds which will be reached.
7. I declare that my crew/team entered, will comply with all regulations and specifications pertaining to the event entered or category of Motorsport concerned. I accept, subject to my right of protest and appeal that action will be taken against me, as entrant, in accordance with the provisions of FMU's Rules and Regulations, if my crew/team is found not to comply with the relevant regulations and specifications.
8. I accept to abide by the requirements as laid down by the World Anti-Doping Agency (WADA).
9. All information furnished in this application is true and correct.
10. I declare that I have examined this Registration Form and that the information given is true, correct and complete

Signature of Applicant: ……..

Full Name of Applicant: …….

Date: …….., 2020

## INDEMNITY

All Managers shall sign the form of Indemnity / declaration / undertaking below:

I, (full names) ……

of (address) ……

I have read, understood and agree to be bound by the FIA International Sporting Code, National Competition Rules of the Federation of Motorsports Clubs of Uganda, herein after referred to as the FMU and I agree to be bound by the Supplementary Regulations issued for any competition in which I take part. I agree that neither FMU nor the organizer, guarantor and/or sponsor of any competition or the owner(s) of the property on which a competition is held nor any Government, Provincial or Municipal body and their respective officials, agents, servants or representatives shall be liable under any circumstances for any damage done by any vehicle entered by, crew/team in or attended upon by me in any competition or for any personal injury – fatal or otherwise – or loss of whatever kind sustained by myself or by any other person riding in or attending upon it or any person whatsoever whether caused during any competition or any practice run or while the said vehicle is on any road or area forming part of the track or route or any deviation there from or any approach by whatever means such damage, injury or loss may be caused by willful act, neglect or default or any official agent, servant or representative of FMU, or any organizer, guarantor or sponsor of the competition and the owner(s) of any property on which the competition is held or any government, provincial or municipal body.

I hereby indemnify the FMU, the organizer, guarantor and sponsor of the competition and the owner(s) of any property on which the competition is held and any Government, provincial or Municipal body and their respective officials, agents servants and representatives against any legal liability for any damage or injury so done or sustained as aforesaid by myself or any other such person as aforesaid. I further declare that I am aware of the risks, dangers and perils attendant upon motorcar / motorcycle racing or rallying or any other form of motoring competition, which I hereby assume.

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

Signed at …….. this …….day of …….., 2020

Signed: ……..

**AGREEMENT TO BE SIGNED BY EVERY MANAGER, RIDER, DRIVER, CO-DRIVER OR NAVIGATOR:**

I agree to allow a Medical practitioner to examine me prior to, during or following a motor sporting event, meeting or competition. I further agree to allow a sample of my blood and / or urine to be taken for laboratory analysis by the Medical practitioner concerned to determine the presence of alcohol or prohibited drugs as listed by WADA, FiA, AMU or FIM and in accordance with the procedure for testing as prescribed by them. Should the analysis of the samples taken reveal the presence of alcohol or drugs or should I refuse to allow samples of my blood and or urine to be taken, I agree to my suspension for 12 months from participation in all forms of motor sport run under the control of FMU, without a court of inquiry or tribunal being conducted by FMU and without my being allowed recourse through appeal against the 12 month suspension imposed for using alcohol or drugs or refusing to allow samples of urine or blood to be taken as per this agreement.

SIGNED AT …… THIS …… DAY OF …… 2020

SIGNED……..

**FMU IN ITS SOLE DISCRETION RESERVES THE RIGHT TO:**

1. Issue a license to an applicant who may not have the stipulated minimum qualifications but who can satisfy FMUCC as to this ability and / or experience, full particulars of which MUST be submitted in writing in support of his / her application.
2. Withhold a license without furnishing a reason for doing so, or issue a lesser license notwithstanding the fact that the applicant has the necessary qualifications in accordance with details required and furnished in this application.
3. Issue licenses to drivers / riders who do not hold current driver's permit or a learner's permit where the nature of the event allows the participation of junior competitors or the standing regulations of FMU do not specifically require drivers / riders to hold driver's licenses.

**Note: (After club endorsement, this form must be returned to the FMU by the club competitions committee delegate. All license fees are payable through the FMU Bank Account) No: 0341405718 Barclays Bank**

## ENVIRONMENT DELEGATE: DUTIES AND CONDUCT

| Before the Event | During the Event | After the Event |
|---|---|---|
| 4 weeks before the event – send by email the Environmental Code and applicable checklist to the event organiser | Upon arrival, introduce yourself to the Chairman of Stewards or Jury President, Clerk of the Course and other Stewards or Jury members. Attend ALL Steward's or Jury meetings and give feedback. | Send your checklist to the FMU Environment Commission within 72 hours after the event |
| 3 weeks before the event – contact the organizer, whether they understand the documents received | If possible, wear clothing with FMU logo for easy identification | Prepare a report, with photos, summing up important environmental aspects related to the event |
| Familiarise yourself with all information concerning the event and get a general impression of the circuit / route and its facilities before the start of the first Jury meeting | Carry your Environmental Steward licence at all time | If possible, check by phone or in person, a few days after the event, whether organiser did everything necessary to minimize negative impacts on the environment |
| Inform and ask the organiser to remedy identified shortcomings and violations of the Environmental Code | Perform regular inspections of the circuit / course / spectator areas / service parks and all its facilities | |
| Prepare and personally hand over information to the public / race announcer, about environmental conduct for competitors and spectators | Immediately inform the Clerk of the Course of non-respect or violations of the Environmental Code | |
| | | |

Before the last Jury meeting, prepare the relevant Checklist and hand over to the Jury President or Chairman of Stewards

**10 Golden Rules of Conduct for the FMU Environmental Delegate at events**

The Environmental Delegate, as an FMU official, is responsible for ensuring that at all events, the organisers and competitors comply with FMU's requirements in terms of protection of our environment.

1. Promote environmental awareness - act primarily as an educator
2. Be unbiased and objective when you complete the check list. Make sure of your facts and remember that your remarks will improve future events.
3. Respect the rights and dignity of others
4. Be professional and diplomatic in discharging your responsibilities
5. Be fair, honest and considerate in your dealings with others
6. Be committed to providing a quality service
7. Demonstrate a high degree of individual responsibility, especially when dealing with youngsters
8. After an event, commend the organisers / venue owners on their achievements and give advice for future improvements
9. Refrain from behavior and actions that could bring the FMU into disrepute 10. Declare immediately any conflict of interest

**Environment Control**

It is the responsibility of all competitors and organisers to ensure that the environment is always protected from litter and pollution via oil and fuel spillage etc at all types of motor sport events run in Uganda. Penalties for offenders will be determined by FMU.

Environmental Impact Assessment Checklist will be accessed at the FMU Secretariat

## APPENDIX M - MEDICAL

### CHAPTER I: FIA INTERNATIONAL DRIVERS' LICENCES

### 1. GENERAL

The issuing of all FIA International Driver's Licences is governed by the regulations of the International Sporting Code and in particular by Articles. 45, 47, 70 and Chapter VIII thereof.

2 – 10. Reserved

### 11. CO-DRIVER'S LICENCE

**11.1 Restrictive Co-driver's licence**
This licence is reserved for persons physically disabled through injury or infirmity, including disqualifying visual disorders (excluding blindness), and for persons suffering from certain ailments that may be incompatible with the practice of Motorsport. It allows the participation in rally events as defined in Article 21 of the Code. Under no circumstances does it allow the holder to drive a vehicle during the running of a competition.

**11.2 Medical Examination**
Evaluation of the applicant's physical capabilities with the help of the annual medical visit for aptitude (see Chapter II, Article 1).

**11.3 Safety Examination**
A timed evaluation of the applicant's ability to exit the vehicle unaided will be carried out. This examination shall be carried out under the supervision of a Steward of the Meeting from FMU and in the presence the FMU Medical Delegate. Once all these documents have been drawn up and the necessary tests performed, the FMU Medical Delegate will propose to FMU Competitions Committee that the licence be granted or refused.

### CHAPTER II: REGULATIONS FOR THE MEDICAL EXAMINATION OF DRIVERS

### 1 - ANNUAL MEDICAL VISIT FOR APTITUDE

**1.1 Field of application of the medical control:**
The indications given below in Articles 1.2 to 1.5 inclusive are necessary and sufficient for obtaining any licence.

**1.2 Annual Medical Aptitude Examination:**
All drivers wishing to take part in automobile competitions held under the legislation of the Federation Internationale de l'Automobile are required to undergo an annual medical aptitude examination in order to obtain a driver's licence from FMU. This includes automobile competitions held under the legislation of the Federation of Motor Sports clubs of Uganda. The medical examination must be carried out by the FMU Medical Delegate who is a doctor of medicine authorized to practice in Uganda. Where appropriate, the FMU may lay down special conditions.

**1.3 Medical Examination form:**
FMU in accordance with local legislation or customs will distribute a Medical Form for distribution to all applicants for a licence. This Medical Form will stipulate all the tests to which the drivers will be submitted, as indicated hereafter. It shall be signed by both the examining doctor and the driver concerned, above the stamp of FMU. The prescribed tests are as follows:
a) Determination of blood group and RH factor.
b) Eyesight test.
c) Orthopaedic tests.
d) Maximum or below maximum stress test (under ECG control) for drivers over 45 years of age (valid for 2 years).
**Note:** Where laws or customs so demand, the form may prescribe additional tests. At the foot of the medical certificate, the applicant must sign a declaration stating that:

i. the information given to the doctor regarding his present state of health and previous medical history is correct.
ii. he undertakes not to use any drug considered illegal (International Olympic Committee list of doping classes and methods).

**1.4 Eyesight standards required**:

a) Visual acuity (before or after correction, sight for each eye should be at least 9/10). Furthermore, any subject whose visual acuity in one eye only is diminished and cannot be corrected and who necessarily has control lateral vision, whether corrected or not, equal to or greater than 10/10, may obtain a licence under the following conditions and after examination by a competent ophthalmic specialist:
• field of vision equal to or greater than 200°,
• functional stereoscopic vision,
• condition of the fundus excluding pigmentary retinal damage,
• any old or congenital damage shall be strictly unilateral.
• Blindness in one eye is absolutely excluded.

b) Normal binocular vision.
c) Normal colour vision (recourse to the Ishihara tables in doubtful cases and to the Beyne Lantern or a similar system in cases of error); in any case, no errors in the perception of the colors of the flags used in international competitions.
d) Normal field of vision.
e) Normal stereoscopic vision (licence will not be issued to applicants who are blind in one eye).
f) The wearing of contact lenses is permitted provided that:
• these shall have been worn for a period longer than 12 months and for a significant period every day.
• they are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

1.4 List of illnesses and disabilities incompatible with the practice of motor sport or requiring a medical assessment by a body approved by FMU:

a) Incompatible illnesses and disabilities:
• epilepsy with behavioral effects, or under treatment;
• amputations, except in the case of fingers where the gripping function in both hands is unimpaired;
• orthopaedic appliances, if the functional result is not equal or near to normal;
• free movement of the limbs impeded by more than 50%.

b) Illnesses or disabilities requiring a medical assessment by a body approved by FMU:
• insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by FMU and that the medical certificate of aptitude (see Article 1.6) bears the wording "medical supervision necessary";
• myocardial infraction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions,
• functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand;
• orthopaedic appliance allowing the party concerned to recover normal or near normal functional activity;
• psychiatric conditions.

1.6 Duties of the doctor carrying out the examination: The doctor responsible for carrying out the medical aptitude test is obliged to use the FMU medical form presented by the applicant, filling in all the necessary details. The applicant must then immediately send this document to FMU Competitions Committee. The decision as to fitness or unfitness shall be taken by the doctor who conducted the examination. This doctor may request the opinion of the FMU Medical Delegate.

1.7 Medical certificate of aptitude:
Each Competition licence application must be accompanied by a medical certificate of aptitude as an attached document.

Apt for the practice of motor sport, according to FMU medical standards:

Date:..... Corrected eyesight (glasses or lenses) YES / NO

Special medical supervision YES / NO

**1.8 Medical control at events:**
With FMU approval, verification of the medical certificate of aptitude by the Chief Medical Officer for the event may replace the preliminary visit required in certain cases. Furthermore, at any time during an event or after the finish, the FMU Medical Delegate, Chief Medical Officer and or the Clerk of the Course may demand that a medical examination of a driver or co-driver be carried out, if they consider that his behavior warrants it. The FMU Competitions Committee shall take whatever decisions are necessary following the report by the FMU Medical Delegate. This examination may include, if appropriate, a test for drugs and / or alcohol.

## 2 - MEDICAL EXAMINATION FOLLOWING AN ACCIDENT OR PHYSICAL DISORDER

### 2.1 Medical Examination on site

#### 2.1.1 At any FMU event:

After an accident, even if the driver appears uninjured and/or has got out of his cockpit unaided, or in case of a physical problem, a medical check-up may be deemed necessary by the Chief Medical Officer with the agreement of the Clerk of the Course.

• For circuit events, this check-up must normally take place in the circuit medical centre.

• For road events, the medical check-up may be made in the regrouping park (rallies).

• For events counting for an FIA Championship where an FIA Medical Delegate is present, the latter may initiate the checkup procedure, in agreement with the Chief Medical Officer and the Race Director; exceptionally, at circuit events, this check-up may be made by the FIA Medical Delegate, and elsewhere than in the Medical Centre.

In all cases, the team of the driver concerned will be informed in writing. By decision of the Chief Medical Officer of the event, jointly with the FMU or FIA Medical Delegate in those events where one is present, the driver concerned may:

• be forbidden to continue in the event concerned,

• be instructed to undergo a medical check-up by the Chief Medical Officer of the next event or Championship round in which he is competing. In such case, the Chief Medical Officer of the event in which the accident took place must at once inform, by the most effective means, the Chief Medical Officer of the following event,

• be informed that he / she is allowed to take part in the following event without further medical check-up.

These measures are applicable throughout the event; any driver who does not comply shall be summoned before the Stewards of the meeting.

#### 2.1.2 Testing And Reconnaissance:

If a driver who is taking part in private testing on a track or in non-regulated reconnaissance on roads experiences physical problems or his car goes off the track or road, and the organizer is made aware of this, the driver concerned may be subjected to a Medical control before the start of the event in which he intends to take part, under the same conditions and with the same consequences as those described above (Article 2.1.1).

### 2.2 Procedure After An Accident Or Illness

#### 2.2.1 Duties of the chief medical officer:

The Chief Medical Officer of an event during which an accident occurs must:

• If the accident requires hospitalization of at least 24 hours, notify FMU Medical Delegate of the driver concerned by courier document, e-mail or fax or telegram, giving as many facts and details as possible.

• If the accident necessitated no more than a straight forward examination at a Hospital facility, notify FMU Medical Delegate by courier document, e-mail or fax or, in the case of a driver entered in an FIA Championship, the FIA, which, if need be, will instigate a medical control at the next event in which the driver concerned is due to take part.

#### 2.2.2 Duties of the National Sporting Authority:

Properly advised (by the FMU Medical Delegate or Chief Medical Officer concerned), FMU must make all the necessary contacts with the driver concerned so as to be certain of the proper application of the reintegration procedure set out in Article 3. The failure of application of the procedure shall result in penalties provided for such a situation.

#### 2.2.3 Duties Of The Driver:

In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over, or in the case of an illness or disability as covered in Article 1.5 of the present regulations, the driver is required by FMU within ten days to:

• either enclosing a confidential medical certificate addressed to the FMU Medical Delegate, bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,

• or by giving authorization for confidential written communication between the FMU Medical Delegate and the hospital (or clinic) where he is being treated.

## 3- REINTEGRATION

From the date of the accident or the discovery of an illness or disability as covered in Articles 1.5 of the present regulations, no driver may take an active part in sporting events subject to FMU and FIA legislation until they have received authorization from FMU Competitions Committee. In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the FMU Medical Delegate shall demand that the patient visits them

for the reintegration or that he/she should undergo a complete annual medical examination procedure. All the illnesses or disabilities mentioned in Article 1.5 of these regulations must be submitted for an opinion to the FMU Medical Delegate.

**4 - ANTI-DOPING TESTS**

**4.1 General:**
The following measures are advocated to combat doping:
- Prevention,
- Controls,
- Sanctions.

**4.1.1. Prevention:**
Prevention is the joint responsibility of FMU and the FIA by means of:
- Information,
- Education.

**4.1.2. Controls:**
The rules set out below are applicable as a general principle; In case of a contradiction with the anti-doping regulations of the World Anti Doping Agency (WADA), the application of the latter will prevail.

4.1.2.1. The reference list of substances (section I) and of methods (section II) which are forbidden is that drawn up and regularly updated by the I.O.C. For Motor Sport, tests will also be carried out to detect the presence of
- alcohol (section III A)
- marijuana (section III B) and
- beta blockers (section III E).

**4.1.2.2. The following conditions must be fulfilled:**
**a) At the site of the test:**
• the FMU Medical delegate must assist the doctor in charge of taking the samples in performing the administrative tasks occasioned by the control.
• in the respect of the basic rights of the driver undergoing the test, possible presence of a person of his choosing.
• in all cases, the medical acts (questioning, the taking of samples of any substances, or a possible medical examination) must be carried out only in the exclusive presence of the doctor in charge of taking the samples.

c) **Before the start of the control:**
If the driver being tested takes medication containing prohibited substances, the doctor in charge of taking the samples must be notified accordingly, so that this may be taken into account in the event of any justification of a therapeutic nature, and this information must be noted on the test report. All persons present are bound to secrecy.

4.1.2.3. **Samples may be taken:**
Either: a) at the request of a Club, Or: b) at the request of FMU;
Furthermore, c) at the request of the President of FMU, spot checks may be carried out both during competitions and at other times. In case
(a) the Club should be notified as quickly as possible. In case
(b) FMU should inform the concerned at least 10 days prior to the test. If a spot test is to be carried out, the concerned shall receive no prior notification. Any driver designated for testing is obliged to submit himself to such tests; if he does not, he shall be liable to a sanction under Article

**4.1.3.** For b) and c), the Clubs of the drivers undergoing the tests will be notified of the results. Only a laboratory accredited by the IOC is empowered to carry out these analyses.

4.1.2.4. The President of FMU must be notified immediately of the results of the analyses, either directly, by the laboratory which carried out the tests (FMU spot check), or, in other cases, by the ASN of the country in which the tests were carried out.

4.1.2.5. The following are responsible for designating the drivers to be tested: a) during an event: the Stewards of the Meeting on advice of the FMU Medical Delegate; b) at other times, the President of FMU.

4.1.2.6. In all cases, the designated drivers receive written notification, on which must be stated the time at which it was given to them and the place where the test or control will be carried out. This notification, drawn up in

triplicate, must be signed by the designated driver; one copy is handed to him, the second is handed to the doctor in charge of taking the samples and the third to the Chairman of the FMU Safey and Medical Commission. A photocopy is also made for the Chairman of the Panel of Stewards of the Meeting. The driver has a maximum of one hour in which to go to the place where the test or control will be carried out. The notification of a Control may be given: • either at the end of a competition, on road or track; • or at the moment of retirement from a competition; • or at the end of a practice session; • or, for endurance events, at the end of a relay; • or, for rallies, at the end of a leg; • at any time for out-of-competition testing. When the control is carried out on a urine sample, the quantity of urine collected should be sufficient to allow an analysis and a possible counter-analysis (75ml. in 2 hermetically sealed containers with an attestation by the delegated doctor affixed, one of which will be preserved with all suitable precautions for the requirements of a possible counter-expertise).

4.1.2.7. Should the analysis of one of the samples prove positive, the driver will be notified immediately by FMU. A counter expertise may be carried out at the request of the driver concerned within the 8 days following the notification of the results. The costs of this counter-expertise shall be charged to the driver, and will be refunded should the second analysis prove negative. 4.1.3. Sanctions: Any justification of a therapeutic nature which may have been invoked having been taken into account, any driver declared positive shall be referred to the sporting jurisdiction FMU and judged according to Articles 152 and 153 of the Code. FMU cannot refuse to bring an appeal before the National or International Court of Appeal on behalf of the party concerned.

**5 – MEDICAL APPEALS COMMISSION**

A Safety and Medical Commission nominated by FMU will be called upon to settle any controversy arising between doctors and drivers, the conditions laid down in Articles 1.3 and 1.4 of the present regulations being taken as the basis for discussion. A driver may possibly be required to undergo an observed test drive in the presence of a doctor, member of the Medical Commission or approved by FMU. The decisions reached by the National Commission will be recognized in all other countries falling under the sporting jurisdiction of the FIA.

## COMPETITORS' RELATIONS OFFICER (CRO)

**PRINCIPAL MISSIONS**

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the event to the competitors/crews. There must be at least one at each event. They must be easily identifiable by the competitors/crews and shall be present according to the CRO schedule. This post must be entrusted to an official qualified to officiate in the capacity of Clerk of the Course or FMU Observer and in possession of a licence issued by FMU as it implies knowledge of the general regulations. They will attend the meeting of the Jury or panel of the Stewards, in order to keep abreast of all the decisions taken.

The Competitors' Relations Officer must be able to be easily identified by the competitors. To this end, it is obligatory that:
1) They wear a very conspicuous badge or a tabard.
2) They are introduced to the competitors at the riders' / drivers' briefing.
3) Their photograph is included in the Supplementary Regulations.

**PRESENCE DURING EVENTS**

When the Secretariat is opened, CROs should have the Secretary of the meeting draft a schedule of their duties which shall be posted on the Official Notice Board and shall include:
• Presence at scrutineering
• At the Secretariat of the Meeting
• At the start of the rally
• At the regrouping halts
• In Service Parks / Pits
• In the Parcs Fermé at end of Days and finish (the latter being dependent on the rally timetable).

**Function**

• Give accurate answers to all questions asked
• Provide all information or additional clarifications in connection with the Regulations and the running of the rally.

**Mediation**

Avoid forwarding questions to the Jury or Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the time keepers /results team).
The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.