

2011 FIA Regional Rally Championships Sporting Regulations

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GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The FIA organises the FIA Rally Championships (the Championships) which are the property of the FIA. The word "Championships" automatically includes the FIA Rally Championships, FIA Rally Challenges, FIA Rally Trophies and FIA Rally Cups. Each Championship comprises the rallies which are entered on the corresponding Championship calendar.

The Championships are governed by the FIA International Sporting Code and its appendices (the Code) and these Regulations which consist of articles applicable to one or more of the following specific Championships:

- FIA European Rally Championship for Drivers
- FIA European Rally Championship for Co-Drivers
- FIA European Rally Championship Regional Cups East, Central, South-West for Drivers
- FIA 2WD European Cup
- FIA African Rally Championship for Drivers
- FIA African Rally Championship for Co-Drivers
- FIA African Rally Championship Manufacturers' Cup
- FIA African Cup for Drivers & Co-Drivers
using 2 WD, normally aspirated engined cars of maximum 1600cc
- FIA Middle East Rally Championship for Drivers
- FIA Middle East Rally Championship for Co-Drivers
- FIA Middle East Rally Cup for Group N Drivers
- FIA Junior Middle East Rally Championship for Drivers & Co-Drivers
- FIA Asia-Pacific Rally Championship for Drivers
- FIA Asia-Pacific Rally Championship for Co-Drivers
- FIA Asia-Pacific Rally Cup for Manufacturers
- FIA Asia Cup for Drivers
- FIA Asia Cup for Co-Drivers
- FIA Asia-Pacific Cup for Drivers, Co-Drivers & Manufacturers
using Group N, 2 WD, normally aspirated engined cars of maximum 2000cc.
- FIA Pacific Cup for Drivers
- FIA Pacific Cup for Co-Drivers
- FIA NACAM Rally Championship
- FIA CODASUR Rally Championship

1.1. APPLICATION

1.1.1 Only the FIA may grant waivers to these regulations.

Any breach of these regulations will be reported to the stewards, who may impose a penalty as in Articles 152 and 153 of the International Sporting Code. Any case not provided for in the regulations will be studied by the stewards, who alone have the power to make decisions (Art. 141 of the Code).

1.1.2 The clerk of the course is charged with the application of these regulations and the event 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 event supplementary regulations of the rally.

1.1.3 Anything that is not expressly authorised by these regulations is forbidden.

1.2. OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, must be written at least in the language of the organising country and in English. In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

1.3. INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the FIA has the authority to make a decision.

1.4. DATE OF APPLICATION

These regulations come into force on 1 January 2011.

2. DEFINITIONS

2.1 Bulletin

Official written document intended to modify, clarify or complete the supplementary regulations of the rally as detailed in Appendix II.

2.2 COMMUNICATION

Official written document of an informative nature which may be issued by either the clerk of the course or the stewards.

2.3 CONTROL AREAS

The area between the first yellow warning signal and the final beige sign with three transverse stripes is considered as the control area.

2.4 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Except if otherwise stated, either member of the crew may drive during the rally and each one must hold an FIA driver's competition licence for the current year, which is valid for the event. The driver assumes the competitor's responsibility when the latter is not on board the car during the rally.

2.5 LEG

Each competitive part of the rally, separated by an overnight regroup. If only a Super Special Stage is organised on the evening before Leg 1, it shall be considered to be Section 1 of Leg 1.

2.6 DECISION

A document issued by the clerk of the course or the stewards to announce their findings following an enquiry, hearing or investigation.

2.7 END OF THE EVENT

The event ends upon posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

2.8 NEUTRALISATION

Time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.

2.9 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water 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 this regulations.

2.10 RECONNAISSANCE

The presence on a special stage in any way whatsoever of an FIA priority 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.

2.11 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.

2.12 SECTION OF THE RALLY

Each part of the rally separated by a regroup.

2.13 SERVICE

Any work on a competing car except where limited in this regulations.

2.14 START OF THE EVENT

The event starts from the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally starts at the first time control.

2.15 SUPER SPECIAL STAGE

A special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.

2.16 TIME CARD

A card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

2.17 ROAD SECTION

All parts of a rally between two successive Time Controls or a start of a Special Stage and the successive Time Control.

2.18 TECHNICAL ZONE

A zone separated by two time controls for the purpose of carrying out technical checks by the scrutineers.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards (the stewards) shall always comprise three members. The chairman and one member shall be appointed by the FIA and be of a different nationality from that of the organising country. The third member shall be appointed by the ASN of the country organising 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.

3.2 FIA DELEGATES

The minimum of the following Delegates may be appointed by the FIA:

3.2.1 FIA Technical Delegate

The FIA Technical Delegate will liaise with the clerk of the course and will be the chief scrutineer responsible for all technical matters.

3.2.2 FIA Observer/s

The FIA Observer(s) will review all aspects of the rally and complete the appropriate FIA report form.

3.3 COMPETITORS' RELATIONS OFFICERS

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 at each rally who must be easily identified by the competitors/crews and shall be present according of the CRO schedule.

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER IN FIA REGIONAL CHAMPIONSHIP EVENTS

4.1 SUMMARY

- Group A Cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned
- Group RGT cars complying with 2011 Appendix J Art. 256
- Group R cars (Appendix J, Article 260 and 260D)
- Group N cars (Appendix J, Article 253) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Article 254A).
Super 2000 cars fitted with a 1.6-liter turbo engine with a restrictor, the size of which to be announced when the first car of this type will be homologated.
- Regional cars
- National cars (see also 4.4)

4.2 CLASSES OF CARS

Classes	Groups
1	S2000-Rally: 1.6 T engine
2	S2000-Rally: 2.0 Atmospheric Group R4
3	Group N car over 2000cc (current N4)
4	RGT Cars
5	Group A car over 1600cc and up to 2000cc Super 1600
	R2C (over 1600cc and up to 2000cc)
	R3C (over 1600cc and up to 2000cc)
	R3T (up to 1600cc / nominal)
	R3D (up to 2000cc / nominal)
6	Group A car over 1400cc and up to 1600cc
	R2B (over 1400cc and up to 1600cc)
	kit-car over 1400cc and up to 1600cc
7	Group A car up to 1400cc
	kit-car up to 1400cc
8	Group N car over 1600cc and up to 2000cc
9	Group N car over 1400cc and up to 1600cc
	R1B (over 1400cc and up to 1600cc)
10	Group N car up to 1400cc
	R1A (up to 1400cc)

4.3 ADDITIONAL PROVISIONS

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600 cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.
See also variations in each region.

4.4 NATIONAL CARS

The following applies when an organiser admits ASN homologated cars:

4.5.1 They may use part or the entire itinerary as in the Championship.

4.5.2 They may choose to either use the officials appointed to the event or appoint a separate panel of stewards, scrutineers and /or officials.

4.5.3 The cars shall run as a group/class after the last cars entered in the Championship event.

4.5.4 The cars shall have their own classification and will not appear on any results of the Championship.

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

For each Championship title, points will be awarded for each rally taking into account the general classification according to the following scale:

1 st	25 points
2 nd	18 points
3 rd	15 points
4 th	12 points
5 th	10 points
6 th	8 points
7 th	6 points
8 th	4 points
9 th	2 points
10 th	1 point

5.1.2 Additional conditions to score points

Except for the FIA European Rally Cups where no registration is required, only those cars driven by a registered driver are eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the cars of the non-registered drivers. Registered co-driver is eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the non-registered co-drivers.

5.1.3 To be eligible for Championship points and awards, each driver and co-driver must be registered individually with the FIA.

5.1.4 Points can only be earned for events held after the date of registration.

5.1.5 Attribution of reduced points

Should one of the rallies counting towards a Championship or Cup not be able to be run in its entirety, the points shall be awarded on the basis of the established classification: full points if more than 50 % of the scheduled length of special stages (timed to the second) has been run, half points being awarded if between 25 % and 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.

5.2 REGISTRATION FEES

For registrations sent to FIA and fees paid no later than 28.02.2011 the registration fee will be € 133.

Registrations and fees paid after 28.02.2011 the registration fee will be € 216. The fees have to be paid for each driver and for each co-driver to be registered.

5.3 MINIMUM PARTICIPATION REQUIREMENTS

5.3.1 The minimum number of participations in order to be classified at the end of the season in the final results of the various Championships is detailed under the appropriate Championship.

5.3.2 If the registered driver and co-driver do not take part in the required minimum number of events and/or the minimum number of rallies in a region, where applicable, and/or in one of their nominated events, they will be withdrawn from the final classification of the Championship concerned. In that case, the points will not be redistributed to those still in the Championship.

Failure to comply with the above minimum participation requirements after registration may result in sanctions being imposed by the ASN issuing the relevant licence after considering the circumstances of non participation. The FIA may impose additional sanctions on registered competitors, drivers and co-drivers who fail to comply with the minimum participation requirements.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking into account the criteria required for each region. The driver and the co-driver having totalled the highest number of points will be declared the relevant regional champion.

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 DRIVERS AND CO-DRIVERS

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

6.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the general classifications of the rallies which have served to make up their points total;

6.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.

6.1.3 In the event of a further tie, the FIA 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.

6.2 MANUFACTURERS (WHEN APPLICABLE)

The rule for deciding between manufacturers which have scored exactly the same points total shall be as follows:

6.2.1 According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each manufacturer, taking into account only the highest place per rally for each manufacturer.

6.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.

6.2.3 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying manufacturers on the basis of whatever other considerations it thinks appropriate.

7. CRITERIA FOR PRIORITY DRIVERS

7.1 PRIORITY A DRIVERS

7.1.1 Drivers who have won the FIA World Rally Championship in one of the previous years.

7.1.2 Drivers who have been classified among the first three in a rally counting towards the World Championship in the previous or the current year.

7.1.3 Drivers who have won the Junior World Championship or Production car World Championship or the Super 2000 World Championship of the previous year.

7.1.4 Drivers who have won a FIA Regional Rally Championship (not Cups) of the previous year.

7.2 PRIORITY B DRIVERS

7.2.1 Drivers who have been included on the priority A list in one of the two previous years and have lost this right (valid for 2 years).

7.2.2 Drivers who were placed 2nd or 3rd in a FIA Regional Rally Championship (not Cups) the previous year.

7.2.3 Drivers who have been classified 4th, 5th or 6th in a rally counting towards the FIA World Rally Championship for Drivers in the previous year.

7.2.4 Drivers who have won a FIA Regional Rally Cup (Central Europe, East Europe, South-West Europe, Asia or Pacific) the previous year.

7.2.5 Drivers who have won a group but who have not come first in the general classification of a rally counting towards the FIA World Rally Championship for Drivers in the previous year.

7.2.6 The stewards may reposition an A or B 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 starting order.

8. EVENT CHARACTERISTICS

8.1 DURATION

The duration of a rally may vary in the different regions. The appropriate duration is detailed in the regional variations and additional provisions.

STANDARD DOCUMENTS AND SCHEDULES

9. FIA STANDARDISED DOCUMENTS

9.1 GENERAL

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)
- Rally Guide (electronic format)
- Itinerary (electronic and printed format)
- Road Book, (printed 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)

Documents which are published electronically shall not be amended once published on the organisers' website unless the amendments are highlighted. Any documents which require FIA approval prior to publication shall not be amended without approval from the FIA.

9.2. ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagrams must be followed. Any deviation will be reported to the stewards.

9.3. TIME CARD

9.3.1 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.

Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

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

9.3.3 The absence of a stamp 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 will result in the exclusion of the crew concerned pronounced by the clerk of the course at the end of a section.

9.3.4 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.

INSURANCE

10. INSURANCE COVER

10.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the competitors and crews, the FIA and the officials of the rally (description of the risks and sums covered).

10.2 PUBLIC LIABILITY COVER

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

10.2.2 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 event.

10.2.3 The insurance cover must at least be in effect during the shakedown stage and then for crews 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 exclusion. Cars having retired and restarted shall not be considered to have permanently retired.

10.3 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.

CAR IDENTIFICATION**11. COMPETITION NUMBERS****11.1 GENERAL**

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

11.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors.

11.2 DOOR PANELS

11.2.1 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 the organiser.

11.2.2 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.

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

11.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm² 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.

11.4 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.

11.5 ROOF PANEL

11.5.1 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.

11.5.2 Any 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.

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

11.6 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.

12. ADVERTISING**12.1 RESTRICTIONS ON ADVERTISING**

12.1.1 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 Article 11.2.3
- It does not interfere with the crew's vision through the windows.

12.1.2 The name of an automobile manufacturer may not be associated with the name of a rally or appear in the organizer's compulsory advertising spaces

12.1.3 The text of any obligatory organiser advertising must be clearly indicated in the supplementary regulations, or if in an official bulletin before the closure of entries for the rally.

12.2 ORGANISER'S OPTIONAL ADVERTISING

12.2.1 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 € 2,000.

12.2.2 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.

12.2.3 Competitors who accept the organisers' optional advertising as specified in the supplementary regulations must reserve space for it.

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

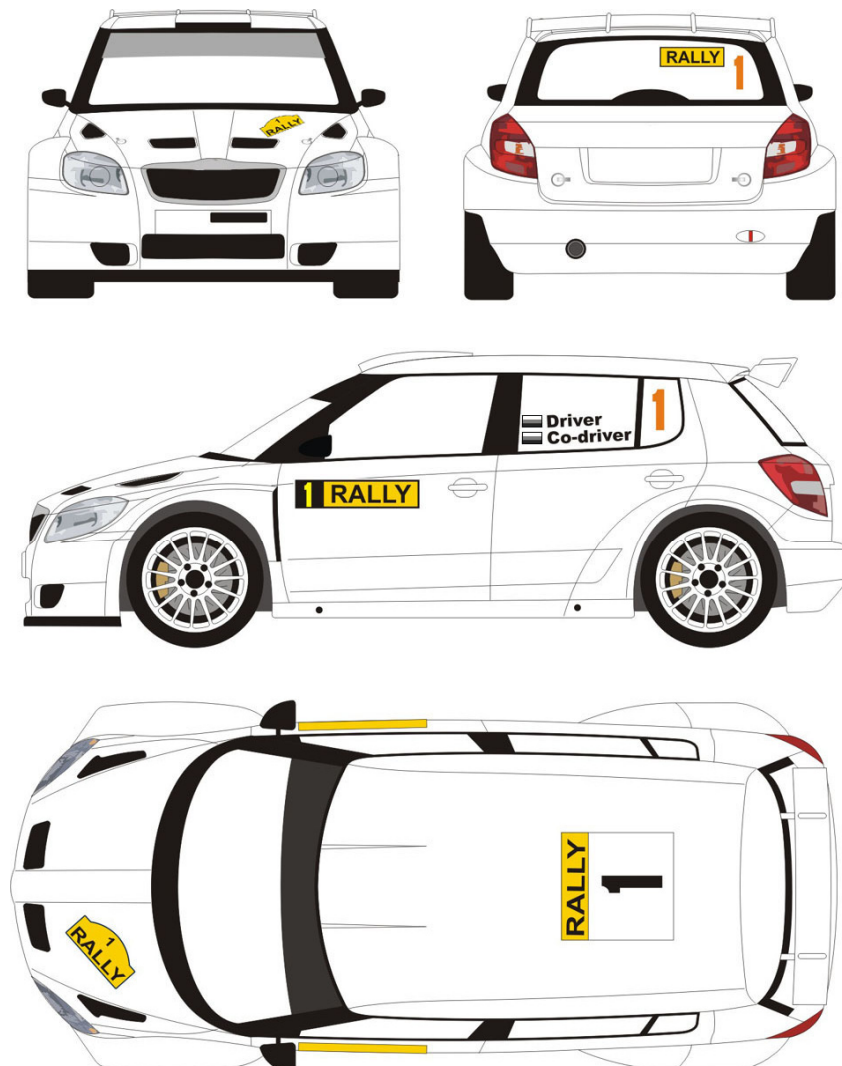
13. DRIVER'S AND CO-DRIVER'S NAMES

The first initial(s) and surname of both driver and co-driver, followed by 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 1.0 cm.

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

14. DOOR PLATES / COMPETITION NUMBERS / DRIVER'S NAMES



DRIVING CONDUCT

15. BEHAVIOUR

15.1 GENERAL RULES

15.1.1 Crews must always behave in a sporting manner.

15.1.2 Cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route.

15.1.3 Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.

15.1.4 Crews must always drive in the direction of the special stage (except to solely effect a turn round) under pain of exclusion pronounced by the clerk of the course.

15.1.5 On a road section that is a public road, a competition car may only be driven on four wheels and tyres. Any infringements will be reported to the stewards who may impose a penalty.

15.2 DURING RECONNAISSANCE

15.2.1 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.

15.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit

Priority A drivers € 25

Priority B drivers € 15

Non priority drivers € 10

15.2.3 The amount of this fine will be unaltered by any fine imposed by the police.

15.2.4 The fine will be doubled in case of a second offence committed during reconnaissance in the same rally.

15.3 EXCESSIVE SPEED DURING THE RALLY

15.3.1 Speeding during a rally will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit.

Priority A drivers € 25

Priority B drivers € 15

Non priority drivers € 10

15.3.2 The amount of the fine will be unaltered by any fine imposed by the police

15.4 TRAFFIC LAWS

15.4.1 Throughout the rally, crews must observe the national traffic laws. Infringements will be referred to the Clerk of the Course.

15.4.2 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.

15.4.3 Should the police or the official decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final 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.

15.4.4 For the second traffic infringement: a 5 minute time penalty

15.4.5 For the third traffic infringement: exclusion applied only by the stewards.

ENTRIES

16. ENTRY PROCEDURE

16.1 GENERAL

Entries have to be made according to the Articles 68 – 80 of the Code.

16.2 SUBMISSION OF ENTRY FORMS

If the application is sent by fax, or has been made electronically, the original entry form must reach the organisers within 7 days following the close of entries. In case the competitor is not one of the drivers, the entry form must be accompanied by a copy of the valid competitors' licence.

16.3 AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

16.4 CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

A competitor is permitted to cancel his entry application up to the close of entries.

After closure 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 list of crews eligible to take the start.

Only the FIA may authorise the replacement of both crew members and the competitor (when the same as a replaced driver).

16.5 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.

17. ENTRY CLOSING DATES

17.1 RESPECT OF CLOSING DATES FOR ENTRIES

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

17.2 ENTRY CLOSING DATES

The closing date for entries must be no later than 12 days before the start. The list of entries as well as the starting order of the crews must be published and sent to the FIA at least 8 days before the start of the rally.

18. ENTRY FEES

18.1 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.

18.2 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

19. CLASSES

19.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car does not correspond as presented 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 clerk of the course.

19.2 CLASSES

Should a minimum of five starters per class not be attained, the competitors in the class concerned will be entered in the next class up but only in the same group.

RECONNAISSANCE

20. RECONNAISSANCE

20.1 RECONNAISSANCE CARS

20.1.1 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:

20.1.2 Standard Cars

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

20.1.3 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 rollbar complying with Articles 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.

20.2 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.

20.3 RUNNING OF RECONNAISSANCE

20.3.1 Timetable

Reconnaissance must take place according to a timetable set by the organiser. Participation in reconnaissance is not compulsory.

20.3.2 Number of passages

The number of passages is limited to two for each driver on each special stage or, when applicable, section (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. Further checks may also be carried out within special stages.

20.3.3 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.

20.3.4 Shakedown stage

It is not mandatory to include shakedown in the reconnaissance schedule.

SCRUTINEERING CHECKS

21. BEFORE THE START

21.1 GENERAL

21.1.1 Cars may be presented at scrutineering by a representative of the team unless detailed in supplementary regulations.

21.1.2 At scrutineering competitors must produce all items of clothing including helmets and a FIA-approved head restraint (formerly called HANS[®]) intended to be used. Compliance with Appendix L Chapter III will be checked.

21.1.3 The crew must show the cars' complete certified homologation form.

21.1.4 Scrutineers have to identify the car. The chassis and cylinder block must be marked.

21.1.5 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the stewards may set a deadline before which the car must be made to comply, or may refuse the start.

22. DURING THE RALLY

22.1 ADDITIONAL CHECKS

Checks of safety items, including clothing, as well as of the car, may be carried out at any time after the start.

22.2 RESPONSIBILITY OF THE COMPETITOR

22.2.1 The competitor is responsible for the technical conformity of his car throughout the rally.

22.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the stewards.

22.2.3 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.

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

23. FINAL CHECKS

23.1 FINAL PARC FERMÉ

After finish formalities cars must be placed in a parc fermé where they shall remain until opened at the instruction by the stewards.

23.2 SELECTION OF CARS

Post event 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 to the stewards.

23.3 HOMOLOGATION FORM

The complete certified homologation form and other necessary certifications must be available for final checks.

SHAKEDOWN

24. SHAKEDOWN REQUIREMENTS

24.1 GENERAL

A shakedown stage may be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. It is optional for the organiser to include the shakedown in the rally's program.

24.2 RUNNING OF SHAKEDOWN

24.2.1 The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.

24.2.2 The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.

24.3 DISCLAIMER

Any person on board the car during shakedown who is not entered for the rally must have signed a disclaimer provided by the organiser.

24.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass the scrutineering.

24.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start.

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS

25.1 SIGNAGE OF CONTROLS

All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation control areas shall be indicated by means of FIA-approved standardised signs complying with the drawings and distances in Appendix I.

25.2 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.

25.3 STOPPING TIME IN CONTROL AREAS

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

25.4 READINESS TO WORK

25.4.1 Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.

25.4.2 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus exclusion time after the due time of arrival of the last competing car.

25.5 SEQUENCE OF CONTROLS AND DIRECTION

25.5.1 Crews must check-in in the correct sequence of controls and in the direction of the rally route, under pain of exclusion pronounced by the clerk of the course.

25.5.2 It is prohibited to re-enter a control area.

25.6 MARSHALS' INSTRUCTIONS

25.6.1 Crews are obliged to follow the instructions of the marshal of any control. Failure to do so will be reported to the stewards.

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

26. 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.

27. TIME CONTROLS

27.1 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.

27.2 CHECK-IN PROCEDURE

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

27.2.2 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.

27.2.3 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.

27.2.4 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.

27.2.5 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.

27.2.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for the road section, these times being expressed to the minute.

27.2.7 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.

27.2.8 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.

27.2.9 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.

27.2.10 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.

27.2.11 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.

27.2.12 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.

27.2.13 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.

27.3 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:

27.3.1 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.

27.3.2 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.

27.3.3 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.

27.3.4 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.

27.3.5 The stage start time shall then be the start time for the following road section.

28. EXCLUSION FOR LATENESS

28.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on the target time on a road section or an accumulative lateness exceeding 30 minutes at the end of each section or Leg of the rally will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

28.2 EARLY ARRIVAL

Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion.

28.3 NOTIFICATION OF EXCLUSIONS

Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section.

29. REGROUPING CONTROLS

29.1 PROCEDURE AT A REGROUP

29.1.1 On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car as directed by marshals. Afterwards the engines must be stopped and the crew must leave the parc fermé.

29.1.2 When a regroup does not exceed 15 minutes, crews may remain in this regroup.

29.2 EXIT FROM A REGROUP

After a regroup during a Leg, the cars shall restart in the order of arrival at the regroup.

SPECIAL STAGES

30. GENERAL

30.1 TIMING

For special stages, timing will be to the tenth of a second.

31. SPECIAL STAGE START

31.1 START POINT

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

31.2 START PROCEDURE

31.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as either a countdown clock and/or a sequential light system. In either case the system must be described in the event supplementary regulations.

31.2.2 The electronic start procedure may be coupled to a device to detect and record if a car leaves the start line ahead of the correct signal (jump start).

31.3 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 starting signal shall be given.

31.4 DELAYED START THROUGH FAULT OF CREW

31.4.1 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.

31.4.2 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.

31.4.3 Any car not able to start from the start line within 20 seconds of the signal to do so will be excluded and the car immediately removed to a safe place.

31.5 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.

31.6 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.

32. SPECIAL STAGE FINISH

32.1 FINISH LINE

Special stages must end in a flying finish. 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.

32.2 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 when applicable 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 neutralisation area or regrouping control.

33. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the clerk of the course may allocate each crew affected times which are judged fair. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure. It will be given the time which it actually set, if any.

34. COMPETITOR SAFETY

34.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on a special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts fastened. Any infringement will be penalised by the Clerk of the Course who may also refer the matter to the stewards.

34.2 SOS/OK SIGNS

34.2.1 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).

34.2.2 In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

34.2.3 Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, 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.

34.2.4 In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist.

34.2.5 If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other crews.

34.2.6 Any crew which is able but fails to comply with the above rules will be reported to the clerk of the course.

34.2.7 Any crew retiring from a rally must report such 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.

34.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road book and signed on the route.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

34.4 RED TRIANGLE

34.4.1 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.

34.4.2 This triangle must be placed even if the stopped car is off the road.

34.5 THE USE OF YELLOW FLAGS

34.5.1 On passing a displayed yellow flag, 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. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.

34.5.2 A crew which has been shown the yellow flag will be given a notional time for the stage as in Article 33.

34.6 TRACKING SYSTEM

In FIA Regional Championship events all cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection return and fitment will be issued by each organiser.

35. SUPER SPECIAL STAGES

35.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

35.1.2 The inclusion of a super special stage in the rally's itinerary is optional.

35.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

35.3 SAFETY PLAN

35.3.1 A separate safety plan complying with the standard safety plan must be submitted to the FIA for the information of the Observers designated for the rally.

35.3.2 To ensure safety, the car of a competitor who fails to correctly complete the stage may be transported to the end of the stage by the organisers.

PARC FERME

36. RULES OF PARC FERME

36.1 APPLICATION

Cars are subject to parc fermé rules:

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

36.1.2 From the moment they enter a control area until they leave it.

36.1.3 From the moment they reach the end of the rally until the stewards have authorised the opening of the parc fermé.

36.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

36.2.1 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.

36.2.2 Crews may enter parc fermé 10 minutes before their starting time.

36.3 PUSHING A CAR IN PARC FERMÉ

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

36.4 TECHNICAL CHECKS

Technical checks may be carried out within the parc fermé by the scrutineers.

36.5 REPAIRS IN PARC FERME

36.5.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, this car may be repaired in the parc fermé in the presence of a scrutineer.

36.5.2 Under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

36.5.3 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 starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

STARTS AND RESTARTS

37. 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 in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

38. RALLY START

38.1 START AREA

Before the start, the organisers may assemble all the competing cars in a starting area, into which cars must be driven a maximum of 4 hours before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations.

38.2 MAXIMUM LATENESS AT START

Any crew reporting more than 30 minutes late at the start of a section shall not be allowed to start that section.

39. START ORDERS AND INTERVALS

39.1 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.

39.2 START ORDER LEG 1

The starting order of Leg 1 is as follows

FIA Priority Drivers - Priority A

FIA Priority Drivers - Priority B

All the other entrants following a starting order left to the discretion of the Organisers

39.3 START ORDER FOR SUBSEQUENT LEGS

The start order for subsequent Legs shall be based on the classification at the finish of the final special stage of the previous Leg excluding any super special stage if run at the end of the Leg.

39.4 START INTERVAL

All cars will start at one minute intervals unless specified otherwise in the supplementary regulations.

39.5 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 as in Article 141 of the Code.

SERVICE

40. SERVICING – GENERAL CONDITIONS

40.1 PERFORMING OF SERVICE

40.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks.

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

40.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

- In service parks
- In refuel zones
- For one team member per car in official car wash areas
- 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)

- 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.

40.2.2 The passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted in service parks.

41. SERVICE PARKS

41.1 SERVICE PARK SCHEDULE

The schedule for each car in the service park is as follows:

41.1.1 15 minutes before the first SS of each Leg.

- Not mandatory for Leg 1 except if following a competitive element of the rally and an overnight regroup.

41.1.2 30 minutes between two groups of stages.

- Optional if remote service zone/s is/are used.

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

41.1.3 45 minutes at the end of Leg except the final Leg.

41.1.4 10 minutes service prior to the finish of the rally at organiser's discretion.

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

41.2 SERVICE PARK IDENTIFICATION

Service parks are indicated in the rally itinerary with a time control at the entrance and exit.

41.3 SPEED INSIDE SERVICE PARKS

The speed of cars in the service parks may not exceed 30 kph. Failure to comply with this limit shall result in a penalty applied by the stewards.

41.4 LAYOUT OF SERVICE PARKS

41.4.1 The organiser must allocate a 'Service Park Zone' (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their 'zone'. These vehicles must carry Service plates.

41.4.2 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.

42. EMPTYING THE TANK AND/OR REFILLING IN THE SERVICE PARK

When necessary as part of service (i.e. changing a fuel tank or pump), 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 stand-by to be provided by the competitor.
- No other work is carried out on the car 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 refuel zone.

43. FLEXISERVICE - 45'

43.1 GENERAL

Flexi-servicing of 45' shall permit the removal of the competing cars from a parc fermé to an adjacent service park, with common entry and exit time controls.

43.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

43.2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé.

43.2.2 Crews may then either enter the service park or leave their car in the parc fermé.

43.2.3 The competing car may be driven by an authorised representative of the competitor only once from the parc fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties,

43.2.4 The competing car may be returned to the parc fermé before the 45 minutes have elapsed without penalty.

43.2.5 The operational window of flexi-servicing time left to the discretion of the organiser but must be declared on the rally itinerary.

44. REMOTE SERVICE ZONES (RSZ)

44.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under Article 44.3.
- Incorporate a 3' technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Article 44.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

44.2 NUMBER OF TEAM PERSONNEL

44.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the zone.
- For entrants of priority drivers or entrants running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

44.2.3 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.

44.3 ELIGIBLE EQUIPMENT AND TOOLS

44.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery operated tools including any necessary lighting
- The addition of plain water to the car systems for which a filling device may be used
- The use of brake bleeding and car cleaning equipment
- The use of paper tissue
- The use of window cleaner.

44.3.2 Ground sheets must be used.

44.3.4 The fitting of extra lights is permitted at remote service zones. The extra lights and the necessary tools to fit it may be transported to the RSZ in a service car.

44.4 RSZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

45. RALLY RESULTS

45.1 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.

45.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as following:

45.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally.

45.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

45.2.3 Provisional Final Classification: classification published by the organiser at the end of the rally.

45.2.4 Official Final Classification: classification approved by the stewards.

45.2.5 In the event of the publication of the results being delayed, a new time of publication must be posted on the official notice board(s).

45.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat, the competitor who sets the best time on the first special stage which is not a super special stage will be proclaimed winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

45.4 FAIR AND IMPARTIAL COVERAGE

The organiser of an event shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

46. PROTESTS AND APPEALS

46.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with the stipulations of Chapters XII and XIII of the Code.

46.2 PROTEST FEES

The protest fee is € 500.

46.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the supplementary regulations of the rally.

46.4 EXPENSES

46.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

46.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

46.5 APPEALS

The supplementary regulations shall contain information on the National Appeal Fee.

The International Appeal Fee is € 12,000.

47. RALLY PRIZE-GIVINGS

47.1 PODIUM CEREMONY

The competitive element of the rally will finish at the "finish Time Control IN".

47.2 PRIZE-GIVING

Prizes for all competitors/crews will be awarded on the ramp, save for the first, second and third in the overall classification where an "olympic-style" podium will be used. If an organiser wishes, there may be a social / sponsor / civic gathering on the same evening. If crew attendance is expected, this must appear in the supplementary regulations.

48. ANNUAL FIA PRIZE-GIVING

48.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning a FIA Championship must be present at the annual FIA prize-giving ceremony.

48.2 ABSENCE

Save in a case of force majeure, absence will entail a fine imposed by the FIA.

FUEL – REFUELLING

49. REFUELLING AND PROCEDURES

49.1 LOCATION

49.1.1 Except as detailed for the change of a fuel tank, crews may only refuel in the refuelling zones (RZ) or at commercial filling stations on the rally route designated by the organisers in the road book.

The refuel zones may be located at:

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

49.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than 2 static RZ's per Leg, one being at the Service Park, may be scheduled.

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

49.1.4 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 safety conditions.

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

49.2 PROCEDURE

49.2.1 Only actions inside a RZ directly involved in the refuelling of the competing vehicle are permitted.

49.2.2 In all RZ's, a 5 kph speed limit will apply.

49.2.3 It is recommended that mechanics wear fire-resistant clothing.

49.2.4 The responsibility for refuelling is incumbent on the competitor alone.

49.2.5 Engines must be switched off throughout the refuelling operation.

49.2.6 It is recommended that the crew remains outside the car during refuelling; however, should they remain inside, their safety belts must be unfastened.

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

TYRES AND WHEELS

50. GENERAL

50.1 COMPLIANCE

All tyres must comply with this article read in conjunction with Appendix IV.

50.2 MOULDED TYRES

All cars must be fitted with moulded tyres. Only marked tyres may be used on special stages.

50.3 CONTROL

At any time during the event, 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.

50.4 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking zone may be established at the exit of the authorised service parks and remote service zones. 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 or/and marshal. In 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 tyre change zone.

50.5 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.

50.6 START DELAYS

When the start of a stage or exit from a regroup is delayed by more than 10 minutes for any competitor, the adjustment of tyre pressures is permitted.

50.7 HANDCUTTING

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is only permitted in the service park.

50.8 STUDED TYRES

If studded tyres are permitted in a rally, the regulations and method of checking on studs must be stated in the supplementary regulations.

For studded tyres, no restrictions are set on the tyres themselves, the number of tyres and the rubber composing them.

However, studs must comply with the regulations in force in each country crossed. Organisers are obliged to state the regulations in force in the supplementary regulations of the rally.

50.9 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

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 service areas where a Tyre change is authorised.

50.10 AVAILABILITY OF TYRES

All tyres used in the Regional Rally Championships must be readily available commercially.

MECHANICAL COMPONENTS**51. MECHANICAL COMPONENTS****51.1 ENGINE REPLACEMENT**

51.1.1 In the case of engine failure between scrutineering and the first time control it is permitted to replace the engine. In this case the engine block must be re-sealed.

51.1.2 Other than above, the same engine block must be used from passing scrutineering until the finish of the rally.

51.2 TURBOCHARGERS

51.2.1 The turbocharger and compressor shall hereafter be referred to as 'compressor'

51.2.2 The regulations in force concerning the air restrictor and marking remain applicable (Article 254-6.1 & 255-5.1.8.3 of Appendix J).

51.2.3 The compressor fitted to the car and one spare compressor will be checked and sealed at pre event scrutineering.

51.2.4 The compressors will be marked with the car number for use exclusively on that car.

51.2.5 All used compressors must remain sealed until the end of the rally in order that scrutineers may check their conformity.

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

51.3 TRANSMISSIONS

51.3.1 For each car of the FIA Priority drivers, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

51.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering. The application of this rule to other cars entered is left to the discretion of the organisers in agreement with the FIA.

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

51.3.4 All the components will be identified by the car's competition number (eg. Car No.1 – Gearbox 1, spare gearbox 1R).

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

51.3.6 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.

51.3.7 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may be reused on the same car.

51.3.8 The marking/sealing must remain intact throughout 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.

52. NOISE LEVEL IN THE SPECIAL STAGES

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter that the gases themselves pass through this catalytic converter. At any time on the road sections, the noise level must be in conformity with Appendix J.

V1 – FIA EUROPEAN RALLY CHAMPIONSHIP/CUPS

ELIGIBLE CARS

4.3 ADDITIONAL PROVISIONS

- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.
- The FIA 2WD European Cup is reserved for Group A cars, Group A Kit cars as described in Article 4 of the FIA Regional Rally Championships Sporting Regulations, Group R cars and Group N cars.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

Points will be awarded for each title in accordance with the scale given in Article 5.1.1 of the Regional Rally Championships Sporting Regulations.

In addition, bonus points for each title will be allocated as shown below:

7, 5, 3, 2 and 1 point for the 1st, 2nd, 3rd, 4th and 5th respectively in the results for each Leg. To be eligible for bonus points, the car must remain in the parc fermé at the end of the rally where they shall remain until opened at the instruction by the stewards.

Points will be awarded for the Cups in each rally taking into account the general classification according to the scale in Article 5.5.1 of the Regional Rally Championships Sporting Regulations. For the Cups, the points will be multiplied by the coefficient of the rally according to Article 5.10.3 below. Points scored in one region cannot be transferred to another region if a driver takes part in rallies in different regions.

5.2 REGISTRATION FEES

5.2.1 Crews registered in the ERC and driving a 2WD-car will automatically count for the FIA 2WD European Cup.

5.2.2 There is no registration fee for the European Rally Cups.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The championship is split into two groups of events (first 6 events and last 5 events in the year). The results taken into account will be 4 best results for the first group and 4 best results for the last group of events. In total the 8 best results. To classify for the championship the drivers must start in minimum 5 events in the year and a minimum of 1 event in each group.

5.5 NUMBER OF CHAMPIONSHIP RALLIES

The Championship comprises a maximum of 11 events.

5.6 REGISTRATION CLOSING DATES

No entry will be accepted after 31 May of the Championship year.

5.7 EUROPEAN RALLY CUPS

5.7.1 General Provisions

The FIA organises three European Rally Cups (the Cups) with one Cup for each region.

The prescriptions for this Championship are the same as those contained in the regulations of the European Rally Championship, except with regard to the following articles.

5.7.2 Constitution of the three different Regions

- European Rally Championship Regional Cup East: Bulgaria, Georgia, Romania, Serbia, Russia and Ukraine.
- European Rally Championship Regional Cup Central: Austria, Croatia, Czech Republic, Hungary, Poland, Slovakia, Slovenia.
- European Rally Championship Regional Cup South-West: Belgium, France, Great Britain, Italy, Portugal, San Marino, Spain, Switzerland.

Each region may include up to 13 events. In each country, no more than 5 rallies may be nominated by an ASN. In each country, no more than 3 events in which the driver has taken part will be taken into consideration for points counting towards the Cup.

5.7.3 Rally Coefficients

The rallies in the Cups are differentiated according to the coefficients 10, 5 and 2.

In each region, the number of coefficient 10 rallies may not exceed 4, all being in different countries.

The coefficient of a rally may be raised or lowered to the benefit or detriment of a rally already included on the calendar. Unless exceptional circumstances prevail, rallies may only move one coefficient. Only rallies of coefficient 10 may be promoted to the European Championship.

Any organiser wishing to see his rally's coefficient increased must submit an application to the FIA, through his ASN, no later than 4 months before the rally is due to be run. Rallies of coefficients 10, 5 or 2 and candidate rallies have to be inspected by at least one observer. Candidate events must respect at least the criteria of coefficient 2 rallies.

5.7.4 Number of Results

The results counting for the Cups will be as follows:

- 11 to 13 events: The number of events run minus 4
- 9 or 10 events: The number of events run minus 3
- 7 or 8 events: The number of events run minus 2
- Fewer than 7 events: All results are counted.

The Classification in each Cup is established taking into account the number of results with a maximum according to Article 5.11.2 above. To be eligible for inclusion in the final classification, a minimum of 3 results must be achieved.

The driver having totalled the highest number of points in each region at the end of the year is declared Winner of the European Rally Championship Regional Cup, South-West, Central or East.

8. EVENT CHARACTERISTICS

8.1 DURATION

8.1.3 Duration of the rally and Schedule (recommended and maximum duration)

The duration of a rally is:

3 days from the beginning of scrutineering (incl. marking and sealing) until the posting of final official classification of the rally.

For the cups, the duration of a rally is three days for coefficient 10 and 5 rallies, from the beginning of scrutineering (incl. marking and sealing) until the posting of final official classification of the Rally and two days for rallies with coefficient 2.

8.4 DISTANCES

The total distance of the special stages is set at a distance between 230 km and 270 km.

8.5 CHARACTERISTICS OF EUROPEAN CUP RALLIES

For coefficient 10 rallies, the total distance of the special stages is between 190 km and 230 km.

For coefficient 5 rallies, the total distance of the special stages is between 170 km and 190 km.

For coefficient 2 rallies, the total distance of the special stages is between 150 km and 170 km.

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 OFFICIAL RALLY GUIDE (NOT OBLIGATORY FOR FIA EUROPEAN RALLY CUPS)

A printed version of the rally guide and supplementary regulations is optional.

SHAKEDOWN

24. SHAKEDOWN

24.2 RUNNING OF SHAKEDOWN

24.2.3 The surface of the shakedown should be the same like the surface of the majority of the special stages.

SPECIAL STAGES

34. COMPETITOR SAFETY

34.7 TRACKING SYSTEM

For FIA Rally Cup events the use of a safety tracking system is not obligatory but it is strongly recommended.

35. SUPER SPECIAL STAGES

35.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

35.1.3 The road surface of a super special stage should be of the same type as that of the Leg in which it is run.

35.3 SAFETY PLAN

35.3.3 This plan must be submitted through an organisers' ASN.

STARTS AND RESTARTS

39. START ORDERS AND INTERVALS

39.6 RE-START AFTER RETIREMENT

39.6.1 General

A crew which has failed to complete a Leg will be assumed to re-start the rally from the start of the next Leg unless they confirm otherwise with the clerk of the course. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. Any competitor who re-starts will not be classified in the final overall classification and thus not be eligible for Championship points, except bonus points.

39.6.2 Service location and time allowed

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

39.6.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering.

The competitor must advise the organiser of the reason of retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered one hour prior to the publication to the start list of the subsequent Leg.

39.6.4 Repairs to restart Leg 1/Section 2

For those cars that fail to finish the super special stage run as Section 1 or retire on the road section between the super special stage Stop control and the parc fermé, if applicable, repairs may be carried out in accordance with Article 39.6.2 and the competitor may restart Section 2 of Leg 1.

The supplementary regulations will specify the time for those competitors who failed to complete the super special stage.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

45. RALLY RESULTS

45.5 PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Leg of a rally. Competitors may however refer in media releases to "winning" a Leg, provided there is no implication that the result is related to the entire rally.

FUEL – REFUELLING

49. REFUELLING AND PROCEDURES

49.3 SINGLE FUEL

For Italian and Spanish rallies counting for the European Rally Championship and Regional Rally Cups only, a single fuel to the specifications prescribed in Article 252.9 of Appendix J is supplied by the organisers and must be used by all competitors.

V2 – FIA AFRICAN RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

2. DEFINITIONS

2.19 COMPETITIVE SECTION

Timed speed test on roads not closed for the rally.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.2 FIA DELEGATES

3.2.1 FIA Technical Delegate

The FIA Technical Delegates' expenses (travel and accommodation) will be paid by the organisers of the events in the Championship.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.4 ADDITIONAL PROVISIONS

African Rally Championship:

- Including cars whose homologation has expired a maximum of 4 years previously.
- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

For any one make, only the best placed car may score points for the Manufacturers' Cup.

Points will be awarded for each title in accordance with the scale given in Article 5.1.1.

For Manufacturers' points, only the best placed car in the first three positions will be eligible to score bonus points. Furthermore, the bonus points allotted will be for the actual position of the car.

5.3 MINIMUM PARTICIPATION REQUIREMENTS

5.3.1 4 events, start in at least two Rallies from each region.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

All results are taken into account.

5.6 NUMBER OF CHAMPIONSHIP RALLIES

The minimum number of rallies required for this Championship to take place is 4.

The rallies in the Championship (the Rallies) are classified in two regions:

North region: Kenya, Uganda, Tanzania, Rwanda

South region: Zimbabwe, Zambia, South Africa, Madagascar

5.7 REGISTRATION CLOSING DATES

By 30 April of the Championship year. The only registration possible after this date is for a change of co-driver.

8. EVENT CHARACTERISTICS

8.1 DURATION

Duration of the rally and schedule (recommended and maximum duration)

All Rallies should adhere to the following format, to run the event with scrutineering on either the Thursday or the Friday of the week:

- 2 days of reconnaissance (reconnaissance for local drivers may be run for 2 days over the preceding weekend).
- 1 day for documentation, scrutineering and super special stage (optional)
- 2 days for the rally and prize giving.

8.2 DISTANCES

Rallies shall not exceed a total length of 1200 km.

Of the 2 formats set out below, only one may be used.

- Special stage Rallies are timed speed tests on roads closed for the rally. The total distance of special stages is set at a distance between 200 km and 300 km.
- Competitive section Rallies are termed 'Safari' type Rallies, run on roads not closed for the Rally. The total competitive section distance is set at a distance between 200 km and 300 km.

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 OFFICIAL RALLY GUIDE

A printed version of the rally guide and supplementary regulations is optional.

CAR IDENTIFICATION

12. ADVERTISING

12.2 ORGANISER'S OPTIONAL ADVERTISING

12.2.5 Organisers are permitted to advertise on the front half and top half of the front door and on 50% of the top of the windscreen.

CONTROLS

27. TIME CONTROLS

27.4 TIME CONTROL FOLLOWED BY A COMPETITIVE SECTION

In the case of competitive section the start time shall be the start time for the following road section. The target time to the following time control will include the time for the competitive section and the following liaison section. At the end of a competitive section there will only be a flying finish and a STOP point but no time control.

28. EXCLUSION FOR LATENESS (FOR AFRICAN RALLY CHAMPIONSHIP ONLY)

28.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or Leg of the rally, or a total lateness for the whole of the rally of more than 60 minutes will result in the competitor concerned being excluded by the Clerk of the Course.

SPECIAL STAGES

34. COMPETITOR SAFETY

34.6 TRACKING SYSTEM

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. On special stages and competitive sections there will be a tolerance of 10 (ten) meters for straying from the centre line of the route as determined by the organisers.

Any car that deviates from this route beyond the tolerance may be subjected to a 10 minutes penalty which will be imposed by the Clerk of Course after examination of the circumstances of the infringement.

35. SUPER SPECIAL STAGES

37.4 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a super special stage or spectator stage (only one per rally), it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 5 minutes.

In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally.

Any crew recording an actual time in excess of the fastest time plus 5 minutes will be allocated time of the fastest time plus 5 minutes.

STARTS AND RESTARTS

39. START ORDER AND INTERVALS

39.2 START ORDER

The starting order will be determined by the African Rally Championship seeding system based on special stage times and in every country where the ARC is held the locally top seeded driver will start first where it is appropriate. A further rotation of the top 4 drivers registered for the championship may be implemented where it is appropriate.

SERVICE

40. SERVICING – GENERAL CONDITIONS

40.3 AIR ASSISTANCE

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

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

45. RALLY RESULTS

45.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times, competitive sections times and all the time penalties incurred on road sections together with all other penalties expressed in time.

V3 – FIA MIDDLE EAST RALLY CHAMPIONSHIP

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER IN FIA REGIONAL CHAMPIONSHIP EVENTS

4.4 ADDITIONAL PROVISIONS

- The air intake may be supplemented by means of a snorkel
- The Middle East Rally Cup for Group N drivers is reserved only for Group N cars.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.3 MINIMUM PARTICIPATION REQUIREMENTS

4 rallies (or 50% whichever is the greater). This applies to all the titles awarded within the framework of this Championship.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

For the final classification of the various categories of the Championship, the number of results taken into account shall be as follows:

If 6 or fewer rallies are held: all results count.

If 7 or 8 rallies are held: all results, less 1, count.

5.5 NUMBER OF CHAMPIONSHIP RALLIES

The minimum number of rallies required for this Championship to take place is 4.

5.6 REGISTRATION CLOSING DATES

On the closing date for entries for the second rally in the Championship.

8. EVENT CHARACTERISTICS

8.1 DURATION

Duration of the rally and schedule (recommended and maximum duration)

Day 1	Issue Tracking devices and Leg 1 Roadbook
Day 2	Reconnaissance Leg 1 Issue Leg 2 Roadbook
Day 3	Reconnaissance Leg 2 Administrative Checks
Day 4	Administrative Checks Scrutineering Pre Event Press Conference (Max 5 Teams) Optional Ceremonial Start Optional Super Special Stage
Day 5	Rally – Leg 1
Day 6	Rally – Leg 2 Ceremonial Finish Optional Function

Finish with prize-giving or separate prize-giving, post-event press conference (the 3 winning crews plus the Group N winner must attend), final scrutineering.

8.2 DISTANCES

The total distance of the special stages is set at a distance between 250 km and 300 km.

The maximum length of each special stage is 33 km. However, in each rally it is possible to include up to 4 special stages with a maximum distance of 45 km.

STANDARD DOCUMENTS AND SCHEDULES

9. FIA STANDARDISED DOCUMENTS

9.1 GENERAL

A printed version of the rally guide and supplementary regulations is optional. The Rally Guide has no regulatory value (see Appendix II – 3).

RECONNAISSANCE

20. RECONNAISSANCE

20.3 RUNNING OF RECONNAISSANCE

20.3.1 Timetable for prohibited reconnaissance

If before (day, date and time) or after (day, date and time) any crew and /or competitor is found on any part of any special stage to be used in the rally, they will be reported to the stewards. If this involves a driver whose parent ASN is that of the country organising the event he will be subject to national suspension. In the case of a foreign licensed competitor/crew, they will be reported to the relevant ASN which will take appropriate action.

20.3.2 Control of passages

Crews are required to present their reconnaissance time card at the start and finish of all special stages. Crews will only be permitted to enter and leave special stages through the start and finish controls.

When controlled and supervised reconnaissance is in place to ensure safety, stages may be run in both directions.

20.3.3 Speed during reconnaissance

The maximum speed limit of 80 kph (however, the organiser is free to apply a lower speed) is imposed on all special stages during reconnaissance. A system of monitoring the speed, route conformity and position of reconnaissance cars during reconnaissance of all special stages by means of GPS tracking devices will be used. Details and times for the installation of these tracking units will be contained in the Rally Guide and in an information bulletin.

20.4 ADMINISTRATIVE REQUIREMENTS

Registration for reconnaissance will take place as stated in the supplementary regulations and/or an information bulletin. At that time reconnaissance number plates, time cards and time schedules will be issued.

Reconnaissance car identification numbers must be attached to the front windscreen (top centre) and on the right and left rear side windows. They must be kept visible for the duration of the reconnaissance period.

SPECIAL STAGES

34. COMPETITORS SAFETY

34.6 TRACKING SYSTEM

34.6.1 For all rallies in the Championship, live satellite or GSM 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.

34.6.2 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 special stages and road sections of the rally. On special stages there will be a tolerance of 5 (five) metres for straying from the centre line of the route as determined by the organisers.

34.6.3 A trace of the movement of all competing cars will be superimposed on the centre line of the special stage route, and any car that deviates from this may be subject to a penalty of 10 (ten) minutes which will be imposed by the stewards upon the proposal of the clerk of the course after examination of the circumstances of the infringement. Recording of the trace of all cars during the rally will be live.

34.6.4 In open terrain rallies, the exact route of all special stages must be clearly marked in order to avoid any possibility of straying, accidental or otherwise.

34.6.5 Any attempt to tamper with or to interfere with the data recording devices fitted to competing cars, or any device that fails to record a trace due to interference by the crew, will be reported to the stewards, who may impose a penalty that may go as far as exclusion.

STARTS AND RESTARTS

39. START ORDERS AND INTERVALS

39.6 RE-START AFTER RETIREMENT

39.6.1 General

A crew which has failed to complete a Leg may re-start the rally from the start of the next Leg. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. To be classified in a rally, any competitor must finish the last Leg.

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. In order to qualify for a restart, the competitor must adhere to the following;

- A. Advise the organisers of the intention to restart the next Leg, at least one hour prior to the publication to the start list of the subsequent Leg.
- B. The car must check in to the overnight parc fermé prior to the next Leg, no later than 6 hours before the scheduled restart of the first car.
- C. The car must retain its original body shell and engine block as marked at pre-event scrutineering and will be subject to re-scrutineering in parc fermé prior to the start of Leg 2. The competitor must be represented during this re-scrutineering at a time to be advised by the organisers.

39.6.2 Penalties

The crew will be penalised at the rate of 5 minutes for every stage not completed in Leg 1 added to the fastest time set for that stage irrespective of group/class. Should retirement occur after the last special stage on Leg 1, the crew concerned will nonetheless be deemed to have missed that last special stage and the penalty will be 10 minutes. This 10 minute penalty can be applied only once in a rally.

Any crew that deliberately retires on Leg 1 with the perceived intention of gaining an advantage in order to better its position for Leg 2 will be judged by the stewards, who may not permit the re-start. The stewards may apply sanctions against the competitor and/or crew concerned in accordance with Article 141 of the Code.

39.6.3 Repairs to restart Leg 1/Section 2

For those cars that fail to finish the super special stage run as Section 1 or retire on the road section between the super special stage Stop control and the parc fermé, if applicable, repairs may be carried out in accordance with Article 41.4.2 and the competitor may restart Section 2 of Leg 1.

V4 – FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

For any one make, only the best placed car may score points for the Manufacturers' Cup.

Points will be awarded for each title in accordance with the scale given in Article 5.1.1.

In addition, bonus points for each title will be allocated as shown below:

5, 4, 3, 2 and 1 for the 1st, 2nd, 3rd, 4th and 5th respectively in the results for each Leg. To be eligible for bonus points, the car must remain in the end-of-rally parc fermé until the stewards have authorised the opening of the parc fermé.

For Manufacturers' points, only the best placed car in the first three positions will be eligible to score bonus points. Furthermore, the bonus points allotted will be for the actual position of the car.

For those events which use a 3 Leg format, bonus points will be awarded only for the 2 Legs with most scheduled SS km.

5.1.3. Registration

5.1.3.1 Registration requirements

- In addition to drivers and co-drivers, each competitor must be registered for the APRC with the FIA

- To be eligible for any Asia Cup or Pacific Cup awards each competitor, driver and co-driver must register with the FIA and the registration may be for either Cup but not both. Registration for either Cup together with APRC registration is permitted.

5.1.3.2 Wild Cards

ASN's can nominate up to 4 wild cards (local drivers) to be considered as registered for APRC, hence start with the registered group on Leg 1. They shall be shown in the Entry List as 'WC', and will be eligible to score APRC points in the APRC and the relevant Cup. No registration fee is payable. If competitors decide to continue and contest further APRC events, they must register with FIA and pay the fee, to be able to score points on subsequent events.

All wild card nominations must be accepted by the APRC Executive. The closing date for wild card nominations is the close of entries of the event.

Wild Cards must register and compete in one or more additional events to be eligible for awards.

5.1.3.3 Team Entries

A registered competitor may nominate a minimum of 1 registered driver, for any nominated event on the APRC calendar to be eligible to score team points. Such drivers will score points (as per Art 5.1.1) towards a team trophy to be awarded at end of series.

Drivers nominated to score team points may be registered for APRC, either Cups or a Wildcard. Or they can be registered and nominated for individual events for team points only.

Teams must nominate and register their drivers before the close of entries for each nominated rally.

5.2 REGISTRATION FEES

One time payment for co-driver covers change of co-driver. Where the competitor is the driver or co-driver of the car no additional fee will be payable.

5.3 MINIMUM PARTICIPATION REQUIREMENTS

6 nominated events of which at least 5 must be contested.

Failure to enter or attend any nominated rally shall still require the competitor to pay the full entry fee to the organiser.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

Results from all nominated rallies.

5.5 NUMBER OF CHAMPIONSHIP RALLIES

The number of Championship events is 7 which must take place in the FIA Asia Pacific Region.

STANDARD DOCUMENTS AND SCHEDULES

9. FIA STANDARDISED DOCUMENTS

9.4 RALLY GUIDE

It is required that organisers publish two Rally Guides:

- Rally Guide 1 – 5 months before the start of the rally. This should contain information for teams to plan their arrangements for the rally.
- Rally Guide 2 – 3 weeks before the start of the rally. This must contain all of the information required in Appendix II-3

STARTS AND RESTARTS

39. START ORDERS AND INTERVALS

39.2 START ORDERS

For Leg 1 of the rally, the APRC registered competitors will start first as a group except where the Clerk of the Course repositions one or more drivers in the interests of safety under Article 39.5.

39.6 RE-START AFTER RETIREMENT

39.6.1 General

A competing car which fails to finish any Leg of a rally will be permitted to restart the next Leg. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. Any competitor who re-starts will not be classified in the final overall classification and thus not be eligible for Championship points, except bonus points.

To be eligible for Leg bonus points, the car must remain in the end-of-rally parc fermé until the stewards have authorised the opening of the parc fermé.

39.6.2 Service location and time allowed for repairs in case of a restart

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé prior to the next Leg, no later than 6 hours before the scheduled start of that Leg.

39.6.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering.

The competitor must advise the organiser of the reason of retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered one hour prior to the publication of the start list of the subsequent Leg.

39.6.4 Repairs to restart Leg 1 / Section 2

For those cars that fail to take part in or to finish a super special stage run as Section 1 of Leg 1 or retire on the road section between the Stop Control and the parc fermé, repairs may be carried out in accordance with Article 39.6.2 and the car may restart Section 2 of Leg 1.

SERVICE

40. SERVICING – GENERAL CONDITIONS

40.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

40.2.3 Crew cool suits or vests

The passing of crew cooling vests or of ice for purpose of replenishing re-circulating cool suits to and from the crew is permitted at remote fuel zones or at other locations as identified by the organizers in the Supplementary Regulations or by way of bulletin.

40.3 SERVICING OF ON-BOARD CAMERAS

Solely for the purpose of servicing of, or replacing tapes in onboard camera equipment, it is permitted for identified and authorized personnel to do such work in locations other than the service parks. These locations may include, but are not restricted to, parcs fermé, and will be identified by the organizers in the

supplementary regulations or by way of bulletin. All such work carried out will be done under the supervision of a marshal or rally official.

MECHANICAL COMPONENTS

51. MECHANICAL COMPONENTS

51.3 TRANSMISSIONS

51.3.1 For each car of the FIA Priority drivers and APRC registered drivers, including wild cards, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

V5 – FIA NACAM RALLY CHAMPIONSHIP (NRC) (North and Central America)

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, must be written at least in Spanish and in English. In the event of any dispute concerning the interpretation of the regulations, only the Spanish text will be binding.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards (the stewards) shall always comprise three members. The chairman and one member shall be appointed by the FIA/NACAM and be of a different nationality from that of the organising country. The Championship Organising Committee shall appoint the second Steward.

The third member shall be appointed by the ASN of the country organising 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.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.5 NATIONAL CARS

4.5.6 The Championship Organising Committee will decide on the admittance of these cars

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.3 A co-driver will only be able to score points for his/her championship together with the driver with which he registered in the championship. If the co-driver changes driver after the start of the championship he/she will not be able to score for the co-driver classification with the new driver, except if approved by the Championship Organising Committee and only for reasons of force majeure.

5.2 REGISTRATION FEES / DEPOSIT

The championship registration fee for the driver and co-driver will be \$300 USD for the 5 NRC events. Additionally, each crew must make a deposit guaranteeing their participation in the championship that will be returned to the crews after the 5 dates on which the crews have complied with their commitment of taking part in the 5 rallies. Should any of the crews retire from the championship, not completing the 5 participations, the guarantee will be charged and the amount will not be returned. The amount to be deposited as a guarantee is \$1,000 USD. Both payments must be made in a single instalment, the deadline being 25 March 2011.

The entry fee for the rallies of the championship will be \$300 USD per event, amounting to a total of \$1,500 USD. This payment must be made in a single instalment, the deadline being 8 April 2011.

The entry fee to be paid for the driver and the co-driver will be \$ 400 USD for each of the 5 events, if they enter only some of the events but do not register for the championship.

All registration, entry and guarantee payments must be deposited into the bank account designated by the Championship Organising Committee.

5.3 MINIMUM PARTICIPATION REQUIREMENTS

Taking the start of the first special stage of the 5 rallies counting towards the classification of the Championship is necessary to be eligible for the final championship classification.

The points for the classification of the NRC will only be awarded to those crews that have entered all nominated rallies.

If for any reason whatsoever a crew entered in all events of the NRC shall not be able to take part in some of them, the points scored by the crew will NOT be removed and shall be taken into account for the final OVERALL and CLASS classification of the NRC.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

Results from all nominated rallies.

8. EVENT CHARACTERISTICS**8.1 DURATION**

The maximal duration will be of 4 complete days including scrutineering, reconnaissance, shakedown (if applicable), and the prize giving ceremony of the rally. The events have to include a minimum of two sections.

8.2 RALLY SCHEDULE

The recommended schedule for the event is as follows:

THURSDAY Reconnaissance of the route.

FRIDAY Reconnaissance of the route, administrative checks and scrutineering, Shakedown, ceremonial events and start of the first Leg (if possible)

SATURDAY Second Leg (or first Leg)

SUNDAY Third Leg (or second Leg), podium and prize giving ceremony

8.3 SPEED RESTRICTIONS ON ROAD SECTIONS

The maximum average speed on road sections is of 130 km/h

8.4 DISTANCES

The total distance of the special stages is set at a distance between 100 km and 180 km. The maximum length of a special stage is 36 km.

STANDARD DOCUMENTS AND SCHEDULES**9. FIA STANDARDISED DOCUMENTS****9.2 ROAD BOOK**

9.2.1 The road book must be made available to all the competitors at least 12 days before Leg 1.

The Road Book must be published on the event website and the website of the Championship Organising Committee.

9.2.2 A printed version is compulsory.

9.2.3 The official format of the Road Book is letter sized.

CAR IDENTIFICATION**11. COMPETITION NUMBERS****11.7 NUMBER PACKAGE**

A number package will be handed out by the Championship Organising Committee during the administrative checks of the first event. These numbers must be affixed to their car prior to scrutineering.

The cost of the number package will be USD \$50.00, which will be paid by the entrant to the Championship Organising Committee.

SCRUTINEERING CHECKS

21. BEFORE THE START

21.1 GENERAL

21.1.6 Each participating car of the NRC must have a technical passport which must be shown to the scrutineers at scrutineering. The scrutineer shall make all notes considered to be appropriate to keep a technical history of each car, the details to be corrected, etc.

SPECIAL STAGES

35. SUPER SPECIAL STAGES

35.4 MAXIMUM TIME

Any crew recording an actual time in excess of the fastest time of their class plus 5 minutes will be allocated the fastest time of the class plus 5 minutes.

35.6 NOT COMPLETED SUPER SPECIAL STAGE

If a car fails to complete a super special stage, it will be placed at the road section after the final section of the stage and the crew will be allocated a stage time of the fastest time of their class plus 5 minutes. In such a case, the vehicle will be deemed to have completed the stage at its due time and shall respect the regulations as regards applicable penalties, as well as all other regulations and service restrictions of the rally.

When an organiser schedules a super special stage as Section 1 of Leg 1 to open the Rally in the evening, an entrant who fails to take part in or finish that stage will be given a penalty as stated above.

STARTS AND RESTARTS

39. START ORDERS AND INTERVALS

39.2 START ORDERS

On Leg 2 or 3 (where applicable), drivers registered in the NCR will start first as a group.

39.6 RE-START AFTER RETIREMENT

39.6.1 In order to classify in their class and in the general classification of the event, the rally has to be finished. However, any car which has been hindered from continuing in a special stage due to a mechanical problem and/or light accident, may restart the following special stages providing that it complies with the technical and sporting rules of these regulations, including the rally itinerary, thus being able to score for the classification in its class and in the general classification.

39.6.2 In order to restart the event, the car will be considered as retired from the stage once the sweeper car has passed. The sweeper car shall ask the crew whether they wish to retire definitively or choose to request for a restart.

39.6.3 Should the crew decide to request for a restart, the car shall be taken directly to the place scheduled by the organisation for the next service indicated in the Road Book. The car may be towed or driven to the scheduled place after being provisionally repaired. The car will be guarded by an event official whenever possible.

39.6.4 Should the special stage on which the car broke down be used to run another stage but in opposite direction, the clerk of the course may authorise the retirement of the car in opposite direction of the stage in order to speed up the event.

39.6.5 Should the special stage on which the car broke down be used to run another stage but in the same direction, the clerk of the course may authorise the retirement of the car in the same direction of the stage in order to speed up the event.

39.6.6 The entrant of the car or the crew shall fill-out the request to restart the event, and have it signed by the scrutineer, who will check the car to verify whether the retirement of the car was justified due to mechanical problems and/or accident, or just a trick of the crew in order to obtain competitive advantage, which would be penalised with the exclusion of the event. The scrutineer shall issue his/her opinion so that the restart of the car regulations may be approved by the Stewards.

39.6.7 Once the scrutineer has accepted the restart of the car and informed the Stewards who authorise the restart, the car will have the chance to repair the damages sustained until the service time scheduled for the last vehicle participating in the NRC plus one minute. This is in order to make him/her comply with

the service time and leave the service area one minute after the last NRC car which entered the service area without problems. The Stewards may reposition the car with a new time if considered necessary for reasons of safety.

39.9.8 A car restarting shall not undergo more than one service, nor take part in the special stages between two or more services. It must restart at the new ideal time scheduled by the Stewards. If the event is made-up by two or more Legs, the Panel of Stewards may be asked for a restart on the following Leg.

39.6.9 For all those special stages in which the car does not take part between the special stage in which the request to restart to the sweeper car was made and the next service stage, the crew will be awarded the best time of the class plus 5 minutes. The same applies to the following special stages or super special stages in which the car does not take part. The crew will not be penalised at the control posts which they have not passed during that time. However, they will have to check-in at the control post of the service stage finish at the time allocated by the Stewards.

39.6.10 In order to restart the event, the car must be fitted with the same engine and chassis at the exit of the service stage, including the block, with which the car entered the event. No other car or “spare car” may be used. Only those components may be changed which have been marked during the pre-event scrutineering and those which are not marked but are usual spare parts, under the conditions established in the regulations.

39.6.11 Any car which has sustained an accident or mechanical problem may rejoin after complying with this requirements, being checked and approved by the scrutineer and approved by the Stewards.

39.6.12 Should the crew decide not to continue in the event after an accident or mechanical problems, they shall sign a document accepting the decision and submit it to the clerk of the course who will inform the Stewards.

39.6.13 If a car has an accident or mechanical problem after the start of the last special stage of the Leg, the crew may still be able to request to restart the event with the penalties being applied as mentioned above.

39.6.14 Any car which was not able to finish the Leg, and according to the afore-mentioned, may be repaired during the night at the discretion of the competitor. It may be repaired and inspected by the scrutineer at the time allocated by the Stewards before the start of the event on the next Leg.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

46. PROTESTS AND APPEALS

46.2 PROTEST FEES

The protest fee is \$ 500

46.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car the claimant shall enclose \$1,000 USD. This amount will not be returned if the protest is unfounded

47. RALLY PRIZE-GIVINGS

47.3 TROPHIES

At the end of each event double trophies will be awarded to the overall top three positions of the general classification and to the overall top three positions of each class. The organizer of the event undertakes to provide the trophies for the prize-giving, which must be approved and authorised by the Championship Organising Committee, be worth a rally prize-giving and carry the logos of the NRC, NACAM and FIA

47.4 ATTENDANCE REQUIREMENTS

The driver and co-driver must be present at each of the prize-giving ceremonies to receive their trophies. A fine of \$ 150 USD will be imposed by the organisation to crews not complying with this rule.

2011 FIA Regional Rally Championships APPENDICES

INDEX

APPENDIX I CONTROL SIGNS

APPENDIX II STANDARD DOCUMENTS

	DOCUMENT	AVAILABILITY
1	Supplementary regulations	Website + printed
2	Bulletins	Website + printed
3	Rally Guide	Website + (printed optional)
4	Itinerary	Website + printed (with supplementary regs)
5	Road book	Printed
6	Time card	Printed
7	Standard entry form	Website + printed (with supplementary regs)
8	Start lists & Results at the rally	(Website optional) + printed

The following additional documents are required, but are of free format:

- Safety plan
- Maps
- Programmes
- Organisation handbooks
- Internal documents





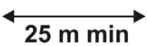

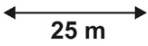


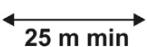

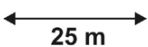


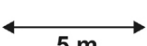

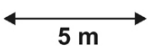


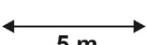

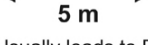


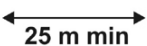





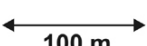



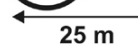

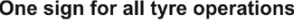


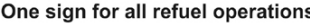


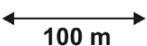



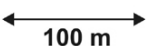


APPENDIX III SAFETY

APPENDIX IV TYRES

APPENDIX V ORGANISATIONAL REQUIREMENT SPECIFICATION
(for organisers' only – no regulatory value for competitors)

APPENDIX I

RALLY CONTROL SIGNS

Control type	CONTROL ZONE (Diameter of sign: about 70 cm)		
	 Direction of rally	 Direction of rally	 Direction of rally
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGNS End of Control Area
PASSAGE CONTROL	 	  PC	
TIME CONTROL	 	  TC	
TC AT SERVICE PARK ENTRANCE	 	  TC	
TC AT SERVICE PARK EXIT	 	  TC Usually leads to RZ and/or TZ	
TIME CONTROL AND SS START	 	  TC	  SS START
END OF SS	  ADVANCE INDICATION	  FLYING FINISH LINE	  STOP CONTROL
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: 55 cm minimum)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE SYMBOL ON BLUE BACKGROUND *	
TYRE MARKING/CHECKING		 	
REFUEL ZONE		 	
RADIO POINT	  WARNING SIGN	  RADIO POINT	
MEDICAL VEHICLE POINT	  WARNING SIGN	  MEDICAL VEHICLE POINT	

Distance shall be respected as near as practically possible.

* Previous colours/design of these signs may be used until replacements are required.

Time Control



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

SS Start



Colour: **RED**

Flying Finish Line



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Stop Control



Colour: **RED**

End of Control Area



Colour: **BEIGE**

Passage Control



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Begin of Refuel Zone



Colour: **BLUE**

End of Refuel Zone



Colour: **BLUE**

Radio Point



Colour of Control Area Entry: **YELLOW**
Colour of Control: **BLUE**

Medical Vehicle Point



Colour of Control Area Entry: **YELLOW**
Colour of Control: **BLUE**

Begin of Tyre Marking/Checking



Colour: **BLUE**

End of Tyre Marking/Checking



Colour: **BLUE**

APPENDIX II

STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS

Each event must produce supplementary regulations (Article 27 of the Code).

An electronic version of the supplementary regulations must reach the FIA according to the Regional Rally Championships Sporting Regulations.

Within four weeks following receipt of the draft, the FIA will inform the organiser of any modifications to be made, and will issue a visa authorising their publication.

The supplementary regulations must be both printed in A 5 format and appear on the official rally website according to the Regional Rally Championships Sporting Regulations.

Printed versions must be distributed at least to all competitors and rally officials.

Two copies of the final supplementary regulations must be sent to the FIA upon publication.

CONTENT

INDEX

1. Introduction

1.1 Text similar to:

'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2011 FIA Regional Rally Championships Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

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)

*Additional information will be published in the Rally Guide, issued on.... [Date of publication]
The 2011 FIA Regional Rally Championships Sporting Regulations can be found at... [FIA website]'*

1.2 Road surface

1.3 Overall SS distance and total distance of the itinerary

2. Organisation

2.1 FIA titles for which the rally counts

2.2 Visa numbers – FIA and ASN

2.3 Organiser's name, address and contact details (permanent office)

2.4 Organisation committee

2.5 Stewards of the Meeting

2.6 FIA Delegates & Observer

2.7 Senior officials

2.8 HQ location and contact details (tel. & fax.)

3. Programme, in chronological order (dates and times), giving location as necessary

- Issuing of the road book, map and Rally Guide
- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)
- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Collection of tracker systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Drivers’ briefing (if applicable)
- Helicopter pilots’ briefing (if applicable)
- Shakedown and time-schedule
- Pre-event Press Conference
- First Stewards’ meeting
- 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 Legs
- Start of the following Leg
- Podium Ceremony/Prize-giving
- Post-event Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classification
- Time of Publication of Final Official Classification

4. Entries

- 4.1 Closing date for entries
- 4.2 Entry procedure
- 4.3 Number of entrants accepted and classes
- 4.4 Entry fees / entry packages for Private Entrants
- 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

The following text is recommended to cover the use of tyres:

In addition to complying with the 2011 Regional Rally Championships Sporting Regulations, the following quantities and type of tyre are confirmed for use.

<i>Tyre Type</i>	<i>Compound</i>	<i>Driver Priority</i>	<i>Max. no. of tyres</i>	<i>Extra for shakedown</i>	<i>Total for rally</i>

- 7.2 Tyres for use on reconnaissance – if necessary
- 7.3 National laws or special requirements (if any)

-
- 8. Fuel**
- 8.1 Ordering procedure
- 8.2 Closing date for ordering FIA fuel
- 8.3 Distribution for non-priority drivers
- 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:
- Entrants license
 - Driver and Co-driver competition licenses
 - Driver and Co-driver passports or identification
 - ASN authorisation, for all foreign competitors
 - 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 Article 252.7.7)
- 11.3 Windows/Nets (Appendix J Article 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 Finish procedure (only if different from the Regulations)
- 12.3 Permitted early check-in
- 12.4 Super special stage procedure and running order (if applicable)
- 12.5 Any special procedures / activities including the organisers' promotional activities
- 12.6 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, location
- 15.2 Protest fees
- 15.3 Appeal fees
- Appendix 1** Itinerary
- Appendix 2** Reconnaissance schedule
- Appendix 3** Names and photographs of CROs & their itinerary
- Appendix 4** Decals and positioning of supplementary advertising
- Appendix 5** Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements
- Appendices 6, 7, etc.**
Items at the organisers' discretion.

2. BULLETINS

Bulletins are defined in Article 2.1 of these regulations.

They may be issued either:

- By the organisers, up to the commencement of scrutineering with the approval of the FIA. 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 the FIA

or

- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of the delayed posting of the Provisional Final Classification may be issued by the clerk of the course.

Bulletins must be numbered and dated. They shall be printed on yellow paper and posted on the official notice board(s) and on the event website.

Where possible, notifying competitors electronically of publication of a bulletin is recommended.

The entrants (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 the FIA or after being issued by the stewards of the meeting (where applicable).

3. RALLY GUIDE

Rally Guide

The concept is to have all rally paperwork in one document whether for media, officials or competitors. The Rally Guide will be published as an electronic document and distributed at least 3 weeks before the start of the rally to all entrants.

* Supplementary Regulations fully detailed in Appendix II-1

CONTENT			
Art.	Headings and Subheadings	SR*	RG
1	Introduction / welcome Introduction from top officials, chairman, etc "This document has no regulatory power – for information only"	- -	X X
2	Contact details a) Permanent organisation contact details Postal and visitors' addresses, phone and fax E-mail and internet addresses Key contacts b) Rally HQ contact details Address, phone and fax Rally office opening hours c) Media contact details	X X X X X X -	- - - X X X X
3	Programme and critical deadlines a) Schedule before the rally week b) Schedule during the rally week	X X	X X
4	Entry details Titles for which the rally counts List of entry fees Entry packages for non-FIA registered teams	X X X	- - -
5	Service park(s) and Remote Service Zones if applicable Information about the service park(s), etc Facilities at service park Service park content – see list at the end of this Appendix	- - -	X X X
6	Two-way radio Contact details to person / authority in charge	-	X
7	Fuel / Tyres Information on requirements /availability	X	X
8	Import of vehicles and spare parts National laws / customs clearance / agents	-	X
9	Helicopters Registration procedure / information on hire companies	-	X
10	Hospitality arrangements Contact details for person/company in charge of hospitality arrangements	-	X
11	Hotel / accommodation reservation List of hotels Contact details for reservations	- -	X X
12	Reconnaissance GPS tracking (collection & return point)	X	X
13	Scrutineering, sealing and marking Date, place and time-windows (individual times in bulletin) Preparations to be made before the car is brought to scrutineering Collection / return points for safety tracking system Final scrutineering	X - X X	X X X X
14	Shakedown General info & times (location, stage length, distance to service park, etc.)	X	X
15	Start procedure Programme and instructions	X	X
16	Finish Procedure Programme and instructions	X	X

Art.	Headings and Subheadings	SR*	RG
17	PR activities Rally shows etc	-	X
18	Media Contact before the event Accreditation procedure / criteria and deadline Accreditation desk – location and opening hours Media room – location and opening hours Press Conferences – time and location Teams' media contacts Expected media coverage (TV & radio, times, channels and frequencies)	- - - - X - -	X X X X X X X
19	Medical and Safety Service Emergency number Telephone numbers for: - Hospitals in the area - Police - Towing service - Pharmacies	- - - - - -	X X X X X X
20	List of useful facts and services Climate Time zone Currency Hire car companies Airline companies and airports Copy service Mobile phone (Rental and service) Security companies Taxis	- - - - - - - - -	X X X X X X X X X

APPENDICES		SR	RG
Note: Format of Appendices is at the discretion of the organiser.			
Headings			
Itineraries			
All Days		X	X
Itinerary compared with previous years		-	X
Recce schedule		X	X
Maps (A4 format)			
Overview Maps (each Leg)		-	X
Special stage maps and recce maps		-	(optional)
Shakedown map,(if applicable)		-	X
Relevant cities / towns (showing HQ, service park, hospitals etc)		-	X
Road books or regional maps, town maps, diagrams to explain how to travel			
From airport to SP (or road connections)		-	X
Between HQ and service park		-	X
From service park to shakedown		-	X
From shakedown to service park		-	X
Between HQ and scrutineering		-	X
Between service park and scrutineering		-	X
Between service park and remote / additional refuel zones (if any)		-	X
Between service park and remote service zone (if any)		-	X
Between HQ and media centre (if applicable)		-	X
Drawings and layouts			
Scrutineering & noise check area		-	X
Remote Service Zone (if applicable)		-	X
Rally HQ		-	X
Starting area		-	X
Finish area		-	X
Service Park drawing		-	X

Organisers may consider use of forms for the following:

Hotel / accommodation reservation
Service park facilities
Media accreditation
Recce registration
Additional material order
Two-way radio form (if applicable)
Customs clearance form (if applicable)

Check list for Service Park plans:

- TC in / TC out (with numbers)
- Parc fermé (flexi-service / superally)
- Technical zone
- Tyre marking zone
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out of SP
- Position for emergency service, fire brigade medical centre, etc
- Auxiliary parking areas
- Press and VIP parking areas
- Spectator parking
- Rally office / information centre
- Public toilets
- Water supply
- Rubbish area(s)
- Helicopter pad

4. ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY

1 - SSS TO START THE RALLY

Start Leg 1			Thursday 28 July 2011			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start Leg 1 - (Anytown Pavilion)					18:15
RZ 1	Refuel - All competitors					
	Distance to next refuel	(2.06)	(24.98)	(27.04)		
1		-	10.49	10.49	00:25	18:40
SS1	SSS Trotting Track 1	2.06	-	-	-	19:00
1A	Parc fermé IN	-	14.49	16.55	0:30	19:30
Overnight regroup						
Re-Start Leg 1			Friday 29 July 2011			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé OUT - Service IN	-	0.00	0.00	-	06:00
	Service A - Anytown Pavilion	(2.06)	(24.98)	(27.04)	0:15	
1C	Service - OUT	-	-	-	-	06:15
RZ 2	Refuel – All competitors					
	Distance to next refuel	(50.68)	(99.16)	(149.84)		

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 regroupings 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 End of Leg 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 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

2 - TYPICAL SERVICE DURING A DAY

SS10	Vesuvius 1	22.80			11:40
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

Section 4

5

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.11). When there is no regrouping involved, there should be a 3 minute Technical Zone before the service park entrance.

3 - REMOTE SERVICE & REFUEL

Start Leg 1		Friday 28 October 2011				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start Leg 1 - Skrunda	(0.00)	(0.00)	(0.00)		06:00
RZ 1	Refuel - City					
	Distance to next refuel	(0.00)	(136.00)	(136.00)		
RZ 2	Remote Refuel					
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1	Talsi 1	32.14	-	-	-	09:25
2		-	3.17	35.31	0:38	10:03
SS2	Pampal 1	5.13	-	-	-	10:06
3		-	5.79	10.92	0:15	10:21
SS3	Roja 1	27.88	-	-	-	10:24
RZ 3	Remote Refuel					
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone IN		53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone OUT - Service IN		0.03	0.03	0:03	12:00
Remote Service A - Dundaga		(65.15)	(227.49)	(292.64)	0:15	
3C	Remote Service - OUT	-	-	-	-	12:15
RZ 4	Remote Refuel					
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

Section 1

Section 2

NOTES

For the procedure in and the setup of a remote service please refer to Article 44

4 - TYPICAL FLEXI-SERVICE AT THE END OF A LEG

SS13 Vesuvius 2		22.80			16:35
13A	Parc Fermé & Technical Zone IN	50.68	73.48	1:25	18:00
13B	Parc Fermé OUT - Flexi Service IN				
Flexi Service F (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:45)
13C	Flexi Service OUT - Parc Fermé IN				
All cars must be returned to Parc Fermé no later than					21:00
Leg 2 totals		145.18	322.12	467.30	

Section 5

NOTES

- The method of calculating the flexi-service window in which all cars must be returned to parc fermé is: The scheduled time due of the last competitor at Service IN + 30' maximum lateness + 45' service time + 15' 'safety net'.

5 - TYPICAL END OF RALLY

SS18 Roja 2		7.25			12:05
18A	Regroup & Technical Zone IN	65.13	81.38	1:15	13:20
18B	Regroup OUT - Service IN			00:03	13:23
Service J (Football Stadium)		(79.97)	(188.53)	(268.50)	(00:10)
18C	Service OUT - Finish - Holding IN				13:33
Podium					14:00
Leg 3 totals		79.97	188.53	268.50	

Section 9

TOTALS OF THE RALLY				
	SS	Liaison	Total	* %
Leg1 - 7 SS	136.21	292.98	429.19	31.7%
Leg 2 - 6 SS	145.18	322.12	467.30	31.1%
Leg 3 - 5 SS	79.97	188.53	268.50	29.8%
Total - 18 SS	361.36	803.63	1164.99	31.0%

* % = the percentage of the total distance of special stages.

A table as above should conclude the final itinerary page.

5. ROAD BOOK

1. GENERAL REQUIREMENTS

- The Road book must be distributed according to the FIA Regional Rally Championships Sporting Regulations.
- There may be one book for the entire rally or a different book for each Leg. If different books are used, there should be an obvious method of distinction.
- The road book shall be A5 size (NACAM: legal size) and bound on the left side with metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness 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 and the national language (optional).
- 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.

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 trip meter calibration should 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.

3. INSTRUCTION PAGES

When a rally route is exactly duplicated (i.e. 2 identical sections l) 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 or Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park, are recommended.
- 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 in case if 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 regroupings 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 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)

4. FINAL PAGES

- Alternative routes may be included as a section at the end of the road book on paper with a different colour.
- Other requirements at the end of the road book:
 - Retirement form
 - Enquiry form
- To include the SOS/OK symbols in A4 size (folded in landscape format) as last page in the road book is optional for the organiser.
- 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.

5. OTHER USEFUL INFORMATION

- A trip meter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified.
- 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.

Example:

Liaison information

TC 7/11 Hermeskeil	DISTANCE: 41,51 km	DAY: 2
TC 8/12 Neunkirchen	AVERAGE 62,27 km/h	SECTION: 3/4
	TIME ALLOWED: 40 min	

SS information

TC 8/12 Neunkirchen	DISTANCE: 24,00 km	DAY: 2
TC 9/13 Freisen	RECORDS REVISED ROUTE	SECTION: 3/4
	8/12	TIME ALLOWED: 30 min
ST. WENDELER LAND 1/2	16,95 km	

Total KM from TC to TC

Scheduled Time

SS Number

Turn quickly the page over ≤200 m

SS information

DIRECTION		INFORMATION	
DISTANCE	PARTIAL	RECORDS REVISED ROUTE	2007
15,88	0,90	1,07	8,12
16,52	0,64	0,43	7,48
16,91	0,39	0,04	7,09
16,95	0,04	0,00	7,05
17,19	0,24		6,81

1 **2** **8**

ASPHALT

GRAVEL

KMs to Stage Finish

Detailed Photo

Delete line ≤200 m

Turn quickly the page over ≤200 m

Liaison information

TC 7/11 Hermeskeil	DISTANCE: 41,51 km	DAY: 2
TC 8/12 Neunkirchen	AVERAGE 62,27 km/h	SECTION: 3/4
	TIME ALLOWED: 40 min	

SS information

DIRECTION		INFORMATION	
DISTANCE	PARTIAL	RECORDS REVISED ROUTE	2007
38,48	3,21	3,03	
39,23	0,75	2,28	
40,53	1,30	0,98	
41,10	0,57	0,41	
41,51	0,41	0,00	

SS Number

Distance to start

ASPHALT

GRAVEL

KMs to Stage Finish

Detailed Photo

Delete line ≤200 m

Turn quickly the page over ≤200 m

6. STANDARD FIA TIME CARDS

1. GENERAL

- A separate time card must be issued at least for each section.
- The target time for covering the distance of a road section must appear on the time card.
- Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- Time cards should be issued and collected at the end of each section. Used time cards then become available for the results teams to check. Ideally a separate new card should be used for end of Leg 45' service (as in example for 'Flexi-Service B').
- An organiser may propose to the FIA the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FIA before use.

2. DESIGN

- See the following sample.
- The centre column is for completion by officials and right hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: 9.9 cm x 21 cm (to print 3 time cards from an A4 sheet) or 11 cm x 18.5 cm
- Boxes size: 1 cm
- The card should be at least 300gsm card or 270µm polyester paper (for poor weather conditions). Note that polyester paper, although waterproof, cannot be easily folded. An alternative is to produce a time card with cover – i.e. a card of 22 x 18.5 cm folded, that has a cover to protect the written area.
- When many TC's are involved, reverse side printing or use of a side by side (and folded inwards) design may be used.
- The printing colour is free. For example, an organiser may use a sponsor colour, or a different colour for each section or simply grey and black.

Logo
of
Rally

Car No.

Timecard A

WRC

Day 1 - Sec 1
15 Jun 2010



TC
0

Start

COMPETITOR
USE

ACTUAL START

H	M
---	---

TC 0



TARGET TIME

00	25
----	----

DUE TIME

H	M
---	---

TC 1

TC
1

H	M
---	---

TC 1

TC
1

SS 1 Stage Name

20.88 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START
SS 1

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

00	54
----	----

DUE TIME

H	M
---	---

TC 2

TC
2

STOP

M	S	1/10
---	---	------

TIME TAKEN

H	M
---	---

TC 2

TC
2

SS 2 Stage Name

32.45 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START
SS 2

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

00	33
----	----

DUE TIME

H	M
---	---

TC 3

TC
3

STOP

M	S	1/10
---	---	------

TIME TAKEN

H	M
---	---

TC 3

TC
3

SS 3 Stage Name

14.50 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START
SS 3

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

01	06
----	----

DUE TIME

H	M
---	---

TC 3A

TC
3A

STOP

M	S	1/10
---	---	------

TIME TAKEN

H	M
---	---

TC 3A

TC
3A

Regroup/TechZone

TARGET TIME
MIN

00	03
----	----

MAX

00	13
----	----



PROVISIONAL START

H	M
---	---

H	M
---	---

TC 3B

TC
3B

Logo
of
Rally

Car No.

Timecard B

WRC

Day 1 - Sec 2
15 Jun 2010



TC
3B

Regroup/TZ OUT/Service IN

COMPETITOR
USE

TIME AT TC

H	M
---	---

TC 3B



TARGET TIME

00	30
----	----

DUE TIME

H	M
---	---

TC 3C

TC
3C

H	M
---	---

TC 3C

TC
3C

Service OUT

COMPETITOR
USE



TARGET TIME

00	25
----	----

DUE TIME

H	M
---	---

TC 4

TC
4

H	M
---	---

TC 4

TC
4

SS 4 Stage Name

24.36 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START
SS 4

H	M
---	---

ACTUAL START

H	M
---	---



TARGET TIME

00	46
----	----

DUE TIME

H	M
---	---

TC 5

TC
5

TIME TAKEN

M	S	1/10
---	---	------

H	M
---	---

TC 5

TC
5

SS 5 Stage Name

32.45 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START
SS 5

H	M
---	---

ACTUAL START

H	M
---	---



TARGET TIME

01	15
----	----

DUE TIME

H	M
---	---

TC 5A

TC
5A

TIME TAKEN

M	S	1/10
---	---	------

H	M
---	---

TC 5A

Logo
of
Rally

Car No.

Flexi Service B



TC
5B

Flexi Service B

COMPETITOR
USE

TIME AT TC

H	M
---	---

TC 5B



TARGET TIME

00	45
----	----

H	M
---	---

TC 5C

DUE TIME

H	M
---	---

TC 5C

TC
5C

Logo
of
Rally

Car No.

Re-start



Parc Fermé OUT/Service IN

COMPETITOR
USE

ACTUAL START

H	M
---	---

Parc Fermé OUT



TARGET TIME

03	00
----	----

H	M
---	---

Parc Fermé IN

DUE TIME

H	M
---	---

7. STANDARD ENTRY FORMEVENT/
ASN
LOGO

Name of the Rally

FIA
Championship
LOGO**INDIVIDUAL ENTRY FORM**

	COMPETITOR	FIRST DRIVER	CO - DRIVER
Team name			
Surname			
First (given) name			
Date of birth			
Nationality (as passport)			
Postal address			
Passport number			
Address for correspondence (1, 2 or 3)	1.	2.	3.
Telephone N° (business)			
Telephone N° (private)			
Mobile Tel. N°			
Fax No.			
E-mail address			
Competition licence N°			
Issuing ASN			
Driving licence N°			
Country of issue			

DETAILS OF THE CAR

Make		Registration No.	
Model		cc	
Year of manufacture		Chassis N°	
Group / Class		Engine N°	
Homologation N°		Predominant colour	
Country of registration		Tech. Passport N°	

TYPE OF ENTRY

Trade/Legal etc.	
Private/Amateur	
Organisers' proposed advertising accepted:	Yes / No

ENTRY FEES

(For this entry form to be valid, it must be accompanied by the appropriate entry fees, a receipt for the full amount paid to the competitor's ASN, a banker's draft or details of a bank transfer, etc.)

ENTRY FEES	PRIVATE/AMATEUR	OTHERS	CLOSING DATE
Reduced rate	E. 000.000	E.000.000	10.00 hrs 30 SEPTEMBER
Normal rate	E. 000.000	E.000.000	10.00 hrs. 15 OCTOBER

SEEDING INFORMATION
(to be completed by competitor)

Driver Name		Car		Group/Class	
-------------	--	-----	--	-------------	--

Current FIA Priority A	Yes / No	Previous FIA Priority A	Year	
Current FIA Priority B	Yes / No	Previous FIA Priority B	Year	
Current National Seeded	Yes / No	Previous National Seeded	Year	
Title of any Championship won			Year	

	Year	Event	Car	Group	O/A Position	Class Position	No. of Finishers
International							
National							
Other							

DECLARATION OF INDEMNITY

(Text variable depending on national laws and regulations in force)

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 event.

(Wording variable depending on national laws and regulations in force)

ASN Stamp *

Signature of Competitor

Signature of 1 st driver

Signature of Co-driver

*Or letter from the entrant's ASN authorising and approving the entry

Date _____

8. START LISTS & RESULTS AT THE RALLY

INTRODUCTION:

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.

1. CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1st stewards' meeting and published at time in supplementary regulations
- Gives start times (or at least intervals between cars) for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

or

Start list for Leg 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1st stewards' 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 at 1st stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

2. EACH LEG OF THE RALLY (EXCEPT THE FINAL LEG)

Unofficial classification after final SS (not including SSS)

- Produced for examination by the stewards unsigned.

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 time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing rescrutineering for car(s) No....'

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.

3. FINAL LEG OF THE RALLY

Provisional Final Classification

- Includes all competitors who have completed the final Leg
- Signed by the clerk of the course at final stewards' meeting and published at time in supplementary regulations
 - 'Subject to the results of final scrutineering' (for the whole classification)
 - 'Subject to the results of routine fuel analysis for the following cars....'
(should fuel results not be available at the event)
 - 'Subject to further checks to be carried out by the FIA for car No....'
 - 'Subject to stewards' decision for car No....'
 - 'Subject to the results of a complete engine inspection for car No....'
 - 'Subject to the results of the anti-doping tests for the following drivers/co-drivers:....'

Official Final Classification

- Signed by the stewards and published after the protest time, if final scrutineering is not completed:
 - "Subject to the results of final scrutineering "
- Signed by the stewards and published once final scrutineering is completed.
 - 'Subject to the results of routine fuel analysis for the following cars:....'
(should fuel results not be available at the event)
 - 'Subject to further checks to be carried out by the FIA for car No....'
 - 'Subject to stewards' decision for car No....'
 - 'Subject to any potential appeal by the entrant of car No... against the decision pronounced by the stewards'
 - 'Subject to the results of a complete engine inspection for car No....'
 - 'Subject to the results of the anti-doping tests for the following crews:....'

APPENDIX III

SAFETY

The following is extracted from Appendix H (Recommendations for the supervision of the road and emergency services) to the FIA International Sporting Code as a guide for the benefit of rally organisers. The complete text may be viewed in Appendix H.

ARTICLE 5 OF APPENDIX H: RALLIES (1ST CATEGORY)

CONTENTS

- 5.1 GENERAL
- 5.2 SAFETY PLAN AND ADMINISTRATIVE OBLIGATIONS
- 5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICE
- 5.4 SAFETY OF THE PUBLIC
- 5.5 SAFETY OF THE COMPETING CREWS
- 5.6 ACCIDENT REPORTING

5.1 GENERAL

The following recommendations should be respected, but need not be included in the Supplementary Regulations of the rally. Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews. The clerk of course shall be ultimately responsible for applying these recommendations. FIA Safety and/or Medical Delegates may be appointed for any FIA Championship;

5.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

5.2.1 A safety plan must be drawn up and include:

- The location of the Rally Headquarters (Rally Control);
- The names of the various people in charge:
 - Clerk of course,
 - Deputy Clerks of course,
 - Chief medical officer (FIA approval required for World Championship events in accordance with Supplement 1),
 - Chief safety officer,
 - Safety officers in each special stage.
- The addresses and telephone numbers of the various safety services:
 - Police,
 - Hospitals,
 - Emergency medical services,
 - Fire-fighting services,
 - Breakdown services,
 - Red Cross (or equivalent).
- The full itinerary with detailed road sections.
- The safety plan for each special stage, which should list all key officials, emergency services for that stage, telephone numbers etc., plus a detailed map (Scale 1:50000) of the special stage including all the safety measurements (marshals, radios and intermediate points), evacuation and alternative routes".
- The organisers and the clerk of the course should make provision for an alternative route for each special stage, to be used in the event of cancellation as above.

5.2.2 The safety plan specifically addresses issues in each of the following areas:

- safety of the public,
- safety of the competing crews,
- safety of the officials of the event.

- and includes:
- details of where the rescue services are stationed,
- instructions for intervention,
- evacuation routes,
- the hospitals which have been contacted and which would be used in the event of an emergency.

5.2.3 In all cases, contact should be made with the local authorities or, failing this, with a private organisation, in order to draw up a rescue plan to be implemented in the event of a major incident or incidents which do not fall within the scope of the medical service on site.

The hospitals selected should be contacted in writing, no less than 16 days before the rally, requesting that the emergency services be placed on standby.

5.2.4 Chief Safety Officer

A Chief safety officer will be appointed in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.

During the rally he will be in permanent communication with rally control, the chief medical officer and the start of each special stage (by telephone or radio).

He will be responsible for the implementation and enforcement of the safety plan.

5.2.5 Special Stage Safety Officer

Each special stage will have a safety officer who will assist the chief safety officer.

The special stage safety officer ensures that the special stage is inspected and certified in conformity with the safety plan prior to the passage of the 0 car.

5.2.6 Officials and marshals

Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.

It is the organiser's responsibility to ensure that officials are adequately trained in this regard.

The personnel should wear identifying tabards. The recommended colours are:

Safety Marshals:	Orange
Safety Officer:	Orange with white stripe and text
Post Chief:	Blue with white stripe and text
Media:	Green
Stage Commander:	Red with text
Competitor Relations Officer:	Red jacket or red tabard
Medical:	White
Radio:	Yellow with radio point symbol, on the chest
Scrutineer:	Black

5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICE

5.3.1 General

The rescue services provided should comply with the prescriptions contained within this chapter. They should also fulfil the legal requirements in force in each country concerned. These prescriptions apply to all international events. They do not apply to private testing.

Technical medical information and essential practical instructions are provided in a recapitulative table at the end of this Appendix.

5.3.2 Personnel

5.3.2.1 At Rally Control:

- A Chief Medical Officer or his assistant:

Both must be approved by the ASN and be placed under the authority of the clerk of the course. Their names must appear in the supplementary regulations of the event.

The chief medical officer is responsible for the recruitment, implementation, operation and running of the rescue services and evacuation. Consequently, all the medical and paramedical personnel, including those recruited directly or indirectly by the ASN, are concerned by his decisions.

Save in exceptional circumstances, during the running of an event, the chief medical officer remains at rally control in order to facilitate dialogue and collaboration with the clerk of the course in the event of an accident. He may be replaced temporarily by an assistant whose name must appear in the supplementary regulations of the event concerned. In all cases, it should be possible to contact him. The organisers are obliged to provide him with all the material and administrative means necessary for the performance of his duties.

- An assistant chief medical officer:

He assists the chief medical officer and is delegated for certain missions, or may even replace him.

5.3.2.2 For medical intervention vehicles and treatment/resuscitation units:

- Doctors,

qualified in resuscitation according to the standards of the country concerned or, where applicable, the reference standards; Doctors should be able to communicate in English.

- Paramedics,

whose qualification for cardiovascular and respiratory resuscitation and the practice of intubation is proven by an official diploma awarded in the country in which they practice (they may replace the doctors at the intermediate points of the special stages, and only at those points, and on condition that any casualty is examined by a doctor qualified in resuscitation before being transferred to a hospital);

- Drivers,

who may be members of these teams;

and, if need be:

- **Rescue** workers and personnel, trained in freeing casualties from crashed vehicles.

- **Extrication teams** (see Supplement 7).

5.3.3 Intervention vehicles

Their mission is to bring to the scene of the accident:

- on the one hand, the appropriate medical rescue;
- on the other hand, the necessary technical equipment.

Two solutions are recommended:

- a) Two separate vehicles, one for the “medical” team, one for the “technical” team.

The medical intervention vehicle transporting:

- a medical team in conformity with Article 5.3.2.
- medical equipment in conformity with Supplement 3.

The technical intervention vehicle transporting:

- a technical team in conformity with Supplement 7;
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with Rally HQ,
- a warning siren,
- suitable identification.
- a kit of basic rescue equipment determined by the chief medical officer in collaboration with the chief scrutineer, based on Supplements 7 (extrication) and 8 (rescue);

- b) A mixed vehicle, combining “technical” and “medical”.

It carries on board:

- all the equipment foreseen for technical intervention;
- the medical personnel and equipment foreseen for medical intervention.

A stretcher should be carried on board at least one of the vehicles mentioned above.

The vehicles should be suitable for the terrain and capable of moving rapidly in the special stage. The number of vehicles is determined according to the nature, length and difficulty of the special stage concerned.

For the intervention cars, a safety rollbar is recommended, and all the members of the team are also advised to wear a helmet.

In all cases, the resuscitation doctor stationed at the start of the special stage (or, at an intermediate point, the paramedic skilled in resuscitation) should be the first to arrive at the scene of the accident.

Intervention vehicles may only be positioned on a radio points. When deployed on the SS route the yellow flag has to be shown.

5.3.4 Ambulance equipped for resuscitation

Ambulance equipped for resuscitation in accordance with the regulations of the country concerned. The crew comprises a driver, a doctor qualified in resuscitation and/or a paramedic who may be the driver.

5.3.5 Treatment/Resuscitation unit

A resuscitation unit in the form of a temporary or permanent construction, designed for use in the service park and equipped in accordance with Supplement 4; two beds are necessary and sufficient. It should be suitable for treating both patients with minor injuries and patients requiring intensive care.

A doctor qualified in resuscitation is assigned to each unit.

5.3.6 Evacuation ambulance

A standardised ambulance, complying with the regulations of the country concerned, for transporting casualties, with or without a doctor on board. When the condition of the casualty being transported requires resuscitation, the presence of a doctor qualified in resuscitation is obligatory.

5.3.7 Medically equipped helicopter

When provided for, it should meet the requirements specified by the aviation authorities of the country concerned. Where applicable, it must be equipped for missions in hilly terrain, and in any case must carry on board a doctor qualified in resuscitation.

It should be reserved exclusively for accident intervention during special stages or road sections.

Organizers' attention is drawn to the FIA guidelines: "The organisation of helicopters for flight safety" and Article 5.5.3 d) below.

A helicopter is required on events in a FIA Championship where the journey by road between the farthest point of a special stage and the nearest hospital takes 1 1/2 hours or more.

5.3.8 Means of communication

The chief medical officer must be able to communicate with all the members of his team, either through the general radio network or through a dedicated network radio channel.

5.4 SAFETY OF THE PUBLIC

A major priority of the safety plan is to ensure the safety of the general public including spectators.

With the possible exception of 5.4.1, the following non-exhaustive measures should be applied for all international rallies of the 1st category.

5.4.1 Educational film (recommended for all events)

- 30-second duration.
- With commentary by a leading driver or drivers, in the language(s) applicable to the country of the event.
- Should not show accidents.
- Should be broadcast several times.

5.4.2 Control of Spectators

- a) Measures should be taken as described in Article 5.4.5 to warn spectators and, where necessary, ensure that any who are in dangerous places are removed from those areas.
- b) Any dangerous areas should be identified in the safety plan. The organisers, with the assistance of the public order authorities where necessary, should identify and delimit danger zones in conformity with the safety plan, well before the arrival of the public.
- c) The clerk of the course should take into consideration the recommendations of the chief safety officer, as well as the crews of the zero cars (and of the FIA Safety and Medical Delegates if present) in order to ensure that a special stage is cancelled if dangerous conditions exist.
- d) When large numbers of spectators are expected for a special stage or a super special stage, they should be protected by special safety equipment such as tyre walls, straw-bale walls, etc.
- e) The public should be prevented from moving along the road of the special stage whilst the stage is open for competition (after the 0 car and before the sweeper car).

- f) Safety instructions should be distributed to the public along the special stage and also at all access points.
- g) Adequate numbers of marshals or public order authorities (police, military etc.) should be present to ensure public safety during the special stage.
- h) Marshals should wear a clearly identifiable jacket bearing the word "SAFETY" and conforming to the regulations.
- i) Special stages should be situated and scheduled to allow the safe movement of spectators between them.

5.4.3 Refuelling and Servicing

Where refuelling or servicing will take place, the organisers should ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

5.4.4 Zero Cars and Sweeper Cars

- a) The three zero cars should have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word SAFETY (or SECURITE) with a number 000, 00 or 0.
- b) Each zero car should be equipped with warning roof lights, a siren, loud speaker and with radio communication equipment.
- c) Zero cars should not be driven by any FIA priority driver or by a driver who has retired from the rally.
- d) The drivers and co-drivers of the zero cars must have considerable rally experience enabling them to drive in complete safety at moderate speeds and should be able to give the clerk of course full information and comment concerning the conditions along the route. Zero cars should also check time clocks and the marshals' familiarity with time cards procedures.
- e) A course car ("Sweeper Car") should pass through each special stage after the last competitor. These cars should carry a panel a panel 36 cm x 50 cm on the bonnet and the two front doors showing a chequered flag.

5.4.5 Information

Information addressed mainly to the public will be issued by various means:

- written, spoken and televised media,
- posters,
- distribution of leaflets,
- passage of a vehicle (course information car), equipped with a loudspeaker, along the route to inform the spectators (45 minutes to 1 hour before the start of the first car recommended). The car may be replaced by a helicopter equipped with loud speakers. This operation may be repeated several times if necessary.

5.4.6 Medical services

Medical services for the public are necessary when there are enclosures managed by the organiser. Even if the medical service intended for the public is organised by a different body, it remains under the supervision of the Chief Medical Officer.

5.5 SAFETY OF THE COMPETING CREWS

5.5.1 Deployment of the safety services

- a) **At the start** of each special stage (including shakedown where applicable):
 - one or more medical intervention vehicle(s) should, at each post, be stationed close to the technical intervention (disincarceration, fire-fighting, etc.) vehicles;
 - one ambulance equipped for resuscitation,
 - possibly an evacuation ambulance,
 - one doctor qualified in resuscitation,
 - one paramedic,
 - two 4 kg fire extinguishers with trained operator, (one on each side of the road)

- suitable communications equipment to maintain contact with HQ.
- These vehicles should be stationed after the start point, in sight of and at a maximum distance of 150 metres from it. The start point itself should be modified if this proves necessary to allow the correct positioning of these vehicles.

b) **At the intermediate points** on the route (see below):

- one or more medical intervention vehicles,
- one evacuation ambulance,
- one doctor qualified in resuscitation, or possibly one paramedic specialised in resuscitation,
- suitable communications equipment to maintain contact with HQ.

The number of intermediate points is determined by the nature, length and difficulty of the special stage concerned. They are necessary in any case if the length of the stage is 15 km or above, and the distance between two medical points should never exceed that limit. They should always be associated with a radio point.

The number and positioning of the intermediate points should be assessed on the basis of the recommended time taken to drive from the stage start to the first point and between any following consecutive points and the last point and the finish, which should not be more than 10 minutes in the intervention vehicles used for the rally.

Furthermore, if the nature of the terrain, the weather conditions or particular circumstances so require, this distance may be amended on the joint proposal of the chief medical officer and the chief safety officer when approving the safety plan.

Both at the starts and at the intermediate points, the intervention vehicles should have direct access onto the route of the special stage and must be positioned in a secure zone.

c) **At the stop point of each special stage:**

- two (minimum) 4 kg fire extinguishers with operator(s) (one on each side of the road)

d) **In the service park or a central location less than 15 km by road from the special stages concerned:**

- one breakdown vehicle;
- suitable communications equipment to maintain contact with HQ;
- a treatment/resuscitation unit in conformity with Article 5.3.5;
- an evacuation ambulance

No special stage of a rally may start or resume after an interruption unless the initial medical service is present. Replacements should be provided for.

5.5.2 Dispatching of the rescue service:

5.5.2.1 All rescue operations requiring the dispatching of a medical vehicle are initiated by the clerk of the course in consultation with the chief medical officer and with information to the stage director. Any evacuation by land or air to the selected hospitals shall be carried out using the routes determined in advance (5.2.2 and 5.5.3a).

5.5.2.2 At the scene of an accident, the organisation and directing of the medical intervention are carried out only by the doctor from the intervention vehicle concerned (possibly the qualified paramedic in the case of a vehicle from an intermediate point). The medical personnel must be familiar with and trained in the correct use of equipment stored on board a medical intervention vehicle.

5.5.3 Evacuation

- a) An evacuation route must be planned for each special stage and clearly shown in the safety plan (by map or diagram) to evacuate injured people and/or stopped competitors.
- b) The emergency services of all hospitals near the route should be on standby (see 5.2 above).
- c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor qualified in resuscitation.
- d) If evacuation by helicopter is foreseen the following conditions should be respected:

- when weather conditions prevent the use of a helicopter, on the joint decision of the clerk of the course and the chief safety officer, a special stage may be postponed or cancelled if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the chief medical officer;
- the presence of a helicopter does not remove the obligation to plan land evacuation with, for a casualty needing intensive care during transport, the presence of a doctor qualified in resuscitation.
- See also Article 5.3.7 above.

5.5.4 Supervision of the road and signalling

5.5.4.1 Marking of Special Stages

Roads and access roads leading to stages must be closed to traffic. This should be done in the following manner:

- a) Major or through roads, or any road along which traffic may be expected, to be blocked and manned by a marshal, police or other authority.
- b) Short no-through roads (e.g. to farms, etc.) to be blocked or taped off, with a notice affixed to the barrier or tape advising of the conduct of the event and the danger of entry.

It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, for rectification prior to the commencement of the special stage.

5.5.4.2 Marshals' posts will be positioned along the course so as to:

- keep the spectators out of prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers;
- as far as possible, warn crews of any obstructions on the route of the special stage.

5.5.4.3 Should the use of yellow flags be required, the following procedure is to be adopted:

- a) A yellow flag must be available at each stage radio point
- b) The yellow flag will be displayed to crews only on the instruction of the clerk of the course and only at the radio points.
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in 5.2.6 above, and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.
- c) During reconnaissance, a sign bearing the symbol specified in 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location and its' number may be noted in their pace notes.
- d) No flag other than the yellow flag may be deployed in a special stage.
- e) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

5.5.4.4 A radio network/radio points (set up at least every 5 km), unique to each special stage, should be established to allow the vehicles to be tracked and the running of the rally to be supervised. The tracking should be as follows: The marshal at the radio point has to write down each number of the started cars on a tracking chart and he will cross it out when the car passes the radio point. Each radio point shall be identified in the road book by its number and by a sign at least 70 cm in diameter, bearing the radio point symbol, a black spark on a blue background. The number of the radio point must be displayed at its location.
Any ambulance within a stage shall be located at a radio point. An additional sign (red or green cross on a blue background) should be located beneath the radio point sign at this point.
In addition there should be warning signs 100 m to 200 m prior to the SOS radio and medical points, with the same designs as above but on a yellow background.

5.5.4.5 The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart should be used, either on

the special stage by the special stage safety officer or at rally headquarters. Each organiser must design, and show in the safety plan, this procedure for tracking vehicles and must also list the procedures to be followed in the event of a missing competitor.

5.5.4.6 In the case of incidents concerning spectator safety and control, the marshals must cooperate with the public services as laid down in the overall plan, by reporting to rally control any incidents or accidents and allowing the security service to make use of the means of communication at the post.

5.5.5 SOS/OK Signs - Competitor safety

a) Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.

This triangle is to be set in place even if the stopped car is off the road.

b) The road books shall contain a page setting out the accident procedure, which should include instructions in case of an accident involving a member of the public.

c) The procedure for the display of "SOS" or "OK" signs by competitors having had an accident is given in the FIA Regional Championship regulations.

d) Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply may be subject to a penalty at the steward's discretion.

5.6 ACCIDENT REPORTING

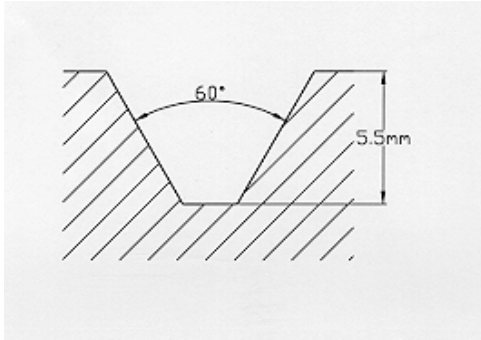
Any accident involving a fatality or serious injury must be reported to the National Sporting Authority which is required to inform the FIA accordingly.

APPENDIX IV

TYRE REGULATIONS

1. Definition of moulded tyres

1.1 A tread pattern with a width of 170 mm (85 mm each side of the tyre centre line) and a circumference of 140 mm. In this area, the surface taken up by grooves of at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17 % of the total surface. This tread pattern must be moulded.



	Length X Width	Surface	17 % rate
9"	170X140	23800	4046
8.5"	161X140	22540	3832
8"	148X140	20720	3522
7.5"	142X140	19880	3380
7"	133X140	18620	3165
6.5"	124X140	17360	2951

- 1.2** The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.
- 1.3** The sum of the width of the grooves encountered by a radial line must be at least 16 mm.
- 1.4** The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

2. Tyre homologation

- 2.1** At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FIA homologation. Once obtained, the homologation remains valid, with no expiry date.
- 2.2** The FIA will issue a form for each tread pattern, with a calculation of all the different parameters.
- 2.3** The pattern drawing must show:
 - The tread pattern
 - The dimension of the smallest groove, in accordance with point 2.
 - The size of the rim
 - The dimensions for the purpose of determining the adequate control surface.
- 2.4** This article concerns only those tyres with a grooving rate of less than 25 %.

3. During the event

- 3.1** At all times during the event, the tread depth of the 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 is advised to provide visible control marks.
- 3.2** The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.
- 3.3** 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 service areas where a tyre change is authorised.

APPENDIX V

ORGANISATIONAL REQUIREMENT SPECIFICATIONS

The following regulations are for organisers only and don't have any regulatory value for competitors. The numbering of the articles refers to the FIA Regional Rallye Championships – Sporting Regulations -

OFFICIALS

3. OFFICIALS AND DELEGATES

3.2 FIA DELEGATES

3.2.2 FIA Observer/s

The marking of the observer's car should be with a stripe "FIA Observer" on upper side of the front window. The observer's car should be equipped by a trip meter, GPS and rally radio communication (if any).

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 QUALIFICATION OF A RALLY

A candidate rally may qualify for the Championship only if it has been organised the year preceding its inclusion in the Championship and if the reports drawn up by the Delegates appointed by the FIA have been satisfactory.

5.6 CANCELLATION OF A CHAMPIONSHIP RALLY

Any Championship rally which is cancelled will not be entered in the Championship in subsequent years, except in a case of force majeure as recognised by the FIA.

5.7 REPORTS

5.7.1 For each rally, a report will be drawn up by an FIA Observer and possibly by other FIA officials, and reviewed by the relevant FIA Commission.

5.7.2 Any Championship rally shown by the Observer report to have failed either to comply with the regulations or to attain an adequate standard against the points observed may not be accepted in further years in the Championship.

5.8 CANDIDATE EVENTS

Any rally which is a candidate for an FIA Regional Championship or Cup must comply with the Regulations of the Championship concerned. When a Regional Championship rally is a candidate for the World Championship, the regulations of the regulations of the WRC shall be followed as far as reasonably possible, unless the FIA decides otherwise.

8. EVENT CHARACTERISTICS

8.2 GENERAL

The suitability of the special stages to be used in a rally is the sole responsibility of the organiser of the event who should avoid roads which may not comply with the FIA regulations and/or recommendations. Safety is of paramount importance when selecting stages. The selection of the rally route should avoid roads which may include high spectator traffic density.

8.3 INSPECTION (NACAM ONLY)

The Championship Organising Committee shall make an inspection and general supervision visit (route, safety plan, permits from the authorities, road book, road map, medical plan, etc.), between 25 and 35 days before the staging of each event.

STANDARD DOCUMENTS AND SCHEDULES

9. FIA STANDARDISED DOCUMENTS

9.1 CHAMPIONSHIP LOGO

9.1.1 The title and logo of the event and the official logo attributed by the FIA to the Championship concerned must appear on the top of any official documents. The event logo should be positioned to the left side and the FIA Championship logo to right side.

9.1.2 Given the case, the sponsor(s) of the championship/cup must be included as well.

9.4 SUPPLEMENTARY REGULATIONS

9.4.1 Two copies (or electronic mailing) of the draft supplementary regulations must reach the FIA at least 3 months before the final closing date for entries.

9.4.2 Within the four weeks following the receipt of the draft supplementary regulations, the FIA will inform the organiser of any modifications to be made, and will issue a visa authorising their publication.

9.4.3 The supplementary regulations must be in the format detailed in Appendix II – 1 and appear on the official rally website at least two month before the final closing date for entries.

9.4.4 Two copies of the final supplementary regulations must be sent to the FIA upon publication.

SCRUTINEERING CHECKS

23. FINAL CHECKS

23.4 FINAL PARC FERMÉ - CLASSIFICATIONS

23.4.1 The provisional official classification shall be published as soon as possible after the last car has checked in at the final control, even if final scrutineering remains in progress.

23.4.2 After publication of the official final classification (when the protest time limit has expired), the Stewards may open the parc fermé, even if final scrutineering remains in progress.

23.5 TIME AVAILABLE FOR FINAL CHECKS

The time available for checking the cars which have been identified for post event scrutineering must be at least two hours from arrival of the cars at the scrutineering venue.

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS (NACAM ONLY)

25.6 TIMING EQUIPMENT

The timing equipment will be provided by the Championship Organising Committee and there will be supervision and previous training as regards the use and set-up of the equipment. The organization is responsible for having the necessary number of persons available for the effective operation of the equipment. A guarantee deposit of the amount corresponding to the cost of the timing equipment shall be made, which will be returned after the event against the timing equipment as it was provided by the Championship Organising Committee before the event.

25.7 CONTROL SIGNS

The signs to indicate the control areas and to identify the controls will be established by the Championship Organising Committee. The correct set-up and use of the signs by the organisation is compulsory.

SPECIAL STAGES

30. GENERAL

30.2 OBSERVERS

When carrying out their duties, the entry of Observers onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FIA Safety

Delegate may have a later time for entry to the special stages. If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing.

31. SPECIAL STAGE START

31.2 START PROCEDURE

31.2.3 There must be a permanent start line (also on gravel and snow) and the jump start photocell should be exactly 40 cm behind the start line.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

53. MINUTES & CLOSING REPORT

During the running of the rally, the proceedings of the stewards' meetings will be recorded. These minutes and the Official Final Classification must be sent electronically to the FIA.