



Rhino Charge 2020

RULES AND REGULATIONS

1 DEFINITION:

The thirty-second Rhino Charge is a fund raising off-road event in which entrants will be required to visit a number of points (Guard Posts) while travelling the shortest possible distance across difficult, trackless terrain, where speed is not a necessity and is in fact actively discouraged. The event is organised in order to raise funds to support the activities of the Rhino Ark Kenya Charitable Trust.

The event is organised with the knowledge of the area County Commissioner, County Governor, Kenya Wildlife Service, Governing Body of Motorsport in Kenya and with the written agreement of the Landowner(s).

These rules & regulations apply not only to competitors but **ALL** persons that enter the Rhino Charge venue, where applicable of course, whether they be an official, sponsor, service provider or spectator.

2 PROGRAMME:

Saturday, 9th May 2020

10:00

- a) Pre-Event Briefing at Braeburn School Nairobi (unless notified otherwise) and issue of safety equipment and instructions for fitting
- b) Production of sponsorship form(s) and relevant cash or cheques to the following minimums (inclusive of the advance sponsorship paid with the entry):-
 - i. KES 500,000 (1.5m. pledge)
 - ii. KES 400,000 (1.25m. pledge)
 - iii. KES 300,000 (1.0 & 0.75m. pledges)
 - iv. KES 300,000 ("New Charge Teams") – see section 6.
- c) Announcement of commencement of route notes

Friday 22nd May 2020

Deadline for teams to submit payment for full pledges in Nairobi.

Thursday, 28th May 2020

08:00 – 18:00 Venue Check-in opens for **Camp Operators, Competitors, Guard Post Officers & Guard Post Sponsors**

Friday, 29th May 2020

08:00 - 18:00 Venue Check-in opens for **Camp Operators, Competitors, Guard Post Officer & Guard Post Sponsors & 3 Night Spectators**

12:00-17:00 Early Registration of competitors and submission of finance

Saturday, 30th May 2020

08:00 - 18:00 Venue Check-in opens for **Camp Operators, Competitors, Guard Post Officer, Guard Post Sponsors & 2 Night Spectators**

08:00 – 14:00 Registration of competitors and submission of finance

08:30 – 17:00 Scrutineering and sealing of the DMD units



17:00 Drivers' Briefing at Event Bar and issuance of competition maps & cutoff time for Raffle Tickets

Sunday, 31st May 2020

05:45 Assemble at Collection Point for convoy to Start Guard Posts

05:50 – onwards Depart for Start Guard Posts

07:30 START of the event

15:00 Final Control opens until **ALL** vehicles & DMDs returned

17:30 SHARP Guard Posts CLOSE

19:00 Latest time by which **ALL** vehicles **MUST** be in FINAL CONTROL

Monday, 1st June 2020

10:30 Prize-giving, announcement of funds raised and main competition awards.

Tuesday, 2nd June 2020

17:00 **All Competitors, Spectators, Guard Post Officer & Guard Post Sponsors + Guard Post Operators**, must have left the venue

Wednesday, 3rd June 2020

17:00 All camp operators in competitors' camp must have left the venue

Saturday, 4th July 2020

17:00 Prize-giving II, announcement of additional awards, film launch and entries for next Rhino Charge

3 ORGANISING COMMITTEE AND OFFICIALS:

D. White	C. Lambrechts	A. Shah
A. Desai	V. Gunputrav	S. Grant
M. Meinzingen	J. Andrade	P.N.Gethi

Clerk of the Course D. White

Deputy Clerks of the Course M. Meinzingen / S. Grant

Secretary of the Committee

Valerie Gunputrav
Rhino Ark
PO Box 181 - 00517, Uhuru Gardens
Nairobi
Mobile: 0733 632460 - Email: info@rhinoark.or.ke

4 ELIGIBLE VEHICLES

4.1 The event is only open to a vehicle with four (4) wheels which must be registered, and insured (**no "KG" plates allowed**) to drive on the roads of Kenya, EXCEPT that the following are specifically excluded:-



- a. Agricultural prime movers or similar vehicles;
- b. Earth moving machines and equipment;
- c. Plant and machinery for construction works.

The Organisers decision on the eligibility of any vehicle will be final.

The minimum kerb weight of a vehicle is 1000kg.
The maximum kerb weight of a vehicle is 3500kg.

Vehicles may be weighed at the venue during Scrutineering and the organisers may or may not decide to weigh certain vehicles on completion of the Rhino Charge at Final Control. Kerb weight for the purposes of Rhino Charge is defined as the total weight of a vehicle with standard equipment (including but not limited to bull bars, winches, roll cages, sump guards, fuel tank guards, seats etc. i.e. items which cannot be removed). Spare parts, toolboxes, jacks, spare wheels or any loose items in the vehicle which can be removed are not included in the kerb weight. BUT all necessary operating consumables e.g., all oils (engine / differential etc.) power steering fluid, coolants fuel etc. must be in the vehicle, i.e. the vehicle MUST be driveable. The fuel tank may be almost empty but the car MUST be able to drive into and out of Scrutineering under its own drive. The vehicle should not be loaded with passengers or cargo but the kerb weight defined above **includes** the weight of a licensed driver.

4.2 Entries will be divided into two classes:-

- a) Unmodified vehicles – U Class.

An unmodified vehicle will be one that:-

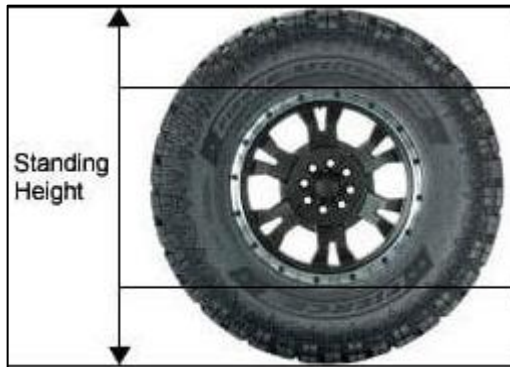
- i. Has not had its chassis shortened;
- ii. Runs on the original standard rims (tyres to fit the standard rim, with maximum tyre size of 939.8 mm (37 inches) with a maximum of 2.5% allowable variation in physically measured overall diameter (OD) known as the “standing height” of the wheel & tyre when jacked off the floor, or measured horizontally if not jacked up. The OD will be measured with the scrutineer’s calliper and this will be built to accommodate a physical maximum tyre size of 959 mm or 37.74 inches);
- iii. Diff locks/welded diffs/ and modified internal components are permitted, but the axle housing must remain as per the original vehicle and may not be permanently welded or strengthened. Removable diff guards are permitted
- iv. Has original engine and power train;
- v. Has original suspension system
- vi. Has two single motor low profile low speed electrical winches only; Low speed winches are defined as having an off-load speed of not greater than 15 m/minute and a speed under 10,000 lbs load of not more than 8m/minute. Hydraulic winches are not permitted. Original manufacturer PTO-driven mechanical winches are permitted provided they do not exceed the line speed guidelines
- vii. Body work free.
- viii. Does not have portal axles or independent suspension as standard equipment: such vehicles are not eligible for this class

Any non-existing vehicle make which is intended to be entered in the unmodified class must be approved by the Organisers before entry is permitted.

Vehicles may only be classified as Unmodified at Scrutineering. A driver wishing to challenge the classification of their vehicle must do so prior to completion of scrutineering and the classification may not be changed later.

The Organisers may order any or all of the top 3 vehicles in this class to be scrutineered after the event to confirm eligibility.

- b) Modified vehicles – M Class.
- i. For Modified vehicles, design of running gear, winches and body work is all free BUT the car MUST be registered & insured. Overall tyre size is restricted to 1016mm (40 inches) with a maximum of 2.5% allowable variation in physically measured overall diameter (OD), known as the “standing height” of the wheel & tyre when jacked off the floor, or measured horizontally if not jacked up. The OD will be measured with the scrutineer’s calliper and this will be built to accommodate a physical maximum tyre size of 1041mm or 41 inches.



- ii. No vehicles with four wheel steer, articulated chassis, hydraulic levelling or pto-driven hydraulic winches are allowed to take part in the event.
- iii. Only two winch units are permitted per vehicle.
- iv. For any class studs, chains, spikes and any contraption which is deemed to increase tyre traction are prohibited.
- v. Any entrant who intends to enter a custom built / modified vehicle for use at the Rhino Charge is advised to seek Rhino Charge Committee advice on its eligibility prior to purchase / modification to avoid exclusion from the event.
- vi. The Organisers decision as to which class each vehicle belongs will be made at Scrutineering and will be final.
- vii. The Organisers may split the vehicle classes further in the interests of the event, at their sole discretion.

4.3 Equipment

- a) Each competitor’s performance will be measured by the Distance Measuring Device (DMD(s)) supplied by the organisers, and there may also be a backup device supplied. No other instrument(s) will be considered as valid when computing final results.
- b) Each competitor is provided with a GPS antenna kit for the DMD(s) through Rhino Ark which if they cease to compete in the event must be returned to Rhino Ark or a US\$ 200 charge will be levied against that entrant. Similarly, if an antenna needs replacement after issue the competitor will be required to pay US\$ 200 for its replacement. This GPS antenna(s) should be installed professionally into the event vehicle for use at this year’s charge and future charges. Entrants who already have a compatible antenna(s) from last year can re-use their antenna(s) – it is **mandatory** that these be tested **BEFORE** the event to ensure that they are working correctly – failure to do this may lead to exclusion from the official results.



- c) The DMD(s) and associated equipment provided as shown below remains the property of Rhino Ark and must be returned to the organisers on completion of the event, prior to leaving the Final Control – this will be recorded on the route card.
- i. GPS unit(s);
 - ii. Red bag & Emergency Flags;
 - iii. Medical Kit.
- d) Any evidence of damage to the GPS(s) equipment or interference with its sealing will result in exclusion. Entrants will be required to compensate Rhino Ark for any damage or loss to the DMD(s) or components.
- e) Forms detailing the medical condition of all competitors will be issued by the Medical Officer (MO), before the event. These **MUST** be completed in full for **ALL** competitors and either given to the MO in advance or handed in to the Medical desk at HQ during the Registration process. Only after the MO has signed and stamped the route card that he is satisfied that all competitors' details have been provided may a competitor proceed to Scrutineering.
- f) It is **MANDATORY** that all vehicles are fitted with the following safety equipment;
- a. Full metal roll cage protecting all seats in the vehicle (**recommended** professionally specified & in compliance with motorsport regulations);
 - b. Each vehicle must carry the First Aid kits and emergency distress flags supplied by the Organisers & comply fully with rule 8.3 – roof number;
 - c. Each vehicle must carry its own (**two in number**) certified and tested dry powder fire extinguishers (each minimum size 2kg i.e. 2 x 2kg dry powder fire extinguishers);
 - d. Safety helmets for driver & navigator which **MUST BE WORN AT ALL TIMES WHEN THE VEHICLE IS MOVING**– the minimum accepted specification of these helmets is EN 12492: 2012 (or equivalent standard) which is for rock climbing / mountaineering helmets – see description of this standard at: (<http://www.satrappeguide.com/EN12492.php>), the **recommended** is full FIA certified motorsport rally helmets. The safety helmets should be labelled with the car number.
 - e.
 - i. Functional **4 point full harness for the front two seats of the vehicle in use by the driver and navigator**. These rally type 4 point harnesses should be correctly mounted and have a functional locking / quick release buckle;
 - ii. For any rear seats in the vehicle, of any type being a single seat or of a bench type design and mounted in any position (facing direction) shall be fitted with a functioning **seat belt** per seating position in accordance with the Kenya Traffic Act Caps. 403 section 22.A (revised 2015); Please take careful note that a “lap strap” type seat belt can only be used in very specific conditions as stipulated in the law and therefore most seats will require a “lap & diagonal” type seat belt as the minimum.
 - f. Easily accessible master electrical ignition “kill” switch;
 - g. Window guards to all windows which should be openable from both internal and external in the event of an emergency / extraction.

These items will all be checked at Scrutineering. Fire extinguishers, first aid kits, helmets and emergency distress flags must also be produced at the Start Line-up and at the Start Guard Posts. Failure to produce them may determine eligibility to start the Event.

Further to this, a vehicle may be held at any point by a nominated red-hat guard post officer and or an official wearing a red “Official” shirt if they do not have required safety equipment on board during the event, and if the driver and navigator are not wearing helmets. They may be held stationary until the team has satisfactorily proven they are carrying and wearing mandatory safety equipment.

- g) It is also **RECOMMENDED** that the following be installed;



- a. In-built fire suppression system be installed in the vehicle targeting potential fire hot spots – i.e. engine bay, fuel tanks / pumps etc.;
 - b. Safety helmets for other team members is recommended.
- h) Each vehicle must carry at least ten (10) litres of emergency drinking water. It is recommended to carry sufficient sustenance for the crew for 24 hours as well as warm clothing and blankets. A battery powered flashing light is highly recommended to enable search parties to locate lost vehicles at night.
- i) Power-driven winches are permitted as per the class regulations.
- j) Motorcycles, Buggies and Quad Bikes (or anything deemed similar by the organisers) are forbidden at the venue prior to or during the event except for use by the organisers and these will be marked accordingly. Any competitor who is judged by the Clerk of the Course, as having used motorcycles, or any other vehicle, to reconnoitre a route before or during the event will be disqualified. Any motorcycle, buggy or quad bike arriving at the venue must be parked at Headquarters and left there until the Results have been confirmed.
- k) Personal Global Positioning System units are permitted.
- l) The use of VHF radio equipment is strictly prohibited. Competitors may however use UHF radios or Citizen Band radios with a maximum power output of no more than 4W. It is the responsibility of the entrants to ensure that any licensing required by the Kenyan authorities is fully complied with. Radios will need to be declared, presented & inspected at Scrutineering. Communication with other teams or support vehicles is prohibited and should this be suspected then rule 11.2 a) will be enforced. Mobile phone & satellite phone communication is only permitted for emergency use.
- m) No remote-control vehicles, whether airborne, water or ground based are allowed to be used at the venue without written permission from the organisers.
- n) No pets, whether they are domestic or exotic are allowed onto the venue.

5 ELIGIBLE COMPETITORS:

- 5.1 Any person licensed to drive on the roads of Kenya is eligible to be nominated as DRIVER (you will be required to show your license at Scrutineering). The choice of crew is entirely at the discretion of the Entrant (except that the minimum age of any crew member is 18), and subject to Rule 7.5 hereafter. In the event that a team wish to have a crew member who is less than 18 but over 16 (on the day of the charge), an application in writing accompanied with the indemnity form as issued at Check-in, signed by the crew member's parent or legal guardian must be submitted to the Organisers before that entry is scrutineered for consideration. In no case can a crew member be less than 16.
- 5.2 A crew must consist of not less than 2 (TWO) and not more than 6 (SIX) persons including the driver.
- 5.3 All entries must be in the name of an individual and not a company. Commercial entries are not permitted.

6 ENTRIES:

- 6.1 **THE MAXIMUM NUMBER OF ENTRIES IS 65.**
- 6.2 In the interests of ecological conservation and due to the nature of the ground to be covered, the organisers will limit the number of entries to the above figure. Entries will be accepted on a strict policy of "First Come – First Served" (entries must be delivered to the Rhino Ark offices at KWS HQ, Langata Road with the accompanying entry & pledge forms duly completed &



SIGNED BY THE ENTRANT as well as a copy of the competing vehicle's registration (log book) & as a minimum 3rd party insurance (or an undertaking that you will provide both of these before the event) + payment of entry & advance sponsorship or proof of the same) within the following categories until the maximum is reached:-

- i. Before midnight – **29th June 2019** – Any entrant who competed in and raised two million shillings or more during the 2019 Rhino Charge will be offered an automatic entry into the 2020 event subject to them completing the applicable forms as stated above and agreeing to the pledge of KES 1.5 million. To qualify for automatic entry to the 2021 event, entrants will need to raise KES 2 million or more in the 2020 event. Late sponsorship cheques will only count towards this if they are submitted before the 15th June 2020. If the number of automatic entries for 2020 reaches or surpasses 39 (i.e. 60% of the field) in total then the qualifying amount for automatic entry will increase to KES 2.25 million for 2021, if it does not reach or surpass 39 it will remain at KES 2 million for the 2021 event. This is to ensure the event does not become a “closed” event to new entrants.
- ii. Between **9am 1st July 2019 and Midnight 12th July 2019** – Entrants pledging a minimum of KES 1.5 million can enter. Forms received at the Sprit of the Charge event on 29th June 2019 for this pledge level will be accepted on 1st July.
- iii. Between **9am 15th July 2019 and 31st July 2019** – Entrants pledging a minimum of KES 1.25 million can enter.
- iv. Between 9am on **1st August 2019 and 28th September 2019** – Entrants pledging a minimum of KES 1 million can enter.
- v. From **1st October 2019** onwards - Entrants pledging a minimum of KES 750,000/- can enter.
- vi. From **1st October 2019** onwards up to ten (10) places, if unclaimed within the limit of 65 entries, are available to “New Charge Teams” which meet the following criteria;
 - The car must be in the “unmodified” category
 - A maximum of **one (1)** experienced charger will be allowed within the team. An experienced charger, is somebody who has participated in a previous Rhino Charge from 2016 onward as a competitor within a team.
 - The pledge level for “New Charge Teams” is 300,000/= which must be met in full before Drivers Briefing on 9th May 2020
- vii. All Entrants who wish to withdraw their entry must do so before 1st December 2019. If they do so after this date, the full pledge remains valid and payable.

7 FEES & SPONSORSHIP

- 7.1 The “Entry Fee” is KES 20,000/- (non-refundable) & payable to Rhino Ark Kenya Charitable Trust. All entries must be accompanied by a further payment of KES 40,000/- bringing the total payable at submission of entry to KES 60,000/-; the additional KES.40,000/- is an advance of sponsorship and is **non-refundable**, even is a team withdraws before the date stipulated in 6.2 vi) above. This advance sponsorship will be credited to the entrant's sponsorship fund & form part of the minimum sponsorship as defined in paragraph 7.2 hereafter, provided that the entrant starts the event.
- 7.2 Entrants are required to gather their pledged minimum sponsorship **in addition** to the entry fee of KES 20,000/- in accordance with the requirements stated on the sponsorship form. The sponsorship forms will be available from the Rhino Charge website.
- 7.3 If an entrant arrives at “Registration” with a pledge for cash sponsorship but without the actual cash/cheque, then this figure will be excluded for the purpose of assessing the highest cash sponsorship. However, if the entrant is prepared to issue his/her own personal cheque for this sum then the Rhino Ark Kenya Charitable Trust will issue a letter to the entrant, which he/she can present to the sponsor. This will indicate that the cash has been received by Rhino Ark Kenya Charitable Trust and confirm that the sponsor should reimburse the entrant direct.
- 7.4 All Sponsorships to be considered for the Victor Ludorum must be handed in by 14.00hrs on the day of Scrutineering. Sponsorships received after that time will be acknowledged in the ARKive Publication.

7.5 Entry is at the sole discretion of the organisers, who may reject an entry without giving any reasons.

7.6 **The Organisers reserve the right to refuse participation in / access to the event by any individual and reserve the right to remove a person(s) from the venue.**

7.7 **Decisions made by the Clerk of the Course are final.**

8.0 ADVERTISING:

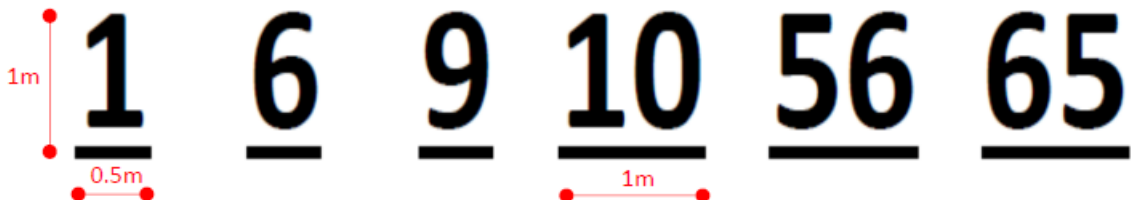
8.1 While entrants are encouraged to find and advertise their own sponsors, they **MUST** carry any advertising provided by the organisers.

8.2 Entrants' sponsors are prohibited from selling or promoting their products / services on the venue without being approved by the organisers **PRIOR** to the event.

8.3 The entrant's will be provided with two (2) official competition numbers in the form of adhesive stickers which must be attached as follows:-

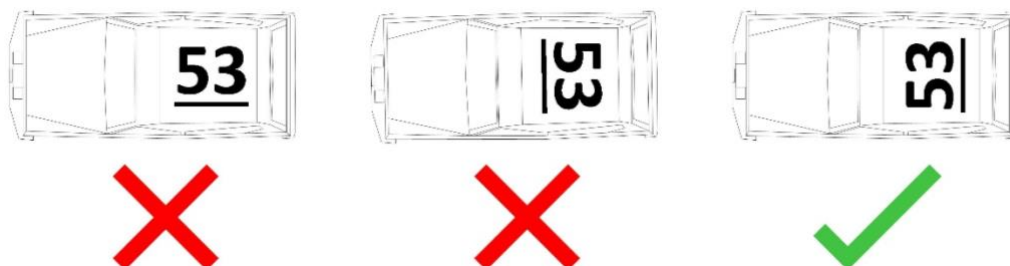
One on each **FRONT DOOR** or the **SIDE BODY** clearly visible.

The **ENTIRE** roof of the car & **any parts of the roll cage** over the roof **MUST** be painted **WHITE** with **NO** stickers / roof racks / spare tyres or sand ladders obscuring it so as to aid with visibility to the patrol / safety aircraft; the competition number must be painted on the **ROOF** of the vehicle (not on the bonnet) in black paint using **CALIBRI bold** and **underlined** font with the scale proportions (Scale Height 205% and Scale Width 167%) – overall size 1m x 1m for **double digit** numbers and 1m x 0.5m for **single digit** numbers – see examples below – for single digit numbers please **DO NOT** put a "0" in front of the number;



The stickers and painted roof number are mandatory and must be displayed, the roof number in the prescribed configuration below, even if additional backing boards / plates have to be attached to the vehicle to conform and in the below orientation.



VEHICLE ROOF STICKER PLACEMENT



8.4 Apart from the advertising on the official numbers, which is compulsory, any Entrant who wishes to reserve exclusive advertising on his / her vehicle will be require to pay an additional lump sum advertising fee of KES 1,000,000/- over and above the pledged amount.



- 8.5 All entrants must include in their fund-raising material, whether printed or in other media, the box below towards promoting the conservation mission of the Rhino Charge and the conservation activities of Rhino Ark:

	The Rhino Charge is a fund-raising event to support the conservation work of the Rhino Ark Charitable Trust. For each contribution of Ksh2000, you will receive a raffle ticket.	
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9 INSURANCE:

- 9.1 Competitors and any other person on the venue will take part / attend entirely at their own risk. The arrangement of Personal Accident Insurance, Air Ambulance / evacuation, Comprehensive Vehicle Insurance and All Risks Insurance for personal belongings etc. is the responsibility of every individual.

10 RUNNING OF THE EVENT:

- 10.1 Scrutineering / Registration times will be nominated and adhered to. Any entrant that arrives at the "Scrutineering / Registration" control after 17:00hrs on the day of Scrutineering may be excluded. No person, other than those expressly authorised in writing, is permitted to arrive at the venue of the event prior to 08:00hrs on the day of Venue Check-In as defined previously in these regulations.
- 10.2 Each entrant's starting Guard Post (Control) will be determined by random draw, conducted upon Registration at HQ.
- 10.3 The organisers will scrutineer the vehicle and check and seal each competing vehicle's DMD(s) in a place and manner to be notified later.
- 10.4 On the competition day competitors will proceed to an assembly point and along a designated route. At the assembly point, competitors will gather in their respective starting groups. They will then proceed in convoy to their respective starting points by following an escort vehicle along a route laid down by the organisers. On arrival at the guard post and before the official start of the event, team members are **NOT** permitted to leave the guard post to survey the area. Vehicles at each start point will be mass started, and competitors will then choose their own route within the restrictions given elsewhere in the regulations, and may visit Guard Posts in any order, but may not visit the same guard post twice. As a safety precaution only, competitors are required to declare their next intended Guard Post at the start of each section. However competitors may divert from this destination if they choose. This is to enable the Organisers to keep track of vehicles throughout the day and to monitor the progress of each vehicle in order that a search can be immediately called if any vehicle becomes unduly delayed in any section.
- 10.5 The overall winner will be the entrant who visits the most Guard Posts in the prescribed manner. Where the number of Guard Posts visited by two or more competitors is equal, advantage will go to the entrant who has covered the shortest distance. If distance covered is still equal, the overall time taken to cover the recorded distance will be the tie break.
- 10.6 Start, Finish, Last and Final Guard Posts (GP)
- a) Start GP – This is the Guard Post which an Entrant has drawn as the GP from which he/she will start.
- Finish GP – This is the same GP as the Start GP, an Entrant should **not** return to this guard post until he / she has visited all the other GP's indicated on the briefing notes. In the event that he / she does return to this GP before visiting all other GP it will be taken as the end of his / her competing vehicle's route but will count towards his / her score. *i.e. Once a competing*



- vehicle returns to its Start GP it will be deemed to have completed its Charge, and cannot continue visiting subsequent GP's, apart from the Final GP.
- b) **Last GP** – This is the last GP visited by a competitor before 17:30hrs or retirement, whichever is the earlier. Once you have cleared procedures at your Last GP, you must proceed directly to the Final GP as soon as possible.
 - a. If an entrant arrives at his Last GP after 17:30hrs on the day of the event, it will not be included in the results but he must still get the route card endorsed by the GP officer, so the organizers are aware of his whereabouts.
 - b. The time at **Last GP** is recorded and determined using **Satellite Time** – ie the time on the official DMD. No other time measurement will be allowed.
 - c) **Final GP** – All competing vehicles and teams **MUST** proceed to this GP after visiting their last respective GP at the end of the Charge.
 - d) The co-ordinates of the Final GP will be given in the Driver's Briefing notes. Once a competing vehicle has arrived at its last GP of the day, the vehicle and its crew must proceed to the Final GP along tracks and roads, and register with the Final GP. The distance recording will cease from the competitor's last GP and therefore the distance between the last GP visited and the Final GP will not form part of that vehicle's competitive distance. All vehicles must have checked into the Final GP by 19:00hrs on the day of the Charge. Failure to check into the Final GP will exclude that Entrant from the results. It will also trigger a search for that vehicle by the organisers if they do not already know of that vehicle's location. **It is therefore very important that Entrants register with the Final GP as soon as they can after completing the event, even in the case of an early retirement during the day.**
- 10.7 It is the entrant's responsibility to ensure that his Route Card is correctly completed and signed at each Guard Post by the Officials. The competitor must park his vehicle within the designated area at each Guard Post, and must comply with the instructions of the Officials in this regard. Competitors who do not comply will be judged not to have visited that control.
- 10.8 No section between any two Guard Posts may be attempted more than once.
- 10.9 Vehicles may be manhandled across the terrain by any means devised by the crew's ingenuity, except that no outside assistance is permitted whether it is in mechanical, human or animal form, except that given by another competitor or official with Clerk of the course's permission.
- 10.10 Competitors must have particular regard to the welfare of the ecological environment in which the event takes place.
- 10.11 The event stops at 17:30hrs, but in the interests of safety, the Clerk of the Course may instruct a Guard Post Officer to hold an entrant who is intending to commence a section which could not possibly be completed before the end of the Charge. This decision will be made individually for each case by the Clerk of the Course, and his decision will be final.
- 10.12 There will be a Compulsory Gauntlet, which must be completed by all entrants. Co-ordinates given at Drivers' Briefing will specify the Guard Posts which comprise the Gauntlet. At each of the Gauntlet Guard Posts entrants will be required to pass through a "gate" where Officials will sign the Route Card and record the time. Entrants may traverse the Gauntlet by whichever route they choose, but must complete the Gauntlet before proceeding to any other Guard Post. The Gauntlet Guard Posts may be visited in any order. All competitors **MUST** attempt this section to be classified in the results. Failure to complete the gauntlet before proceeding on to the next guard post will result in the exclusion of the gauntlet guard posts from the results. The Organisers may provide assistance for vehicles in difficulty within the Gauntlet, but the decision on any aspect of assistance provided will rest entirely with the Clerk of the Course, and will be final.
- 10.13 Any objections to the results must be brought to the attention of the Clerk of the Course in writing within five (5) calendar days of initial prize giving.
- 10.14 There will be a **Landowners Access Fee** for every vehicle that enters the event area. The amount will be advised on or before the **29th March 2020**.



- 10.15** There will be a specific camping area(s) set aside for entrants / sponsors / officials / spectators and their teams / followers. No camping outside the designated areas will be permitted.
- 10.15** All campers **MUST TIDY UP** their camp before departing, and leave the area perfectly clean. All campers should pre-sort waste at camp before bringing it to the Sorting Station. **DO NOT LEAVE THE BAGS OF RUBBISH AT YOUR CAMPSITES. TAKE THEM WITH YOU, OR PRE-SORTED RUBBISH CAN BE TAKEN TO THE WASTE SORTING STATION.**
- 10.17** The organisers will hold **COMPETITOR ENTRANTS / TEAM LEADERS OF SPONSORS / OFFICIALS AND SPECTATORS** responsible for the behaviour of their friends, camping providers, assistants and any other persons who have shared their campsite. If in the opinion of the Organising Committee the behaviour of the people within a camp is unacceptable or if the campsite is not cleaned and left in a satisfactory state, the organising committee shall be at liberty to take disciplinary measures against the entrant including, but not limited to, the payment of a penalty of up to **KES 100,000/-** for each offence and / or disallowing the entrant / team leader and his / her camping provider (if any) from participating in or attending future Rhino Charge events.
- 10.18** There will be **Officials** who will be responsible for monitoring camp behaviour and cleanliness. Their instructions must be followed. Failure to take reasonable and prompt action to comply with the instructions of an Official may result in the person(s) being asked to leave the event location.

11 **PENALTIES:**

- 11.1** There will be Rangers (judges of fact) throughout the course and any entrant adjudged to have contravened the rules or the spirit of the event may be penalised or disqualified at the discretion of the Clerk of the Course.
- 11.2** The following are examples of what will constitute an infringement:-
- a) External assistance of any sort, other than from another competitor or official with prior COC approval;
 - b) Tampering in any way with the proper operation of the DMD(s); or failure to return DMDs to final control in a timely manner.
 - c) Deliberately blocking the passage of other competing cars or behaving in an unsporting manner;
 - d) The formation of teams of two or more vehicles as a means of enabling one vehicle to gain competitive advantage will be considered as against the spirit of the event and will be penalised by the organisers in accordance with Paragraph 11.1 above;
 - e) Wanton destruction of the environment.
 - f) Unsafe or reckless driving and/or failure to carry or use mandatory safety equipment.
- 11.3** The speed limit at any time on the course (or during the event, whether on “the course” or not) will be forty (40) kph (kilometres per hour), any competitor exceeding this limit will be penalised as follows – this speed limit applies to ALL:
- a) An entrant’s speed will be measured according to the same GPS DMD(s) as used to measure competitor distance and is the only device that will be accepted for this purpose;
 - b) A single speed violation is defined as follows: A vehicle that is measured as consistently travelling in excess of 40kph over a period of twelve (12) seconds will be deemed to be



- speeding and to have committed a “Speed Violation”. Every violation as defined here will be subject to a penalty of 100m added to the entrant’s final distance;
- c) On the 10th penalty violation, in addition to the 100m penalty per violation, one guard post will be **deducted** from that entrant’s total score. The guard post penalty will be applied for every 10th violation thereafter. The violation count is accumulative over the course of the day and violations DO NOT have to be consecutive to be applied;
 - d) This formula will repeat itself throughout the event.

In summary:

- Each Violation = 100 metres added to the final overall distance;
- Every 10 Violations = 1 Guard Post deducted from the final score, in addition to the 100m penalty per violation.

11.4 If a vehicle is fitted with oversized tyres (including spares) determined by the scrutineer’s calliper as described in rule 4.2, the competitor will be penalised through the deduction of one (1) checkpoint from his final score – i.e. he / she will never be able to be a finisher of the Rhino Charge.

11.5 If a vehicle is in contravention of the weight restrictions of the event as described in rule 4.1, the competitor will be penalised through the deduction of one (1) checkpoint from his final score – i.e. he / she will never be able to be a finisher of the Rhino Charge.

11.6 Road use Penalty: Use of any officially designated road or track (hereafter called a “road”) by a competitor during the event will be measured and recorded by the official GPS DMD(s) results tracking equipment and analysed through the official results software respectively and the following penalties will be applied:

- a) Any road shown in RED on the competitor map will be subject to road use penalties as defined below;
- b) The road has been defined in the results software as a 10m wide geofence “corridor” centred on the centre line of the road;
- c) The road use penalty only applies from the official start (0730hrs) until the official end (1730hrs) of the Charge;
- d) A competing vehicle will only begin to accumulate a “road use measurement” when the vehicle is consistently within the geofence for a period of twelve (12) seconds or more. This has the effect of;
 - a. Allowing a vehicle to cross-over the road / geofence, when travelling perpendicular to it, without penalty – provided the geofence is cleared within twelve (12) seconds;
 - b. It does however mean that if a vehicle stops on the road for longer than twelve (12) seconds, even if the vehicle is travelling perpendicular to the road, there will be an accumulation of distance measured;
- e) The road use penalty is an accumulator throughout the entire day and road use penalties are applied as follows;
 - a. For all vehicles and all classes, modified or unmodified:
 - i. Between 0 – 4,999m of road use – NO distance penalty and NO Guard Post (GP) Penalty - FREE;
 - ii. Between 5,000 – 9,999m of road use – distance penalty is applied (100%) but NO GP Penalty;
 - iii. At 10,000m of road use – Guard Post penalty is applied – deduction of one (1) GP;
 - iv. Between 10,000 – 14,999m of road use - distance penalty is applied (100%) but NO GP Penalty;
 - v. At 15,000m of road use – Guard Post penalty is applied – deduction of one (1) further GP;
 - vi. Between 15,000 – 19,999m of road use – distance penalty is applied (100%) but NO GP Penalty;
 - vii. At 20,000m of road use – Guard Post penalty is applied – deduction of one (1) further GP;
 - viii. Between 20,000 – 24,999m of road use - distance penalty is applied (100%) but NO GP Penalty;



- ix. At 25,000m of road use – Guard Post penalty is applied – deduction of one (1) further GP;
 - x. Between 25,000 – 29,999m of road use - distance penalty is applied (100%) but NO GP Penalty;
 - xi. At 30,000m of road use – Guard Post penalty is applied – deduction of one (1) further GP;
 - xii. After 30,000m of road use - distance penalty is applied (100%) for remainder of distance;
- b. The **maximum** number of Guard Posts that a competitor can lose from this rule is capped at five (5);
- f) A competitor may however lose Guard Posts from other penalty rules in addition to this rule.



12.0 AWARDS:

HIGHEST CASH SPONSORSHIP	The David Schaefer Perpetual Trophy
2 nd HIGHEST CASH SPONSORSHIP	The Diamond Trust Perpetual Trophy
3 rd HIGHEST CASH SPONSORSHIP	Trophy
SPIRIT OF THE CHARGE	The Rob Combes Perpetual Trophy
OVERALL WINNER	The Duncan Mitchell Perpetual Trophy
2 nd OVERALL WINNER	Trophy
3 rd OVERALL WINNER	Trophy
CLASS "U" - OVERALL WINNER	Trophy
CLASS "M" - OVERALL WINNER	Trophy
VICTOR LUDORUM	Land Rover Perpetual Trophy

This award will be made to the entrant who has achieved the shortest discounted distance calculated by discounting the actual corrected distance travelled at the rate of 2 centimetres per Kenya shilling of sponsorship raised.

COUPES DES DAMES	The Tim Nicklin Perpetual Trophy
HIGHEST PLACED 1st TIME ENTRANT	The Kijabe Award (Perpetual)
GAUNTLET WINNER	Tim Samuels Gauntlet Challenge (Perpetual)
KAMRAN FAZAL MEMORIAL TROPHY	Perpetual Award

This award will be made to the youngest registered crew member out of the vehicles which complete the rhino charge (13 guard posts). The maximum age of eligibility will be 25 (i.e. the crew member must not yet have had his / her 25th birthday by the day of the charge). In the event that two people have their birthday on the same day, the award will be given to the crew member in the highest placed vehicle. If no member of any vehicle which completes the charge (13 guard posts) is under 25, the trophy will not be awarded. Only crew members who have registered their date of birth on the "detailed competitor information sheet", which is filled in at HQ as part of documentation, will be eligible for consideration.

NJIA YA NDUME AWARDS (Tiger Lines)

In order to encourage "Tiger Lines" between Guard Posts, there will be awards for the shortest distance achieved between certain Guard Posts, which will be designated at the Drivers Briefing. These awards will be made to the vehicle that has achieved the shortest distance between the two designated Guard Posts irrespective of the number of Guard Posts visited by that vehicle.

There may be other prizes at the discretion of the organisers.

Please note that none of the Perpetual Trophies may be taken out of Kenya. All Perpetual Trophies must be returned to Rhino Ark Offices before the date of the Pre-Event Briefing as defined above.