

2009 FIA Regional Rally Championships Sporting Regulations

TABLE OF CONTENTS

Headings in this document are for ease of reference only and do not form part of these regulations.

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS
 - 1.1 Application
 - 1.2 Official language
 - 1.3 Interpretation
 - 1.4 Date of application

2. DEFINITIONS
 - 2.1 Bulletin
 - 2.2 Competitor
 - 2.3 Crew
 - 2.4 Day
 - 2.5 Holding Park
 - 2.6 Neutralisation
 - 2.7 Parc fermé
 - 2.8 Prohibited service
 - 2.9 Reconnaissance
 - 2.10 Reconnaissance timetable
 - 2.11 Regrouping
 - 2.12 Section
 - 2.13 Service
 - 2.14 Start of the event
 - 2.15 Super special stage
 - 2.15 Time card

OFFICIALS

3. OFFICIALS AND DELEGATES
 - 3.1 Stewards
 - 3.2 FIA Delegates
 - 3.3 Competitors' Relations Officers

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS
 - 4.1 Summary
 - 4.2 Group R
 - 4.3 Additional provisions

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS
 - 5.1 Qualification of a rally
 - 5.2 Cancellation of a Championship rally
 - 5.3 Reports
 - 5.4 Candidate events
 - 5.5 Championship Points
 - 5.6 Registration fees
 - 5.7 Minimum participation requirements

- 5.8 Number of results for the final Championship classification
- 6. **DEAD HEAT IN A CHAMPIONSHIP**
 - 6.1 Drivers and co-drivers
 - 6.2 Manufacturers
- 7. **CRITERIA FOR PRIORITY DRIVERS**
 - 7.1 Priority A Drivers
 - 7.2 Priority B Drivers
- 8. **EVENT CHARACTERISTICS**
 - 8.1 Duration
 - 8.2 Speed restrictions on road sections
 - 8.3 General

STANDARD DOCUMENTS AND SCHEDULES

- 9. **GENERAL**
 - 9.1 FIA Standardised documents
 - 9.2 Language
 - 9.3 Championship logo
- 10. **SUPPLEMENTARY REGULATIONS**
 - 10.1 Schedule
 - 10.2 Amendments to the supplementary regulations – Bulletins
- 11. **ROAD BOOK**
- 12. **TIME CARD**
 - 12.1 Layout
 - 12.2 Entries made on the time card
 - 12.3 Absence of an entry
 - 12.4 Target times
 - 12.5 Timing
 - 12.6 Responsibility
 - 12.7 Divergences
 - 12.8 Electronic time card
- 13. **ISSUING OF AN FIA VISA**

INSURANCE

- 14. **INSURANCE COVER**
 - 14.1 Description of insurance coverage
 - 14.2 Public liability cover
 - 14.3 Exclusion of cover

CAR IDENTIFICATION

- 15. **COMPETITION NUMBERS**
 - 15.1 Door panels
 - 15.2 Rear window
 - 15.3 Side windows
 - 15.4 Roof panel
 - 15.5 Front plate
- 16. **DRIVER'S AND CO-DRIVER'S NAMES**
 - 16.1 Rear side windows
 - 16.2 Front wings

ADVERTISING

- 17. ADVERTISING**
 - 17.1 Restrictions on advertising
 - 17.2 Organiser's obligatory advertising
 - 17.3 Organiser's optional advertising

DRIVING CONDUCT

- 18. RESPECT OF TRAFFIC LAWS**
 - 18.1 General rules
 - 18.2 During reconnaissance
 - 18.3 Traffic laws

ENTRIES

- 19. ENTRY PROCEDURE**
 - 19.1 Number of entries
 - 19.2 Submission of entry forms
 - 19.3 Amendments on the entry form
 - 19.4 ASN authorisations
 - 19.5 Change of entrant and/or crew member(s)
 - 19.6 Competitors' and crew members' undertakings
- 20. ENTRY CLOSING DATES**
 - 20.1 Respect of closing dates for entries
 - 20.2 Entry closing dates
- 21. ENTRY FEES**
 - 21.1 Publication of entry fees
 - 21.2 Acceptance of entry form
 - 21.3 Refund of entry fees
 - 21.4 Partial refund of entry fees
- 22. CLASSES**
 - 22.1 Change of class entered
 - 22.2 Classes

RECONNAISSANCE

- 23. RECONNAISSANCE**
 - 23.1 Reconnaissance cars
 - 23.2 Duration and restrictions

SCRUTINEERING CHECKS

- 24. BEFORE THE START**
 - 24.1 Homologation form
 - 24.2 Identification
 - 24.3 Scrutineering deadline
- 25. DURING THE RALLY**
 - 25.1 Additional checks
 - 25.2 Responsibility of the crews
- 26. FINAL CHECKS**
 - 26.1 Final parc fermé
 - 26.2 Selection of cars
 - 26.3 Time available for final checks

SHAKEDOWN

- 27. SHAKEDOWN**
 - 27.1 Running of shakedown
 - 27.2 Disclaimer
 - 27.3 Breakdown during shakedown

CONTROLS

- 28. CONTROLS – GENERAL REQUIREMENTS**
 - 28.1 Signage of controls
 - 28.2 Protective barriers
 - 28.3 Control areas
 - 28.4 Stopping time in control areas
 - 28.5 Readiness to work
 - 28.6 Sequence of controls and direction
 - 28.7 Marshals' instructions
- 29. PASSAGE CONTROLS**
- 30. TIME CONTROLS**
 - 30.1 Operation
 - 30.2 Check-in procedure
 - 30.3 Time control followed by a special stage
- 31. EXCLUSION FOR LATENESS**
 - 31.1 Maximum permitted lateness
 - 31.2 Early arrival
 - 31.3 Notification of exclusions
- 32. REGROUPING CONTROLS**
 - 32.1 Procedure at entry to a regroup
 - 32.2 Procedure at the exit from a regroup

SPECIAL STAGES

- 33. GENERAL**
 - 33.1 Timing
 - 33.2 Maximum average speed in special stages
 - 33.3 Observers
- 34. SPECIAL STAGE START**
 - 34.1 Start point
 - 34.2 Start procedure
 - 34.3 Manual start procedure
 - 34.4 Delayed start through fault of crew
 - 34.5 Delay of a special stage
 - 34.6 False start
 - 34.7 Starting intervals
- 35. SPECIAL STAGE FINISH**
 - 35.1 Finish line
 - 35.2 Stop point
- 36. INTERRUPTION OF A SPECIAL STAGE**

- 37. **COMPETITOR SAFETY**
 - 37.1 Equipment of the crews
 - 37.2 SOS/OK Signs
 - 37.3 Accident reporting
 - 37.4 Red triangle
 - 37.5 The use of yellow flags
 - 37.6 Medically equipped helicopter

- 38. **SUPER SPECIAL STAGES**
 - 38.1 Characteristics of a super special stage
 - 38.2 Running of a super special stage
 - 38.3 Safety plan
 - 38.4 Start order

PARC FERME

- 39. **RULES OF PARC FERMÉ**
 - 39.1 Application
 - 39.2 Personnel allowed in the parc fermé
 - 39.3 Pushing a car in parc fermé

- 40. **REPAIRS IN PARC FERMÉ**
 - 40.1 Order to repair
 - 40.2 Change of window(s)

STARTS AND RESTARTS

- 41. **CEREMONIAL START**

- 42. **STARTING AREA**
 - 42.1 Rally start
 - 42.2 Day start

- 43. **START ORDERS AND INTERVALS**
 - 43.1 Start orders
 - 43.2 Repositioning of drivers
 - 43.3 Start interval

SERVICE

- 44. **SERVICING – GENERAL CONDITIONS**
 - 44.1 Performing of service
 - 44.2 Team personnel & service restrictions

- 45. **SERVICE PARKS**
 - 45.1 Service park identification
 - 45.2 Service park schedule
 - 45.3 Service park identification
 - 45.4 Speed inside service parks

- 46. **VEHICLES ALLOWED IN THE SERVICE PARKS**
 - 46.1 Number of service cars
 - 46.2 Auxiliary vehicles

- 47. **EMPTYING THE TANK AND/OR REFILLING IN THE SERVICE PARK**

- 48. **FLEXISERVICE – 45'**
 - 48.1 General
 - 48.2 Running of flexiservice and time schedules

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

- 49. RALLY RESULTS**
 - 49.1 Establishing results
 - 49.2 Publication of results
 - 49.3 Dead heat in a Championship rally
 - 49.4 Fair and impartial coverage

- 50. PROTESTS AND APPEALS**
 - 50.1 Lodging a protest or appeal
 - 50.2 Protest fees
 - 50.3 Deposit
 - 50.4 Expenses
 - 50.5 Appeals

- 51. MINUTES & CLOSING REPORT**

- 52. RALLY PRIZE-GIVINGS**

- 53. ANNUAL FIA PRIZE-GIVING**
 - 53.1 Attendance requirements
 - 53.2 Absence

FUEL – REFUELLING

- 54. REFUELLING ZONES AND PROCEDURES**
 - 54.1 General
 - 54.2 Refuel procedure

TYRES AND WHEELS

- 55. GENERAL**
 - 55.1 Compliance
 - 55.2 Moulded tyres
 - 55.3 Control
 - 55.4 Tyre change zones
 - 55.5 Devices for maintaining full tyre performance
 - 55.6 Symmetrical patterns
 - 55.7 Stage delays
 - 55.8 Handcutting
 - 55.9 Studded tyres
 - 55.10 Spare wheels
 - 55.11 Treatment of tyres
 - 55.12 Rims
 - 55.13 Distance between tyre changes
 - 55.14 Availability of tyres

MECHANICAL COMPONENTS

- 56. ENGINES**

- 57. CHASSIS**

- 58. RESTRICTIONS ON COMPONENTS**
 - 58.1 Turbochargers
 - 58.2 Transmissions

- 59. NOISE LEVEL IN THE SPECIAL STAGES**

2009 FIA REGIONAL RALLY CHAMPIONSHIPS SPORTING REGULATIONS
V - Regional variations and additional provisions

- V1 EUROPEAN RALLY CHAMPIONSHIP/CUP
- V2 AFRICAN RALLY CHAMPIONSHIP
- V3 MIDDLE EAST RALLY CHAMPIONSHIP
- V4 ASIA PACIFIC RALLY CHAMPIONSHIP

APPENDICES

- Appendix I Control signs
- Appendix II Standard documents
- Appendix III Safety
- Appendix IV Tyres

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 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 GpN, 2 WD, normally aspirated engined cars of maximum 2000cc.
- FIA Pacific Cup for Drivers
- FIA Pacific Cup for Co-Drivers

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 indicated 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 decide (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 during the running of the rally and must inform the Stewards of any important incidents that have occurred requiring the application of these regulations or the supplementary regulations of the rally.

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

1.2 OFFICIAL LANGUAGE

For all FIA Championship and candidate rallies, the official language must be English and/or French. 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 2009.

2. DEFINITIONS

2.1 BULLETIN

Official written communication intended to modify, clarify or complete the supplementary regulations of the rally. Bulletins must have been approved by the FIA or the Stewards, except modifications to the itinerary or reconnaissance schedule issued by the Clerk of the Course.

2.2 COMPETITOR

Physical or legal entity entered in the rally.

2.3 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 entrant's responsibility when the latter is not on board the car during the rally.

2.4 DAY

Each part of the rally, separated by an overnight parc fermé. If only a Super special stage is organised on the evening before Day 1, it shall be considered to be Section 1 and part of Day 1.

2.5 HOLDING PARK

As for a parc fermé, but where media and team personnel holding an appropriate pass may be admitted.

2.6 NEUTRALISATION

Time during which the crews are stopped by the organisers for whatever reason where parc fermé rules apply.

2.7 PARC FERMÉ

An area in which repairs or outside assistance is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.8 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 Article 44.2.

2.9 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.

2.10 RECONNAISSANCE TIMETABLE

The timetable specified in the supplementary regulations during which the crews may familiarise themselves with the rally route.

2.11 REGROUPING

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

All the parts of a rally between:

- The start of the rally or of a Day and the first regrouping halt.
- Two successive regrouping halts.
- The last regrouping halt and the finish of the Day or the rally.

2.13 SERVICE

Any work on a competing car except where limited in Article 44.

2.14 START OF THE EVENT

The event starts from the time of administrative checks and ends upon posting of the Official Final Classification.

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. The length of a Super special stage shall be between 1.5 km and 5 km.

2.16 TIME CARD

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

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of 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.

The CRO must be easily identified by the competitors.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.1 SUMMARY

- Group A Cars (A5, A6, A7)
- 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 R1, R2 and R3 cars
- Group N cars
- Super 2000 cars

4.2 GROUP R

Group R cars shall enter events as Group A or Group N cars as:

GROUP A/N - GROUP R EQUIVALENCES	
GROUP A/N	GROUP R – 2009
Group N1 - up to 1400cc	R1A (up to 1400cc)
Group N2 - over 1400cc and up to 1600cc	R1B (over 1400cc and up to 1600cc)
Group A6 - over 1400cc and up to 1600cc	R2B (over 1400cc and up to 1600cc)
	R2C (over 1600cc and up to 2000cc)
	R3C over 1600cc and up to 2000cc
	R3T: up to 1600cc
	R3D: up to 2000cc (nominal)
Group A7 - over 1600cc and up to 2000cc	

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.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 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.

5.2 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 duly recognised as such by the FIA.

5.3 REPORTS

Any Championship rally shown by the Observer report to have failed to comply with the regulations or to ensure a sufficient level of safety may not be accepted in further years in the Championship. A report will be drawn up by an FIA Observer and possibly by other FIA officials, and reviewed by the relevant FIA Commission.

5.4 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 Regional Championship concerned must be followed and not those of the World Championship, unless the FIA decides otherwise.

5.5 CHAMPIONSHIP POINTS

5.5.1 Attribution of points

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

1 st	10 points
2 nd	8 points
3 rd	6 points
4 th	5 points
5 th	4 points
6 th	3 points
7 th	2 points
8 th	1 point

5.5.2 Additional conditions to score points

Only those cars driven by a registered driver and codriver 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 and co-drivers. Each registered co-driver will score the same number of points as his/her driver.

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

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

5.5.5 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.

5.6 REGISTRATION FEES

€204 for each driver and €204 for each co-driver.

5.7 MINIMUM PARTICIPATION REQUIREMENTS

5.7.1 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.

5.7.2 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.

5.8 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 rule for deciding between the drivers and co-drivers concerned shall be according to the number of best times achieved in the first special stage which is not a super special stage of each Championship rally in which they have taken part.

6.1.4 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

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 of the previous year.

7.1.4 Drivers who have won the European, African, Middle East or Asia-Pacific Championship 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 the European, African, Middle East or Asia-Pacific Championships 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 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.

7.2.5 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

8.1.1 The maximum scheduled duration of a Day may not exceed 18 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.

8.1.2 For Days of a duration of less than 6 hours, the stopping time must be at least equal to the duration of the Day. For Days of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.

8.2 SPEED RESTRICTIONS ON ROAD SECTIONS

The average speed on road sections will be left to the organisers' discretion but must always comply with the laws of the country of the rally. This speed must be specified in the road book.

8.3 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,

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 FIA STANDARDISED DOCUMENTS

The supplementary regulations, time card, road book, as well as entry form must conform to the FIA standard documents (see Appendices).

Rally Guide/s, itinerary and starting list & results at the rally should follow the format of the FIA standard documents for WRC events (see WRC Sporting Regulations) or of the requirements stipulated in the relevant Championship variations.

9.2 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.

9.3 CHAMPIONSHIP LOGO

The title of the FIA Championship to which the rally belongs and the official logo attributed by the FIA to the Championship concerned must appear on the cover of the supplementary regulations of each FIA Championship rally, on any bulletins and on the first page of the unofficial and official results.

10. SUPPLEMENTARY REGULATIONS

10.1 SCHEDULE

10.1.1 Two copies (or electronic mailing) of the draft supplementary regulations must reach the FIA Secretariat at least 3 months before Day 1 of the event.

10.1.2 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.

10.1.3 The supplementary regulations must be printed in A 5 format and appear on the official rally website at least one month before the final closing date for entries.

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

10.2 AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS – BULLETINS

10.2.1 Bulletins may be issued:

- By the organisers, up to the commencement of scrutineering. They must be submitted for the approval of the FIA, except with regard to modifications to the itinerary or to the reconnaissance programme.
- By the Stewards of the meeting throughout the competition except with regard to modifications to the itinerary which may be issued by the Clerk of the Course.

10.2.2 Bulletins shall be printed on yellow paper and be posted on the official notice board(s). In addition, they may be electronically distributed.

10.2.3 Bulletins must be numbered and dated. The competitors (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

11. ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary which must be followed. Any deviation will be reported to the Stewards.

12. TIME CARD

12.1 LAYOUT

This card must allow for one page per road section and one page per special stage.

A separate set of time cards must be issued at least for each section of each Day. Where applicable, provision shall be made for stamps or signatures at passage controls.

12.2 ENTRIES MADE ON THE TIME CARD

The appropriate marshal is the only person allowed make entries on the time card, by hand or by means of a printout device, except for the sections "driver's use".

12.3 ABSENCE OF AN ENTRY

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 (time, passage or regrouping) or at the finish, will result in the exclusion of the crew concerned pronounced by the Clerk of the Course.

12.4 TARGET TIMES

The target time for covering the distance between 2 consecutive time controls must appear on the time card.

12.5 TIMING

Hours and minutes must always be shown thus: 00.01 - 24.00, only the minutes which have elapsed will be counted. Throughout the rally, the official time is that specified in the supplementary regulations.

12.6 RESPONSIBILITY

Each crew is:

- Solely responsible for its time card.
- Responsible for submitting the time card at the controls and for the accuracy of the entries.
- Responsible for 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.

12.7 DIVERGENCES

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 Stewards, who will deliver a judgement.

12.8 ELECTRONIC TIME CARD

An organiser may propose to the FIA the use of and Electronic Time Card in place of a written system. The use of such a system must be approved by the FIA before it can be used.

13. ISSUING OF AN FIA VISA

Before issuing any visa, the FIA will evaluate the supplementary regulations as in Article 10.

14. INSURANCE COVER

14.1 DESCRIPTION OF INSURANCE COVERAGE

The supplementary regulations must give details concerning insurance coverage including policies taken out by the organisers or provided for the crews (description of the risks and sums which are covered).

14.2 PUBLIC LIABILITY COVER

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

14.2.2 Public liability insurance shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the event.

14.2.3 The insurance cover must at least be in effect during the shakedown stage and then for competitors running within the itinerary of the rally from the start of Day 1 till the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted the next Day shall not be considered to have permanently retired.

14.3 EXCLUSION OF COVER

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

15. COMPETITION NUMBERS

The organiser will provide each crew with the following, which must be affixed to their car in the positions stated prior to scrutineering:

15.1 DOOR PANELS

15.1.1 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 15 cm x 15 cm competition number box which shall always be at the front of the panel. When the competition number is greater than 99, the box width may be increased. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm, on a matt black background. The remainder of the door panel is reserved for the use of the organiser.

15.1.2 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.

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

15.2 REAR WINDOW

One rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the organiser. This panel 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 the 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.

15.3 SIDE WINDOWS

Two numbers for each rear side window which shall be 25 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed at the top of the rear side windows in conjunction with the driver's name.

15.4 ROOF PANEL

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.

15.5 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 name of the rally.

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

16.1 REAR SIDE WINDOWS

The driver's surname, together with the national flag of his/her passport nationality, must appear on the rear side window on both sides of the car, below the competition number. The driver's surname must be:

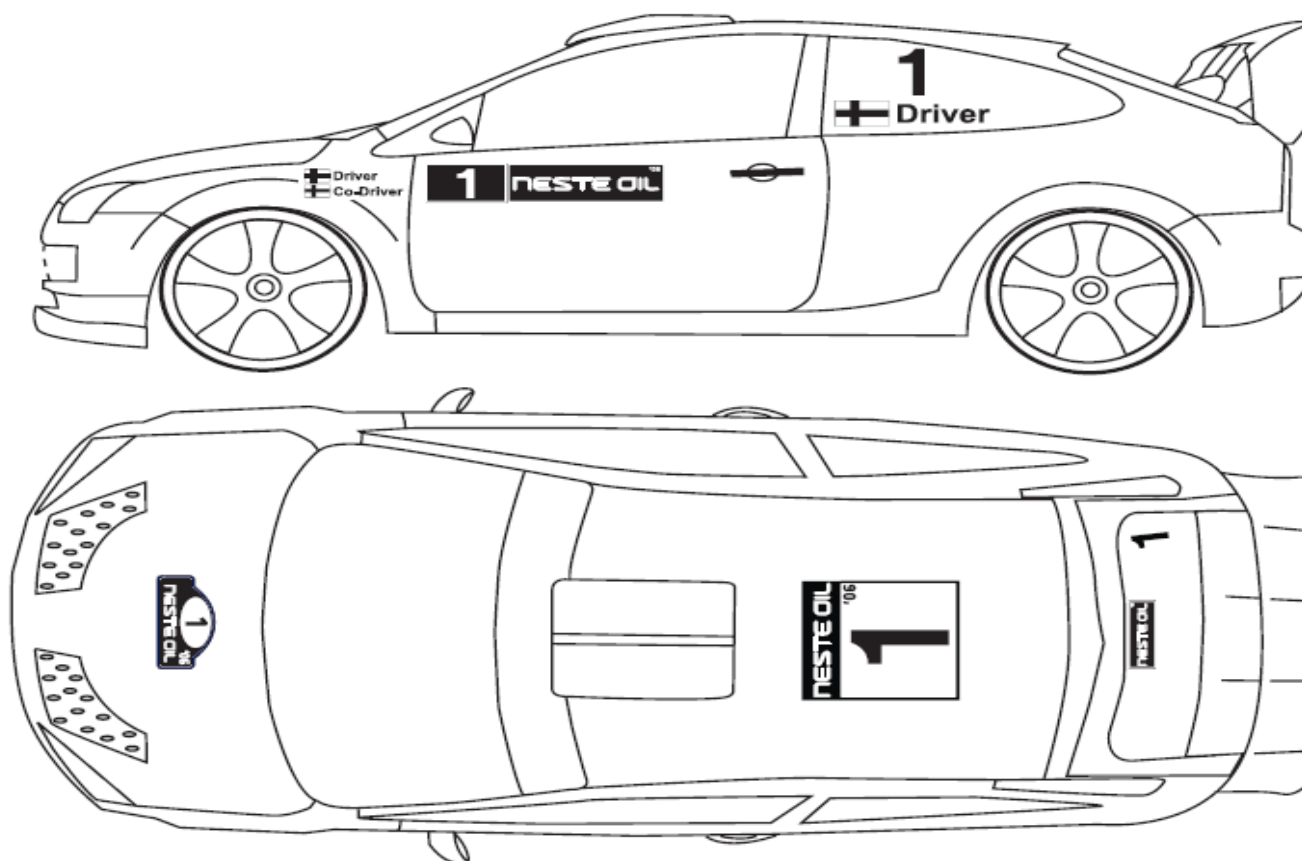
- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
- In white on a clear background.
- 10 cm high and with a stroke width of 1.5 cm.

In case of glass breakage, the cash penalty for not carrying the driver's name is not applied.

16.2 FRONT WINGS

In addition to Article 16.1, the names of the driver and co-driver, together with the national flags of the country of the ASN from which they have obtained their licence, must appear on the front wings of the car.

DOOR PLATES AND COMPETITION NUMBERS



17. ADVERTISING

17.1 RESTRICTIONS ON ADVERTISING

17.1.1 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 does not encroach upon the spaces reserved for plates and competition numbers.
- It does not interfere with the crew's vision through the windows.

17.1.2 All the letters of the name of the event sponsor must be no greater than the height and stroke thickness of the name of the rally.

17.2 ORGANISER'S OBLIGATORY ADVERTISING

The advertising spaces on the door panels as specified in Article 15.1 are reserved for the organisers' advertising.

Such advertising is obligatory and may not be refused by the competitors/entrants.

On the roof panels the 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.

The text of this advertising must be clearly indicated in the supplementary regulations, or at the latest one month before Day 1 of the rally in an official Bulletin.

17.3 ORGANISER'S OPTIONAL ADVERTISING

17.3.1 The organiser may require competitors to carry additional 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.

17.3.2 No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant can be imposed on a competitor/entrant if the competitor refuses such advertising.

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

18. RESPECT OF TRAFFIC LAWS

18.1 GENERAL RULES

18.1.1 Crews must always behave in a sporting manner.

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

18.1.3 Doughnuts may only be performed when permitted by the supplementary regulations of the rally.

18.1.4 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.

18.2 DURING RECONNAISSANCE

18.2.1 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.

18.2.2 Speeding during reconnaissance may incur a fine applied by the Clerk of the Course as detailed in the supplementary regulations. The amount of this fine will be unaltered by any fine imposed by the police.

18.2.3 Other infringements or excessive speeding during reconnaissance may be referred to the Stewards.

18.3 TRAFFIC LAWS

18.3.1 Throughout the rally, crews must observe the traffic laws of the country. Infringements will be referred to the Stewards.

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

18.3.3 Should the police 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.

18.3.4 Speeding during a rally as first traffic infringement will incur a fine applied by the Clerk of the Course as detailed in the supplementary regulations. The amount of the fine will be unaltered by any fine imposed by the police.

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

18.3.6 For the third traffic infringement: exclusion applied only by the Stewards.

ENTRIES

19. ENTRY PROCEDURE

19.1 NUMBER OF ENTRIES

The maximum number of entries for each rally will be specified in the supplementary regulations.

19.2 SUBMISSION OF ENTRY FORMS

Any FIA competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form, to the rally secretariat before the closing date, as specified in the supplementary regulations. Details concerning the co-driver may be submitted up to a later date provided it is specified in the supplementary regulations.

If this application is sent by fax or e-mail, the original must reach the organisers within 7 days following the close of entries

19.3 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.

19.4 ASN AUTHORISATIONS

For foreign competitors, drivers and co-drivers, authorisation must be given according to Article 70 of the Code.

19.5 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)

A change of entrant is permitted up to the close of entries.

One member of the crew may be replaced with the agreement of:

- The organisers, before the start of the administrative checks.
- The Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the FIA may authorise the replacement of both crew members.

19.6 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.

20. ENTRY CLOSING DATES

20.1 RESPECT OF CLOSING DATES FOR ENTRIES

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

20.2 ENTRY CLOSING DATES

The closing date for entries must be no later than 12 days before Day 1. 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 Day 1 of the rally.

21. ENTRY FEES

21.1 PUBLICATION OF ENTRY FEES

Entry fees must be specified in the supplementary regulations.

21.2 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees or by a receipt issued by the competitor's ASN.

21.3 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.

21.4 PARTIAL REFUND OF ENTRY FEES

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

22. CLASSES

22.1 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, it may be transferred to the appropriate group and/or class recommended by the scrutineers upon the decision of the Stewards.

22.2 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.

23. RECONNAISSANCE

23.1 RECONNAISSANCE CARS

23.1.1 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.

23.1.2 Standard Cars

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

23.1.3 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 8.4 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 and shall be fitted with:
 - a) Road-homologated series production tyres for asphalt.
 - b) Free tyres for gravel, unless otherwise detailed in the supplementary regulations

23.2 DURATION AND RESTRICTIONS

Reconnaissance must take place according to a timetable set by the organiser. Participation in reconnaissance is not compulsory. 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). Any non-compliance shall be brought to the attention of the Stewards.

SCRUTINEERING CHECKS

24. BEFORE THE START

24.1 HOMOLOGATION FORM

The crew must show the car's complete certified homologation form.

24.2 IDENTIFICATION

Scrutineers may require to identify the car. The chassis and cylinder block may be marked.

24.3 SCRUTINEERING DEADLINE

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 refuse the start.

25. DURING THE RALLY

25.1 ADDITIONAL CHECKS

Additional checks of safety items, including clothing, as well as of the car, may be carried out at any time after the start of Day 1 of the rally.

25.2 RESPONSIBILITY OF THE CREWS

25.2.1 The entrant is responsible for the technical conformity of his car throughout the duration of the rally.

25.2.2 Should identification marks (see Article 24.2) be affixed, it is the responsibility of the entrant to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the Stewards.

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

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

26. FINAL CHECKS

26.1 FINAL PARC FERMÉ

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

26.2 SELECTION OF CARS

Complete post event scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards ex officio or following a protest or upon the recommendation of the Clerk of the Course to the Stewards.

26.3 TIME AVAILABLE FOR FINAL CHECKS

The interval between the arrival of the cars at the scrutineering venue, as published in the supplementary regulations and the posting of the Provisional Final Classification must not be less than two hours.

SHAKEDOWN

27. SHAKEDOWN

27.1 RUNNING OF SHAKEDOWN

When a shakedown stage is organised, it shall be run as if it were a stage run during the rally and include all the appropriate the safety measures.

27.2 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.

27.3 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start as outlined in Article 41.

28. CONTROLS – GENERAL REQUIREMENTS

28.1 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.

28.2 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.

28.3 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.

28.4 STOPPING TIME IN CONTROL AREAS

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

28.5 READINESS TO WORK

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

28.5.2 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.

28.6 SEQUENCE OF CONTROLS AND DIRECTION

28.6.1 At any control, crews must check-in in the correct sequence and in the direction of the rally route, under pain of exclusion pronounced by the Stewards.

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

28.7 MARSHALS' INSTRUCTIONS

28.7.1 Crews are obliged to follow the instructions of the chief official of any control. Failure to do so will be reported to the Stewards.

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

29. 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.

30. TIME CONTROLS

30.1 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.

30.2 CHECK-IN PROCEDURE

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

30.2.2 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.

30.2.3 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.

30.2.4 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.

30.2.5 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.

30.2.6 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 section, these times being expressed to the minute.

30.2.7 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.

30.2.8 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.

30.2.9 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.

30.2.10 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.

30.2.11 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. In this case, the time entered on the time card shall be the scheduled time of the rally, not the actual time.

30.2.12 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.

30.3 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:

30.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the time card the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap in which the crew may prepare for the stage start and come to the start line from where the start procedure will commence. The stage start time shall then be the start time for the following road section. 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.

30.3.2 Immediately after checking in at the time control, the competing car shall be driven to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these regulations (see Article 34).

30.3.3 If a difference between the two entries exists, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

31. EXCLUSION FOR LATENESS

31.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or Day 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. 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.

31.2 EARLY ARRIVAL

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

31.3 NOTIFICATION OF EXCLUSIONS

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

32. REGROUPING CONTROLS

32.1 PROCEDURE AT ENTRY TO A REGROUP

32.1.1 On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car immediately and directly to the parc fermé where engines must be stopped and the crew must leave the parc fermé.

32.1.2 When a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

32.2 PROCEDURE AT THE EXIT FROM A REGROUP

After a regrouping during a Day, the cars shall start in the order in which they started the previous section.

SPECIAL STAGES

33. GENERAL

33.1 TIMING

For special stages, timing will be to the second. However, timing to the tenth of a second is permitted for all rallies counting towards a Championship.

33.2 MAXIMUM AVERAGE SPEED IN SPECIAL STAGES

The maximum average speed authorised on rally special stages must not exceed 130 kph.

33.3 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.

34. SPECIAL STAGE START

34.1 START POINT

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

34.2 START PROCEDURE

34.2.1 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.

34.2.2 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).

34.3 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.

34.4 DELAYED START THROUGH FAULT OF CREW

34.4.1 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.

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

34.4.3 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.

34.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, at least one course car, equipped with a public address system, must pass through the stage before the passage of the next competing car with the purpose of advising the public that the stage is about to recommence. Alternatively the stage shall be stopped.

34.6 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.

34.7 STARTING INTERVALS

The starting intervals for special stages must respect the same rules as those laid down for the start of the Day.

35. SPECIAL STAGE FINISH

35.1 FINISH LINE

Special stages 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 or chronometers, which must have print-out equipment, and be backed up by stopwatches. At the finish of special stages, the timekeepers must be positioned level with the finish line, which is indicated by the sign bearing a chequered flag on a red background.

35.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the special stage 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 will only stamp the crew's special stage time card and the time will be entered at the next neutralisation area or regrouping control.

36. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the Stewards may allocate each crew affected a time which they judge the fairest.

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.

37. COMPETITOR SAFETY

37.1 EQUIPMENT OF THE CREWS

During the special stages, the crew must wear homologated crash helmets, safety belts and all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment.

37.2 SOS/OK SIGNS

37.2.1 Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.

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

37.2.3 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.

Any crew which is able but fails to comply with this rule will be reported to the Stewards.

37.2.4 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.

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

37.2.6 The road books shall contain a page giving the accident procedure.

37.2.7 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.

37.3 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 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. Such laws must be outlined in the supplementary regulations of the event.

37.4 RED TRIANGLE

37.4.1 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.

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

37.5 THE USE OF YELLOW FLAGS

37.5.1 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 safety 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.

37.5.2 A crew which has been shown the yellow flag will be given a notional time for the stage, according to the procedures laid down in Article 36.

37.5.3 The yellow flag will be displayed to crews only on the instruction of the Clerk of the Course. The flags may only be displayed by a marshal wearing a distinctive jacket preferably of the recommended colour stipulated in Appendix H 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.

37.5.4 No flag other than the yellow flag may be deployed at any point in a special stage.

37.5.5 A yellow flag must be available at each stage radio point (situated at approximately 5 km intervals).

37.5.6 Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the supplementary regulations.

37.6 MEDICALLY EQUIPPED HELICOPTER

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.

38. SUPER SPECIAL STAGES

38.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

38.1.1 When more than one car starts at the same time, the roads at the starting point must be adjacent to one another. 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.

38.1.2 The organising of a super special stage is optional.

38.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running of a super special stage must be included in the supplementary regulations of the rally.

38.3 SAFETY PLAN

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

38.4 START ORDER

The starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, the organiser must detail the procedure in the supplementary regulations or in a bulletin.

39. RULES OF PARC FERMÉ

39.1 APPLICATION

Cars are subject to parc fermé rules:

39.1.1 From the moment they enter a regrouping park or an end-of-Day park, until they leave it.

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

39.1.3 From the moment they reach the end of the rally until the Stewards have authorised the opening of the parc fermé.

39.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

39.2.1 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.

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

39.3 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.

40. REPAIRS IN PARC FERMÉ

40.1 ORDER TO REPAIR

40.1.1 If the scrutineers of a rally consider that the state of a car has become sufficiently defective that safety might be affected, this car must be repaired in the presence of a scrutineer.

40.1.2 If the time taken results in any delay beyond the originally scheduled start time the crew will be given a new starting time after the repair, the penalty for which is 1 minute per minute or fraction of a minute.

40.2 CHANGE OF WINDOW(S)

40.2.1 While in the parc fermé and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 40.1.2.

40.2.2 If in order to change the window(s), it is necessary to straighten the bodywork and/or safety rollbar, Article 40.1.2 will apply.

STARTS AND RESTARTS

41. CEREMONIAL START

A ceremonial start may be organised in order 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 the 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 on Day 1 at its allocated 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.

42. STARTING AREA

42.1 RALLY START

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.

42.2 DAY START

Any crew reporting more than 15 minutes late at the start of a Day shall not be allowed to start that Day.

43. START ORDERS AND INTERVALS

43.1 START ORDERS

The start order shall remain unchanged until at least 10 % of the total distance of the special stages has been completed.

The start order for Day 2 and, when applicable, Day 3 shall be based on the classification at the finish of the final special stage of the previous Day excluding any super special stage when it is the final stage of the previous Day.

43.2 REPOSITIONING OF DRIVERS

The Stewards may, for reasons of safety, reposition drivers or change the time interval between cars as in Article 141 of the Code.

43.3 START INTERVAL

At the start of each Day, the organisers will schedule the starts of the competing cars at an interval of at least one minute.

44. SERVICING – GENERAL CONDITIONS

44.1 PERFORMING OF SERVICE

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

44.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

- In service parks and for one team member per car in car wash areas where scheduled
- Where permitted by a bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- For competing cars waiting at the time control at the entrance to regrouping parks, holding parks, or service parks, or when inside regrouping or holding parks, where the passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted
- Whilst the cars are in parc fermé
- 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.

45. SERVICE PARKS

45.1 SERVICE PARK IDENTIFICATION

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

45.2 SERVICE PARK SCHEDULE

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

45.2.1 10 minutes before the first SS of each Day.

- Not mandatory for Day 1 except if following a competitive element of the rally and an overnight parc fermé.
- Technical checks may be carried out in the parc fermé.

45.2.2 20 minutes between two groups of stages.

45.2.3 45 minutes at the end of Day 1

45.2.4 10 minutes service prior to the end of the rally at organiser's discretion.

45.3 SERVICE PARK IDENTIFICATION

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

45.4 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.

46. VEHICLES ALLOWED IN THE SERVICE PARKS

46.1 NUMBER OF SERVICE CARS

Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the organisers and affixed in the locations specified.

46.2 AUXILIARY VEHICLES

Other team vehicles must be identified by means of "Auxiliary" plates issued by the organisers. Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks.

Where there is insufficient space the organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

47. 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 under the supervision of a marshal
- 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.

48. FLEXISERVICE - 45'

48.1 GENERAL

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

48.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

48.2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé at the time specified (Article 30.2.11 of these regulations).

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

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

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

48.2.5 The operational window of flexi-servicing time starting from the arrival of the first car into the parc fermé is left to the discretion of the organiser but must be declared on the rally itinerary.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

49. RALLY RESULTS

49.1 ESTABLISHING RESULTS

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

49.2 PUBLICATION OF RESULTS

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

49.2.1 Unofficial Classifications: classifications distributed by the organiser during a Day.

49.2.2 Partial Unofficial Classifications: classifications published at the end of a Day.

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

49.2.4 Official Final Classification: classification approved by the Stewards.

49.2.5 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).

49.3 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.

49.4 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.

50. PROTESTS AND APPEALS

50.1 LODGING A PROTEST OR APPEAL

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

50.2 PROTEST FEES

The protest fee is €500 €.

50.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), the claimant must pay an additional deposit for each part. The applicable amounts will be specified in the supplementary regulations of the rally.

50.4 EXPENSES

50.4.1 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.

50.4.2 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.

50.5 APPEALS

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

The International Appeal Fee is €6,000.

51. MINUTES & CLOSING REPORT

During the running of the rally, the proceedings of the Stewards' meetings will be recorded in minutes drawn up. The minutes, results and closing report must be sent to the FIA within seven days of the end of the rally.

52. RALLY PRIZE-GIVINGS

The competitive element of the rally will finish at the "finish holding area Time Control IN". Prizes for all competitors 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.

53. ANNUAL FIA PRIZE-GIVING

53.1 ATTENDANCE REQUIREMENTS

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

53.2 ABSENCE

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

54. REFUELLING ZONES AND PROCEDURES

54.1 GENERAL

Competitors may only refuel in the refuelling zones or remote refuelling zones designated by the organisers in the road book, except as detailed under Article 47.

54.2 REFUEL PROCEDURE

54.2.1 Only actions inside a refuelling zone directly involved in the refuelling of the competing vehicle are permitted.

54.2.2 In all refuelling zones, a 5 kph speed limit will apply.

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

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

54.2.5 Engines must be switched off throughout the refuelling operation.

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

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

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

TYRES AND WHEELS

55. GENERAL

55.1 COMPLIANCE

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

55.2 MOULDED TYRES

All cars must be fitted with moulded tyres. Except for the FIA African and Asia-Pacific Rally Championships, marking of these tyres is obligatory when used on special stages.

55.3 CONTROL

Tyres will be marked throughout the rally in accordance with the procedure given by the scrutineers. 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.

55.4 TYRE CHANGE ZONES

A wheel/tyre marking and when applicable a bar code reading zone may be established at the exit of the authorised tyre change zones. For the sole purpose of assisting the tyre marking/bar code reading procedure, one team member for each crew may access this zone. The tyre bar code, when applicable, must always be visible from outside the car.

A tyre mark checking zone may be established at the entrance of the authorised tyre change zone.

55.5 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.

55.6 SYMMETRICAL PATTERNS

When left tyres are different from right tyres, their patterns must be symmetrical.

55.7 STAGE DELAYS

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

55.8 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.

55.9 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.

55.10 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

55.11 TREATMENT OF TYRES

Any chemical and/or mechanical treatment of tyres is prohibited.

55.12 RIMS

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

55.13 DISTANCE BETWEEN TYRE CHANGES

The length of a special stage or the combined distance of special stages between two tyre changes must be between 30 and 60 km, unless otherwise authorised by the FIA.

55.14 AVAILABILITY OF TYRES

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

MECHANICAL COMPONENTS

56. ENGINES

The same engine must be used from passing scrutineering until the finish of the rally.

57. CHASSIS

The same chassis must be used from passing scrutineering until the finish of the rally.

58. RESTRICTIONS ON COMPONENTS

58.1 TURBOCHARGERS

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

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

58.1.3 The compressor fitted to the car and all spare compressors (one for each day) will be checked and sealed at pre event scrutineering.

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

58.1.5 If a different spare compressor is not used on each Day, the number of spare compressors available is automatically reduced.

58.1.6 In the course of one and the same Day, a compressor which has been replaced may be used again on the same car.

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

58.1.8 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.

58.2 TRANSMISSIONS

58.2.1 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.

58.2.2 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.

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

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

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

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

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

58.2.8 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.

59. 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. In all cases, at any time on the road sections, the noise level must be in conformity with Appendix J.

2009 FIA REGIONAL RALLY CHAMPIONSHIPS SPORTING REGULATIONS

Regional variations and additional provisions (V)

V1 – FIA EUROPEAN RALLY CHAMPIONSHIP/CUP

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

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 (A5, A6, A7), Group A Kit cars as described in Article 4 of the FIA Regional Rally Championships Sporting Regulations, Group R cars (R1, R2, R3) and Group N cars (N1, N2, N3).

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 CHAMPIONSHIP POINTS

5.5.1 Attribution of points

Points will be awarded for each title in accordance with the scale given in Article 5.5.1 of the Regional Rally Championships Sporting Regulations.

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

3, 2 and 1 for the 1st, 2nd and 3rd respectively in the results for each Day. To be eligible for bonus points, the car must remain in the end-of-rally parc fermé until the publication of the final official results.

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 5.11.3 below. Points scored in one region cannot be transferred to another region if a driver takes part in rallies in different regions.

5.6 REGISTRATION FEES

5.6.1 The registration fee for a FIA 2WD European Cup is 50% of the basic fees described in the FIA Regional Rally Championships Sporting Regulations.

5.6.2 The standard registration fee is increased to €450 for each driver and €450 for each co-driver in case of a late registration. For the FIA 2WD European Cup the increasing of the registration fee is also 50% of the basic fee

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

5.7 MINIMUM PARTICIPATION REQUIREMENTS

6 events.

5.8 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

All results are taken into account.

5.9 NUMBER OF CHAMPIONSHIP RALLIES

The Championship comprises a maximum of 11 events.

5.10 REGISTRATION CLOSING DATES

On the closing date for entries for the 1st event in the year or after the first event and up to the closing date for entries for the 4th event (late registration with increased fee).

5.11 EUROPEAN RALLY CUPS

5.11.1 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.

5.11.2 Constitution of the three different Regions

European Rally Championship Regional Cup East: Bulgaria, Georgia, Romania, Serbia (Yugoslavia), Ukraine, Russia.

European Rally Championship Regional Cup Central: Austria, Croatia, Czech Republic, Hungary, Poland, Slovakia, Slovenia.

European Rally Championship Regional Cup South-West: Belgium, France, 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.

5.11.3 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 Secretariat, 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.

5.11.4 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 until the prize-giving of the rally.

For the cups, the duration of a rally is three days for coefficient 10 and 5 rallies, from the start of the rally (beginning of scrutineering) until the prize-giving 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 250 km and 300 km.

8.5 CHARACTERISTICS OF EUROPEAN CUP RALLIES

For coefficient 10 rallies, the total distance of the special stages is between 220 km and 250 km.

For coefficient 5 rallies, the total distance of the special stages is between 190 km and 220 km.

For coefficient 2 rallies, the total distance of the special stages is between 170 km and 190 km.

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 OFFICIAL RALLY GUIDE

The official rally guide and the supplementary regulations must be published on the event website according to the required timetable. A printed version of the rally guide and supplementary regulations is optional.

11. ROAD BOOK

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

CAR IDENTIFICATION

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

16.1 REAR SIDE WINDOWS

In addition the Co-Driver's name must also be placed below the Driver's name, in the same typeface but to a maximum size of 50 mm, plus his national flag.

RECONNAISSANCE

23. RECONNAISSANCE

23.2 DURATION AND RESTRICTIONS

During reconnaissance there shall be control marshals at the start and stop point of each special stage. Further checks may also be carried out during special stages.

SCRUTINEERING CHECKS

24. BEFORE THE START

24.4 PRESENTATION OF CARS

The entered car may be presented at scrutineering by a representative of the team.

SHAKEDOWN

27. SHAKEDOWN

27.1 RUNNING OF SHAKEDOWN

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

SPECIAL STAGES

33. GENERAL

33.1 TIMING

Timing will be to the tenth of a second.

38. SUPER SPECIAL STAGES

38.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

38.3 SAFETY PLAN

This plan must be submitted through an organisers' ASN.

STARTS AND RESTARTS

43. START ORDERS AND INTERVALS

43.1 START ORDERS

The starting order of Day 1 is as follows:

- FIA Priority Drivers - Priority A
- FIA Priority Drivers - Priority B
- Series 3: Registered Drivers
- Series 4: All the other entrants following a starting order left to the discretion of the Organisers.

43.3 START INTERVAL

The interval between the start times for the N priority drivers (N being the invariable number of registered drivers at the start of the rally) will be at least 2 minutes for the first Day. For the subsequent Days, the first N + 5 crews classified at the end of the previous Day will start at intervals of at least 2 minutes.

43.4 RE-START AFTER RETIREMENT

43.4.1 General

A competing car which fails to finish any Day of a rally will be permitted to restart the next Day. 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 entrant who re-starts will not be classified in the final overall classification and thus not be eligible for Championship points, except bonus points.

43.4.2 Service location and time allowed

Any car which fails to finish a Day 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 Day, no later than 6 hours before the scheduled start of that Day.

43.4.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car rescrutineered prior to the start of the Stewards' meeting at the end of the Day which the car has failed to finish.

43.4.4 Repairs to restart Day 1/Section 2

For those cars that fail to finish the super special stage, repairs may be carried out in accordance with Article 43.4.2 and the competitor may restart Section 2 of Day 1.

SERVICE

46. VEHICLES ALLOWED IN THE SERVICE PARKS

46.1 NUMBER OF SERVICE CARS

Only one of the two service vehicles per crew is allowed in each service park. If space permits an auxiliary vehicle may be allowed.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

49. RALLY RESULTS

49.5 PROMOTION OF RESULTS

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

FUEL – REFUELLING

54.3 SINGLE FUEL

For Italian 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.

MECHANICAL COMPONENTS

60. ADDITIONAL CAR REQUIREMENTS

60.1 TRACKING SYSTEM

A Safety Tracking System is recommended. If used, it must be described in the Supplementary Regulations.

V2 – FIA AFRICAN RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

2. DEFINITIONS

2.17 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 Technical Delegate's expenses (travel and accommodation) will be paid by the Organisers of the events in the Championship.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.3 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.

African Rally Manufacturers' Cup:

- Reserved for 2 wheel drive naturally aspirated cars with a maximum cylinder capacity of 1600cc subject to a minimum of 3 starters per category

African Rally Cup:

- Reserved for Group N and Group A cars with 2 wheel drive and normally aspirated engines having a maximum cylinder capacity of 2000cc.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 CHAMPIONSHIP POINTS

5.5.1 Attribution of points

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

5.7 MINIMUM PARTICIPATION REQUIREMENTS

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

5.8 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

All results are taken into account.

5.9 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: Tanzania, Kenya, Uganda

South region: Zimbabwe, Zambia

5.10 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

8.1.3 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.

8.4 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 280 km and 420 km. The liaison part of the Rally is considered as road sections with a target time.

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 OFFICIAL RALLY GUIDE

The official rally guide and the supplementary regulations must be published on the event website according to the required timetable. A printed version of the rally guide and supplementary regulations is optional.

CAR IDENTIFICATION

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

16.1 REAR SIDE WINDOWS

In addition the Co-Driver's name must also be placed below the Driver's name, in the same typeface but to a maximum size of 50 mm, plus his national flag.

ADVERTISING

17. ADVERTISING

17.3 ORGANISER'S OPTIONAL ADVERTISING

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.

SPECIAL STAGES

38. SUPER SPECIAL STAGES

38.5 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a special stage or super special stage, 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 and 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

43. START ORDER AND INTERVALS

43.1 START ORDER

The top three drivers in the championship will rotate to be the first car at the start of every event. On the first rally of the championship the start order will be determined by the region secretariat.

SERVICE

44. SERVICING – GENERAL CONDITIONS

44.3 AIR ASSISTANCE

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

V3 – FIA MIDDLE EAST RALLY CHAMPIONSHIP

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

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 air intake may be enlarged 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

5.5 CHAMPIONSHIP POINTS

5.5.1 Attribution of points

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

5.7 MINIMUM PARTICIPATION REQUIREMENTS

4 rallies (or 50% whichever is the greater) including at least 2 rallies in each of the Championship regions [Region A: Cyprus, (Troodos Rally) Jordan, Lebanon, Syria; Region B: Dubai, Qatar, Saudi Arabia, Kuwait]. This applies to all the titles awarded within the framework of this Championship.

5.8 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.

If 9 or more rallies are held: all results, less 2, count.

5.9 NUMBER OF CHAMPIONSHIP RALLIES

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

5.10 REGISTRATION CLOSING DATES

On the closing date for entries for the second rally in the Championship. The only change after this date is for a change of co-driver.

8. EVENT CHARACTERISTICS

8.1 DURATION

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

1 st day of rally schedule	1 st day of reconnaissance (Day 1 Road Book issued previous evening)
2 nd day of rally schedule	2 nd day of reconnaissance (Day 2 Road Book issued the previous evening)
3 rd day of rally schedule	Administrative checks, reconnaissance – Day 1/2 and optional media or shakedown stage
4 th day of rally schedule	Administrative checks, scrutineering, pre-event press conference (maximum 5 teams to take part), optional ceremonial start, optional Super Special or Spectator Stage
5 th day of rally schedule	Rally – Day 1
6 th day of rally schedule	Rally – Day 2
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.	

8.4 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. GENERAL

9.1 OFFICIAL RALLY GUIDE

The official rally guide and the supplementary regulations must be published on the event website according to the required timetable. A printed version of the rally guide and supplementary regulations is optional.

The rally guide is appended to the present sporting regulations.

RECONNAISSANCE

23. RECONNAISSANCE

23.2 DURATION AND RESTRICTIONS

23.2.1 Control of passages

During reconnaissance there shall be control marshals at the start and stop point of each special stage. Further checks may also be carried out during special stages.

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.

23.2.2 Maximum speed

The maximum speed limit of 60 kph (or as specified if different) is imposed on all special stages during reconnaissance. Speed will be monitored by GPS tracking devices carried by all reconnaissance cars.

23.2.3 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.

23.3 ADMINISTRATIVE REQUIREMENTS

Registration for reconnaissance will take place as stated in the Rally Guide 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.

23.4 CONTROL OF RECONNAISSANCE

A system of monitoring the speed, outing 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.

STARTS AND RESTARTS

43. START ORDERS AND INTERVALS

43.1 START ORDERS

At the start of Day 2 the Stewards shall have the right to reposition at their discretion and solely on the grounds of safety, any car that retires on Day 1.

43.4 RE-START AFTER RETIREMENT

43.4.1 General

Any crew that involuntarily retires in Day 1 may restart the rally from the start of Day 2. Such crews will be assumed to restart Day 2 unless they formally indicate in writing that they wish to withdraw from the event.

To be classified in a rally, any competitor must finish the last Day.

43.4.2 Penalties

The crew will be penalised at the rate of 5 minutes for every stage not completed in Day 1 added to the fastest time set for that stage irrespective of group/class. Should retirement occur after the last special stage on Day 1, the crew concerned will nonetheless be deemed to have missed that last special stage and the penalties stated in this Article above will apply.

Any crew that deliberately retires on Day 1 with the perceived intention of gaining an advantage in order to better its position for Day 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.

43.4.3 Service location and time allowed

Any car wishing to restart must be serviced only in the rally service park. After such car has retired, it must remain where it has retired until permission has been received from the clerk of the course to remove it directly to the service park.

Servicing of retired cars must respect the conditions of Articles 44-47 of the Regional Rally Championships Sporting Regulations. Any car that has retired may, however, be towed or transported from the point of retirement to the service park, but only after permission to do so has been given by the clerk of the course.

43.4.4 Service time allowed

The car may be serviced for up to 2 consecutive hours in addition to the 45 minutes' service time at the end of Day 1. However, all cars must be returned to the parc fermé at least 4 hours before the start of Day 2. A special time card will be issued at the exit from the parc fermé to monitor the removal of cars, the time taken for repairs and subsequent return.

43.4.5 Scrutineering of repaired cars

Only when a repaired car has passed inspection by the scrutineers may it restart the next Day.

Prior to restarting a Day, the car must pass inspection by the scrutineers. The crew will be informed of the time for re-scrutineering by the clerk of the course.

SERVICE

45. SERVICE PARKS

45.4 GENERAL

Different locations for service parks may be provided for each Day.

MECHANICAL COMPONENTS

60. ADDITIONAL CAR REQUIREMENTS

60.1 DEVICES TO CONTROL CAR POSITION, MOVEMENT AND STATUS

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.

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.

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. Recoding of the trace of all cars during the rally will be live. 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.

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.

FIA MIDDLE EAST RALLY CHAMPIONSHIP – APPENDIX A RALLY GUIDE

The language to be used for the Rally Guide must be English. Other languages such as Arabic, French, etc., may be also used if appropriate. The following headings show the minimum contents that must be included; other information that may be of use and benefit to competitors, officials, media personnel, etc., may be added.

Heading Comment	
Introduction / welcome.....	Introduction from top officials, Chairman, etc. This document has no regulatory power and is for information only.
Event history.....	How the rally started and developed.
Recent rally winners.....	List of previous winners.
Event overview.....	Summary of the rally, changes and innovations.
Organisers' contact details.....	Permanent postal address, E-mail and Internet addresses, fax, telephone numbers. Same details as above for Rally HQ (before and during the event) if different. Key officials with e-mail addresses. Rally office opening hours.
Hotels / accommodation, reservation.....	Official rally hotel, contact details for reservations, list of other hotels, rates, etc.
Programme and critical deadlines.....	Schedules before the rally, from date of issue of the supplementary regulations onwards.
Entry details.....	Titles for which the rally counts. Criteria for acceptance of entries. List of entry fees. Entry assistance packages.
Advertising.....	National restrictions for on-car advertising.
Rally HQ.....	Layout plan of the HQ.
City / town plans.....	Maps of the city showing HQ location, official hotel, service park if adjacent, scrutineering venue, tulip road connections to and from each location.
Media centre.....	Contact details Accreditation desk – location and opening hours. Main media room – location and opening hours. Satellite media centre (if any) – location and opening hours. Press conferences – time and location. If necessary, road book diagrams between rally HQ and media centre. Layout plan of the main media centre.
PR activities.....	Rally related shows and activities.
Programme.....	Schedule of the rally week, from the date of the start of recce to the closure of the rally office, media centre.
Itinerary.....	Day 1 and Day 2 itineraries. Itinerary compared to previous year. Altitude graphs of the SSs. Any items intended for Bulletin publication concerning the itinerary.
Service Parks.....	Layout – plan drawing showing details of service bays, refuel, tyre marking, route in and out and other details. Information about the Service Park locations – access times for teams, etc. Facilities available at the SPs. Road Book from the rally HQ to the SP and back. Check list for the SP details: <ul style="list-style-type: none"> • GPS coordinates • Allocated parking areas for each team • Service vehicles IN/OUT route • Auxiliary vehicle parking areas • Press and VIP parking areas • Refuel area surrounded by barriers

	<ul style="list-style-type: none"> • TC IN / TC OUT with numbers • Tyre checking and marking locations • Position of emergency services, fire, police, medical, etc. • Position of satellite Media Centre (if any) • Results service • Hospitality areas • The surface of the SP • Toilet facilities • Rubbish disposal • Water, electricity supply • Spectator parking • Helicopter pad.
Reconnaissance.....	<p>Summary of recce regulations and specific instructions valid for the event.</p> <p>Registration for recce – location and time – check list.</p> <p>GPS tracking units collection, installation and download points.</p> <p>Detailed recce schedule.</p> <p>Routes from SS finishes back to the starts.</p>
Shakedown (if used).....	<p>Timetable</p> <p>Location, stage length, distance to service park, etc.</p> <p>Restrictions (who may attend, etc.) and instructions.</p> <p>Map of stage and service area.</p>
Administrative checks.....	<p>Date, place and time.</p> <p>List of documents to be submitted.</p>
Scrutineering /sealing and marking.....	<p>Date place and time.</p> <p>Schedules for scrutineering / marking and sealing.</p> <p>Preparation to be made before car is presented.</p> <p>Details about installation of GPS tracking units.</p> <p>Road Book to scrutineering from rally HQ.</p> <p>Layout of scrutineering area.</p> <p>Final scrutineering location, plan, Road Book route if required.</p>
Start procedure.....	<p>Location and time.</p> <p>Programme / timetable.</p> <p>Procedure and instructions.</p> <p>Layout of the starting area.</p>
Finish procedure.....	<p>Location and time.</p> <p>Programme / timetable.</p> <p>Procedure and instructions.</p> <p>Layout of the finish area.</p>
Helicopter use.....	<p>Registration procedure / information.</p> <p>Application form and registration.</p> <p>List of helicopter companies.</p> <p>Government regulations for helicopter use.</p>
Fuel.....	<p>Fuel / refuelling regulations.</p> <p>Remote / additional refuel points, if any.</p> <p>Information about ordering special fuel, contact details of suppliers, etc.</p>
Tyres.....	<p>Ordering and delivery of tyres.</p> <p>Remote / additional tyre points, if any.</p> <p>Details about tyre marking and checking during the event.</p>
Passes and plates.....	<p>Description of the various passes and plates – which pass allows access where.</p>
Materials and documents.....	<p>List of materials / documents included in the entry fee.</p> <p>Time and place for collection of material and documents.</p> <p>Form for ordering additional documents.</p>
Two-way radio.....	<p>Application procedure.</p> <p>Contact details of person / authority in charge.</p> <p>Official regulations for channels and frequencies.</p>
Media coverage.....	<p>Radio coverage – channels and frequencies.</p> <p>TV coverage – channels and times.</p> <p>Official press conference details.</p>

Medical and safety services.....	Emergency telephone numbers, list of hospitals with emergency department, telephone numbers. Police telephone numbers, etc. List of pharmacies. Towing companies. Maps of locations of principal hospitals, pharmacies etc.
Maps.....	Overview maps of each Day. Stage maps for competitor, media use (not detailed).
Spectators.....	Details of spectator facilities, packs, where available, prices, where passes are required, etc.
Passport requirements, import details.....	Visa requirements, temporary import details.
General facts and information.....	List of useful services (airlines, banks, currency and exchange, customs duty, doctors, driving, electricity, climate and elevation, fuel and filling stations, language, medicine, opening hours, photography, sunrise/sunset, telephones, time, water, etc. Country facts and statistics. Car dealers, spare part and tyre companies. Repair garages. Rental car companies, taxis. Restaurants, entertainment. etc.

V4 – FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.3 ADDITIONAL PROVISIONS

Asia-Pacific Rally Championship, Asia-Pacific Rally Championship Manufacturers' Cup, Asia Cup, Pacific Cup:

- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.
- Group A and N cars whose homologation has expired up to a maximum of four years before the beginning of the current year are permitted to participate in the rallies of the Championship on the following conditions:
 - They are permitted to compete in all the rallies of the Championship on an equal basis and can start and be classified together with currently homologated cars.
 - Any registered drivers and co-drivers of such cars cannot score points in the Championship.
 - The cars are not eligible to score points.
 - Such non-homologated cars above may only be accepted for participation if the correct, though expired, homologation papers are produced at documentation.
 - The cars remain in total conformity with the original technical specifications and are in a sound condition to participate.
 - The size of turbo restrictors used on turbo equipped cars and the minimum weight are those currently valid.
 - FIA seeded drivers are not permitted to drive such cars.

Asia-Pacific Rally Cup for Drivers, Co-drivers and Manufacturers:

- Reserved for 2WD cars with normally aspirated engines having a maximum cylinder capacity of 2000cc.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 CHAMPIONSHIP POINTS

5.5.1 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 5.5.1.

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

3, 2 and 1 for the 1st, 2nd and 3rd respectively in the results for each Day. To be eligible for bonus points, the car must remain in the end-of-rally parc fermé until the publication of the final official results.

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.

5.5.3 Registration requirements

- In addition to drivers and co-drivers, each entrant must be registered with the FIA.
- Each entrant, driver and co-driver must register with the FIA to be eligible for any Asia Cup or Pacific Cup awards and the registration may be for either Cup but not both. Registration for either Cup together with APRC registration is permitted.

5.5.5 Attribution of reduced points

This Article is not applicable for the Asia Pacific Championship.

5.5.6 Nomination of Events

- Entrants may nominate a single event or all events. They must nominate an event, using a nominated driver and co-driver, at the latest by the time of closing date for entries in the Rally concerned.
- Registration for the Pacific Cup shall require nomination for each of the three rallies in the Cup (viz. New Caledonia, New Zealand and Australia) and nomination must be completed prior to the close of entries for the first round of the Cup.
- Registration for the Asia Cup shall require nomination of any three of the four rallies in the Cup (viz. Japan, Malaysia, Indonesia and China), and nomination must be completed prior to the close of entries for the second round of the Cup, save that, if an entrant registers for the APRC by nominating only 2 Pacific and 4 Asia rallies, nomination of the Asia Cup rallies must occur at the time of registration for the APRC.
- Points may only be scored at nominated rallies. Other rallies may be contested but participation in them will have no impact on the points awarded for those rallies.

5.6 REGISTRATION FEES

€204 for the entrant.

5.7 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 entrant to pay the full entry fee to the organiser.

5.8 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

Results from all nominated rallies.

5.9 NUMBER OF CHAMPIONSHIP RALLIES

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

5.10 REGISTRATION CLOSING DATES

On the closing date for entries for the second Championship Rally. The only change after this date is for a change of co-driver or the introduction of a new entrant.

8. EVENT CHARACTERISTICS

8.1 DURATION

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

Wednesday	Reconnaissance
Thursday	Reconnaissance, Scrutineering
Friday	Scrutineering and/or Shakedown and/or Media and/or Promotion, Start of Day 1 (if suitable)
Saturday	Day 2 (or Day 1)
Sunday	Day 3 (or Day 2), Finish Podium

8.4 DISTANCES

The total distance of the special stages is set at a distance between 220 km and 280 km.

The maximum length of each special stage is 33 km.

The minimum Special Stage distance between service parks is 30 km and the maximum is 80 km.

Minimum distance for any one Day: 60 km.

8.5 TYPE OF ROAD SURFACE

A gravel road surface must be used for the entire course of any special stage. This rule applies throughout the itinerary of a rally.

8.6 TITLE

Wherever possible, at the discretion of the Organiser, each rally should include in its title the acronym APRC.

STANDARD DOCUMENTS AND SCHEDULES

11. ROAD BOOK

The road book must be made available to all the competitors at least 5 days prior to the start of Day 1.

CAR IDENTIFICATION

15. COMPETITION NUMBERS

15.1 DOOR PANELS

15.1.4 The door number sticker shall have an equal space below for the APRC logo and provision for a possible series sponsor advertisement both of which will be carried by all cars entered in the rally.

ADVERTISING

17. ADVERTISING

17.3 ORGANISER'S OPTIONAL ADVERTISING

17.3.4 Organisers are permitted to have optional advertising as follows:

a) On the bonnet of the car, a sticker measuring 10 x 60 cms.

b) On each side of the car, adjacent to the competition number sticker, 2 stickers measuring 15 x 25 cms.

The location of these stickers must be specified in the Supplementary Regulations.

SCRUTINEERING CHECKS

26. FINAL CHECKS

26.3 TIME AVAILABLE FOR FINAL CHECKS

The Organisers' itinerary should ensure that at least 2 hours and 30 minutes are available for post-event Scrutineering.

SHAKEDOWN

27. SHAKEDOWN

27.4 ATTENDANCE REQUIREMENTS

Shakedown attendance is compulsory for all entrants registered in the Championship/Cup and also for any invited entrants.

27.5 SHAKEDOWN SURFACE

The gravel surface of the shakedown does not have to be representative of the special stages of the Rally.

SPECIAL STAGES

38. SUPER SPECIAL STAGES

38.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

38.3 SAFETY PLAN

This plan must be submitted at least 3 months before an Asia-Pacific Championship rally for a 2-car Super Special Stage, or 2 months for a single car Super Special Stage.

38.5 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a super special stage, 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 and actual time in excess of the fastest time plus 5 minutes will be allocated time of the fastest time plus 5 minutes.

When an organiser schedules a super special stage as Section 1 of Day 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

41. CEREMONIAL START

A standard form of start and finish ramp and signage is detailed in Appendix 3 C, the dimensions of which must be followed. The “hanging” sign can be changed to represent the Championship Rally with only the registered entrants; the international rally with the registered and un-registered entrants and the national rally if run simultaneously.

After a Ceremonial Start, cars may not be placed in a parc fermé and no time cards may be issued.

43. START ORDERS AND INTERVALS

43.1 START ORDERS

At the start of Day 2 and Day 3 (where applicable), Championship registered drivers will start first as a group.

The competitors registered in the APRC (including those registered for the cups) will start each Day as a group.

43.4 RE-START AFTER RETIREMENT

43.4.1 General

A competing car which fails to finish any Day of a rally will be permitted to restart the next Day. 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 entrant 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 Day bonus points, the car must remain in the end-of-rally parc fermé until the publication of the final official results.

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

Any car which fails to finish a Day 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 Day, no later than 6 hours before the scheduled start of that Day.

43.4.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car rescrutineered prior to the start of the Stewards' meeting at the end of the Day which the car has failed to finish.

SERVICE

45. SERVICE PARKS

45.4 NUMBER OF SERVICE PARKS

It is recommended that there be one main service park and possibly an auxiliary service area to permit one service unit per competing car in one or two locations to provide adequate service for the entire rally.

48. FLEXISERVICE - 45'

48.3 FLEXISERVICE - 20''

The Articles 48.1 and 48.2 of the Regional Rally Championships Sporting Regulations shall also apply in the case of 20' service when linked to a regroup, to provide an opportunity for team cars to service at different times.

The operational window of flexi service time, starting from the arrival of the first car into the parc fermé, is left to the discretion of the Organisers but must be declared on the rally itinerary.

Flexi servicing of 45 minutes at the end of each Day (excluding the final day) will be provided.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

49. RALLY RESULTS

49.5 PROMOTION OF RESULTS

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

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP – APPENDIX A ADMINISTRATIVE PROCEDURES

The following table details the schedule for publication of documents.

Activity	From	To	Deadline	Regulation
Draft Itinerary & Route Map	Organiser	APRC Secretariat	5 months before the rally	
Pre-event Information or Announcement	Organiser	APRC Secretariat, media and others	5 months before the rally	
Rally Guide 1 <i>(this may be electronic)</i>	Organiser	APRC Secretariat, FIA APRC Officials, APRC Co-ordinator and others	4 months before the rally	RRR 9.1
Appointment of the Stewards and Observer	FIA	Organiser	3 months before the rally	RRR 3.1, 3.2.2
Draft Supplementary Regulations	Organiser	FIA & Observer	3 months before the rally	RRR 10.1.1
Draft Safety Plan	Organiser	FIA & Observer	3 months before the rally	
Comments on the draft Regulations & Plan	Observer	FIA	2 months before the rally	RRR 10.1.2
Issuing of Visa	FIA	Organiser	2 months before the rally	RRR 10.1.2
Supplementary Regulations published and opening of entries	Organiser	FIA, APRC Secretariat APRC Co-ordinator, and possible entrants	7 weeks before the rally	RRR 10.1.3
Closing of entries	Entrants	Organiser	3 weeks before the rally	RRR 19.2, 20.2
Proposed seeded Entry list	Organiser	FIA	3 weeks before the rally	RRR 20.2
Rally Guide 2 published <i>(this may be electronic)</i>	Organiser	Entrants, APRC Secretariat and FIA APRC Officials	3 weeks before the rally	RRR 9.1
Road Book published	Organiser	Entrants and FIA APRC Officials	5 days prior to the start of Day 1	AP 11
Seeded Entry List published	Organiser	Entrants, media, officials & APRC Secretariat	8 days before the rally	RRR 20.2
Media Safety book published	Organiser	Accredited media	8 days before the rally	

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP – APPENDIX B PODIUM CEREMONY

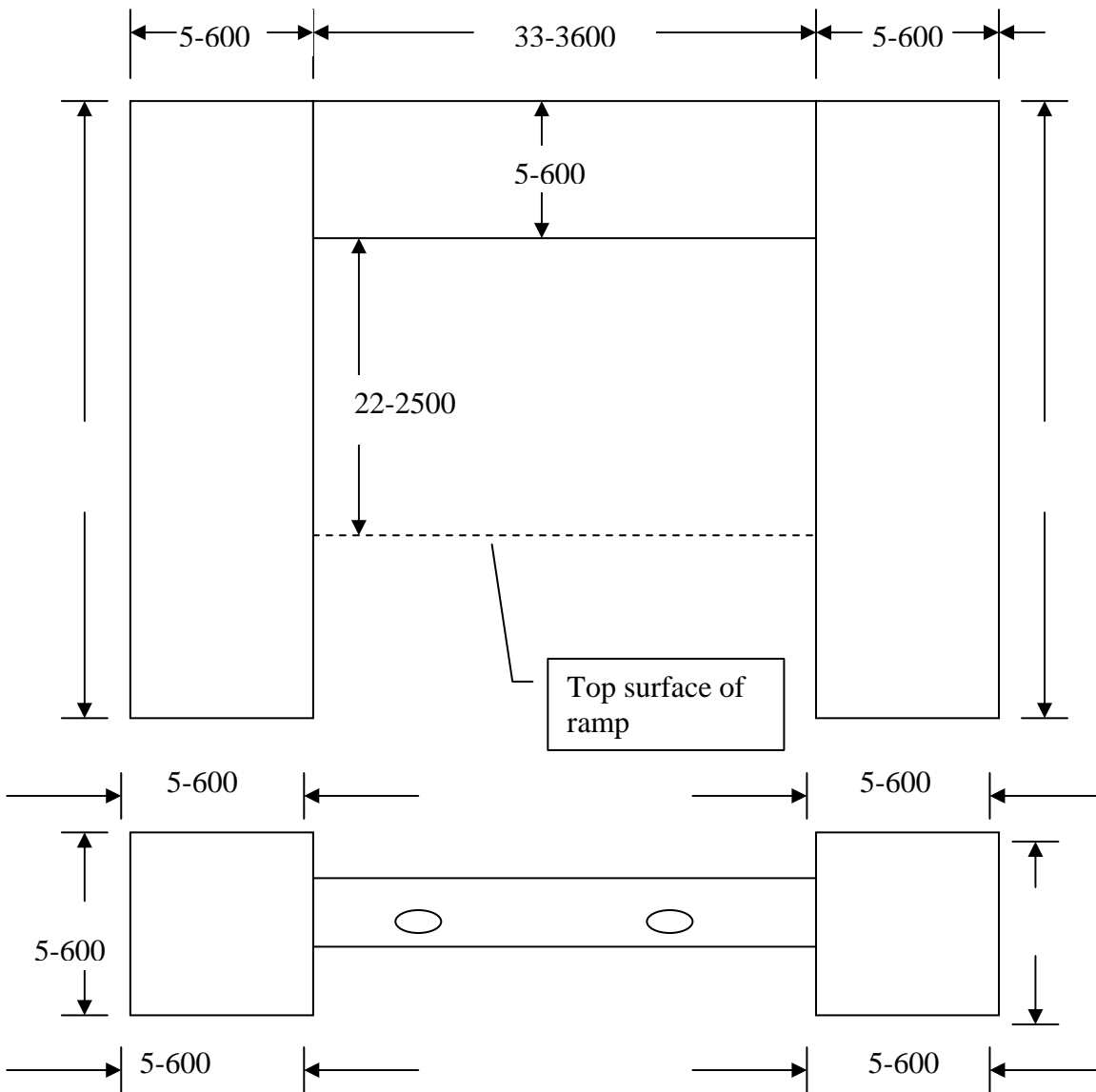
1. General Points

- a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- b) The organisers should provide "Olympic style" box podiums for use by the third, second and first crews only, positioned in a way to allow photographers / TV crews to take pictures from the photographers' tower.
- c) All teams with a car in the top three must have a technician in attendance with the car to transport car to final inspection, if required.
- d) The reference to registered drivers in the APRC event also includes those registered for only one of the Cups.

2. Procedure (all procedures should be controlled by the master of ceremonies)

- a) The recommended finish procedure is as follows:
 - 3rd car of registered drivers in the APRC event, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 2nd car of registered drivers in the APRC event, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 1st car of registered drivers in the APRC event, on to ramp, interview on ramp, nose down on ramp for photo session.
 - Podium boxes in to place.
 - Presentation of trophies.
 - National anthem and associated flag raising.
 - Champagne spray and photoshoot.
 - Provision for team photos on ramp or in adjacent area.
- b) The above procedure duplicated for the non APRC Registered drivers – If 2 (or 3) APRC registered drivers are in first 3 outright in APRC event, the method utilised for the second procedure is left to the organiser's discretion.

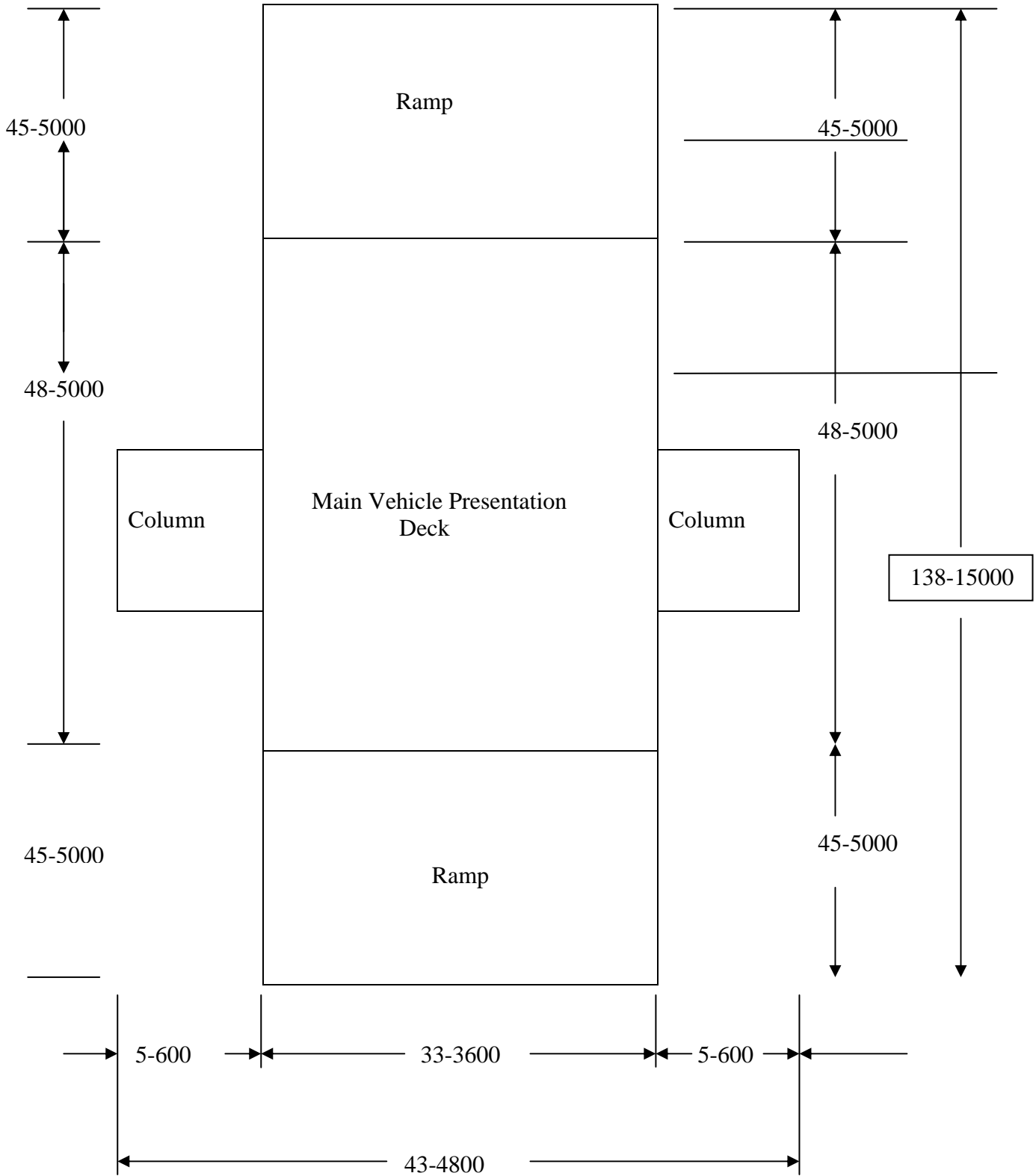
**FIA ASIA-PACIFIC RALLY CHAMPIONSHIP – APPENDIX C
START RAMP**



Dimensions in mm (5-600 = 500mm to 600mm wide, 36-3800 = 3600mm to 3800mm high)

Overall plan view

↑
Front



2009 FIA Regional Rally Championship Sporting Regulations
APPENDICES

INDEX

APPENDIX I Control signs

APPENDIX II Standard documents (* = recommended format)

	DOCUMENT	AVAILABILITY
1	Supplementary regulations	Website + printed
2	Rally Guide/s *	Website + printed
3	Itinerary *	With supplementary regulations
4	Road book	Printed
5	Time card	Printed
6	Standard entry form	Website + printed with supplementary regulations
7	Starting lists & Results at the rally *	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 I

RALLY CONTROL SIGNS - SIGNALISATION DES CONTRÔLES

Control type <i>Nature du contrôle</i>	RALLY CONTROL SIGNS - CONTROL ZONE <i>(Diameter of signs : about 70 cm)</i> SIGNALISATION DES CONTRÔLES - ZONE DE CONTRÔLE <i>(Diamètre des panneaux de signalisation : 70 cm environ)</i>				Direction of rally <i>Sens du parcours</i>
	YELLOW SIGNS Control Area Entry <i>PANNEAUX JAUNES</i> Début de Zone de Contrôle	RED SIGNS Compulsory Stop <i>PANNEAUX ROUGES</i> Arrêt Obligatoire	BEIGE SIGNS End of Control Area <i>PANNEAUX BEIGES</i> Fin de Zone de Contrôle		
PASSAGE CONTROL <i>CONTRÔLE DE PASSAGE</i>	 ←25m min.→	 PC / CP ←25 m→			⇒
TIME CONTROL <i>CONTRÔLE HORAIRE</i>	 ←25m min.→	 TC / CH ←25 m→			⇒
	TC at entrance/exit service parks / CH à l'entrée et sortie parc d'assistance: ← 5 m→				
TIME CONTROL AND SS START <i>CONTRÔLE HORAIRE ET DEPART D'ES</i>	 ←25m min.→	 TC / CH ←50-200 m→	 ←25 m→ SS Start Départ ES		⇒
END OF SS <i>FIN D'ES</i>	 ←100 m→ ADVANCE INDICATION <i>AVERTISSEUR</i>	 ←100-300 m→ FLYING FINISH LINE <i>LIGNE D'ARRIVEE</i>	 ←25 m→ STOP CONTROL <i>CONTRÔLE STOP</i>		⇒
OTHER FIA STANDARD RALLY SIGNS / AUTRES SIGNALISATIONS STANDARD FIA <i>(Diameter of signs: 55 cm minimum / Diamètre des panneaux: 55 cm minimum)</i>					
RADIO POINT <i>POINT RADIO</i>	YELLOW BACKGROUND <i>FOND JAUNE</i>  ←100 m→ WARNING SIGN <i>AVERTISSEUR</i>	BLUE BACKGROUND <i>FOND BLEU</i>  RADIO POINT <i>POINT RADIO</i>	REFUEL ZONE <i>ZONE DE RAVITAILLEMENT</i>	BLUE BACKGROUND <i>FOND BLEU</i>  BEGINNING OF ZONE <i>DEBUT DE ZONE</i>	BLUE BACKGROUND <i>FOND BLEU</i>  END OF ZONE <i>FIN DE ZONE</i>
AMBULANCE	 WARNING SIGN (red or green cross) <i>AVERTISSEUR</i> (croix rouge ou verte)	 AMBULANCE POINT (red or green cross) <i>AMBULANCE</i> (croix rouge ou verte)			
TYRE MARKING <i>MARQUAGE DES PNEUS</i>	BLUE BACKGROUND (Marker pen red) <i>FOND BLEU (Crayon rouge)</i> 		TYRE MARK CHECKING <i>VERIFICATION MARQUAGE DES PNEUS</i>	BLUE BACKGROUND (Magnifier red) <i>FOND BLEU (Loupe rouge)</i> 	

All distances are approximate. *Toutes les distances sont approximatives.*

APPENDIX II

STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS CONTENT

The supplementary regulations must be both printed in A 5 format and available on the official rally website according to the individual Championship regulations.

INDEX

* *Where/if applicable*

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

- Closing date for entries
- Official Notice Board – location and times
- Issuing of the road book, map and Rally Guide 2
- Closing date for order of FIA fuel *
- Closing date for order of extra services in service park *
- Publication of the list of entries accepted by the organiser
- Closing date for shakedown registrations *
- Closing date for co-driver details
- Reconnaissance schedule
- Collection of material and documents
- Collection of tracker systems for reconnaissance *
- Opening of media centre and media accreditation
- Team managers' briefing (WRC registered teams) *
- Helicopter pilots' briefing *
- Collection of FIA rally safety tracker systems *
- Shakedown and time-schedule *
- First stewards' meeting
- Pre-event press conference
- Administrative checks
- Scrutineering – sealing & marking
- Publication of a start list for Day 1
- Ceremonial start (if any)
- Rally start, place and time
- Publication of a start list for Day 2
- Publication of a start list for Day 3 *
- Publication of final provisional classification
- Prize-giving
- Final scrutineering
- FIA press conferences

2. Organisation and Description

- 2.1 FIA titles for which the rally counts
- 2.2 Visa numbers – FIA and ASN
- 2.3 Organiser's name
- 2.4 Address and contact details
- 2.5 Organisation committee
- 2.6 Stewards of the Meeting
- 2.7 Observers and Delegates
- 2.8 Senior officials
- 2.9 Road surface
- 2.10 HQ location

3. Entries

- 3.1 Entry procedure
- 3.2 Number of entrants accepted and classes
- 3.3 Entry fees / entry packages for Private Entrants
- 3.4 Payment details
- 3.5 Refunds

4. Insurance

5. Advertising and Identification

6. Tyres *

- 6.1 National laws or special requirements

6.2 Tyres for use on reconnaissance – if necessary

7. Fuel *

- 7.1 Ordering procedure
- 7.2 Distribution for non-priority drivers

8. Reconnaissance

- 8.1 Procedure for registration
- 8.2 Specific and/or national restrictions – speed limit
- 8.3 Installation of speed control checking devices *

9. Administrative Checks

Documents to be presented

10. Scrutineering, Sealing and Marking

- 10.1 Special regulations (if any), noise checks.
- 10.2 Use of mud flaps if compulsory and of tinted windows if permitted

11. Features of the Rally

- 11.1 Ceremonial start procedure and order *
- 11.2 Starting system of special stages
- 11.3 Permitted early check-in
- 11.4 Identification of officials
- 11.5 Super special stage procedure and running order *
- 11.6 Any special procedures / activities including the organisers' promotional activities
- 11.7 Finish procedure (for WRC only if different from WRC Appendix IV)

12. Safety Cars (Asphalt rallies in WRC only)

- 12.1 Procedure
- 12.2 Any special instructions

13. Prizes

14. Final Checks

- 14.1 Final checks – who is to attend from teams, plus location
- 14.2 Deposit for components
- 14.3 National appeal fees *

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CRO's

Appendices 4, 5, 6, 7, etc.

Items at the organisers' discretion, including latest rulings on overalls, helmets and any other safety requirements.

2. RALLY GUIDES 1 & 2

Rally Guide 1

Published on the official website of each rally at least 5 months before the start of the rally. The concept is to provide potential competitors with sufficient information to decide to enter the rally, make bookings and reservations.

Notification (by e-mail) of the publication should be sent to:

WRC Manufacturers and Manufacturer Teams
 Entrants last year (optional)
 FIA
 FIA delegates
 Commercial rights holder
 Support series representatives
 Tyre manufacturer
 Fuel supplier
 Others on request

Rally Guide 2

Contents are updated and more detailed information from Rally Guide 1. Any repeated and identical information from Rally Guide 1 should be clearly identified as “unchanged from Rally Guide 1”. The concept is to have all paperwork in one document whether for media, officials or competitors.

Published as a paper and electronic document and distributed 4 weeks before the start of the rally to:

WRC Manufacturers and Manufacturer teams
 Tyre manufacturer
 Other entrants (corresponding address as given on the entry form)
 FIA
 FIA delegates
 Commercial rights holder
 Support series representatives
 All permanent FIA-accredited media

Content

* = Inclusion not necessary if already in the supplementary regulations

Art.	Headings and Subheadings	RG 1	RG 2
1	Introduction / welcome		
	Introduction from top officials, chairman, etc	X	X
	Event overview	X	X
	“This document has no regulatory power – for information only”	X	X
2	Contact details		
	a) Permanent contact details	X	X
	Postal and visitors' addresses, phone and fax	X	X
	E-mail and internet addresses	X	X
	Key officials, their functions and e-mail addresses	-	X
	b) Rally HQ contact details	-	X
	Postal and visitors' addresses, phone and fax	-	X
	E-mail and internet addresses	-	X
	Rally office opening hours	-	X
	c) Media contact details	X	X
3	Programme and critical deadlines		
	a) Schedule before the rally week	X	X
	b) Schedule during the rally week	X	X
	c) SS closing times	-	X
4	Entry details		
	Titles for which the rally counts	X	- *
	Criteria for acceptance of entries	X	- *
	List of entry fees	X	- *
	Entry packages	X	- *
	Draft entry list (if completed)	-	X

Appendices

Note: Format of Appendices is at the discretion of the organiser (sorted by category, in chronological order or other system)

Headings	RG 1	RG 2
Itineraries (dated and version numbered)		
Day 1	X	X
Day 2	X	X
Day 3	X	X
Itinerary compared with previous years	X	X
Recce schedule		- *
Maps (A4 format)		
Overview Day 1	-	X
Overview Day 2	-	X
Overview Day 3	-	X
Special stage maps and recce maps	-	(optional)
Shakedown map	-	X
Relevant cities / towns (showing HQ, service park, hospitals etc)		
Road books or regional maps, town maps, diagrams to explain		
Road book from airport to HQ (or road connections)	-	X
Road book between HQ and service park	-	X
Road book from service park and shakedown	-	X
Road book for shakedown stage and back to service park	-	X
Road book between HQ and scrutineering area	-	X
Road book between service park and scrutineering area	-	X
Road book between service park and remote / additional refuel zones (if any)	-	X
Road book between service park and remote service zone (if any)	-	X
Road book between HQ and media centre (if applicable)	-	X
Drawings and layouts		
Service park (also see list below)	-	X
Scrutineering & noise check area	-	X
FIA safety box installation	-	X
Remote Service Zone if applicable	-	X
Rally HQ	-	X
Starting area	-	X
Finish area	-	X
Forms (At the organisers' discretion where to publish the forms)		
Hotel / accommodation reservation form		
Service park facilities order		
Media accreditation		
Helicopter registration		
Recce registration		
Additional material order		
Two-way radio form (if applicable)		
Customs clearance form (if applicable)		
Altitude graphs of Stages		

Check list for service park content:

- Area for WRC Manufacturers and Manufacturer Teams
- Area for other competitors (P2, P3, non-priority)
- Area for tyre manufacturer.
- Area for commercial rights holder
- TC in / TC out (with numbers)
- Parc fermé (flexi-service / superally)
- Technical zone
- Tyre marking
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out
- Time controls
- Corporate hospitality zones
- 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.

3. ITINERARY - SAMPLE LAYOUT

DAY 1		Thursday 2 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1	START DAY 1 - Algarve Stadium		0.00	0.00		16:45
SS1	SSS Estádio Algarve 1	2.21				16:50
1A	Parc Fermé IN		0.30	2.51	00:10	17:00
Totals		2.21	0.30	2.51		

Section 1

DAY 1		Friday 3 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
RE-START DAY 1 - Algarve Stadium						
1B	Parc Fermé OUT - Service IN		0.00	0.00		09:10
Service A (Algarve Stadium)		2.21	0.30	2.51	00:15	
1C	Service OUT					09:25
	Refuel RZ 1	2.21	0.30	2.51		
	Distance to next refuel	23.42	84.16	107.58		
2	Rio Torto		66.82	66.82	0:52	10:17
SS2	Ourique 1	23.42				10:20
	S. Marcos da Serra - Refueling		17.34	40.76		
	Refuel RZ 2	23.42	84.16	107.58		
	Distance to next refuel	43.58	62.18	105.76		
3	S. Marcos da Serra		21.08	44.50	0:54	11:14
SS3	Silves 1	21.54				11:17
4	Foz do Ribeiro		12.40	33.94	0:40	11:57
SS4	Malhão 1	22.04				12:00
4A	Regrouping & Technical Zone IN		46.04	68.08	1:20	13:20
4B	Regrouping OUT - Service IN				0:15	13:35
Service B (Algarve Stadium)		67.00	146.34	213.34	0:30	
4C	Service OUT					14:05
	Refuel RZ 3	43.58	62.18	105.76		
	Distance to next refuel	23.42	84.16	107.58		
5	Rio Torto		66.82	66.82	0:52	14:57
SS5	Ourique 2	23.42				15:00
	S. Marcos da Serra - Refueling		17.34	40.76		
	Refuel RZ 4	23.42	84.16	107.58		
	Distance to next refuel	43.58	62.18	105.76		
6	S. Marcos da Serra		21.08	44.50	0:54	15:54
SS6	Silves 2	21.54				15:57
7	Foz do Ribeiro		12.40	33.94	0:40	16:37
SS7	Malhão 2	22.04				16:40
7A	Parc Fermé & Technical Zone IN		46.04	68.08	1:20	18:00
7B	Parc Fermé OUT - Flexi Service IN					
Flexi Service C (Algarve Stadium)		67.00	146.34	213.34	00:45	
7C	Flexi Service OUT - Parc Fermé IN					21:00
	All cars must be returned to Parc Fermé no later than					
Day 1 totals		136.21	292.98	429.19		

Section 2

Section 3

DAY 2		Saturday 4 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
START DAY 2 - Algarve Stadium						
7D	Parc Fermé OUT - Service IN		0.00	0.00		08:40
Service D (Algarve Stadium)		0.00	0.00	0.00	00:15	
7E	Service OUT					08:55
	Refuel RZ 5	43.58	62.18	105.76		
	Distance to next refuel	49.79	96.21	146.00		
8	Gomes Aires		77.63	77.63	00:57	09:52
SS8	Santa Clara 1	22.61				09:55
9	Santa Clara		4.05	26.66	00:32	10:27
SS9	Almodovar 1	27.18				10:30
	Almodovar - Refueling		14.53	41.71		
	Refuel RZ 6	49.79	96.21	146.00		
	Distance to next refuel	22.80	64.85	87.65		
10	Dogueno		28.70	55.88	01:07	11:37
SS10	Vascão 1	22.80				11:40
10A	Regrouping & Technical Zone IN		50.68	73.48	01:25	13:05
10B	Regrouping OUT - Service IN				00:15	13:20
Service E (Algarve Stadium)		72.59	161.06	233.65	00:30	
10C	Service OUT					13:50
	Refuel RZ 7	22.80	64.85	87.65		
	Distance to next refuel	49.79	96.21	146.00		
11	Gomes Aires		77.63	77.63	00:57	14:47
SS11	Santa Clara 2	22.61				14:50
12	Santa Clara		4.05	26.66	00:32	15:22
SS12	Almodovar 2	27.18				15:25
	Almodovar - Refueling		14.53	41.71		
	Refuel RZ 8	49.79	96.21	146.00		
	Distance to next refuel	22.80	64.85	87.65		
13	Dogueno		28.70	55.88	01:07	16:32
SS13	Vascão 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 (Algarve Stadium)		72.59	161.06	233.65	00:45	
13C	Flexi Service OUT - Parc Fermé IN					21:00
	All cars must be returned to Parc Fermé no later than					21:00
Day 2 totals		145.18	322.12	467.30		

Section 4

Section 5

DAY 3		Sunday 5 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
START DAY 3 - Algarve Stadium						
13D	Parc Fermé OUT - Service IN		0.00	0.00		06:50
Service G (Algarve Stadium)		0.00	0.00	0.00	00:15	
13E	Service OUT					07:05
	Refuel RZ 9	22.80	64.85	87.65		
	Distance to next refuel	38.88	93.92	132.80		
14	Califórnia		35.94	35.94	0:42	07:47
SS14	Loulé 1	22.65				07:50
15	Chão da Velha		20.98	43.63	0:52	08:42
SS15	S. Brás Alportel 1	16.23				08:45
15A	Regrouping & Technical Zone IN		37.00	53.23	1:01	09:46
15B	Regrouping OUT - Service IN				0:15	10:01
Service H (Algarve Stadium)		38.88	93.92	132.80	0:30	
15C	Service OUT					10:31
	Refuel RZ 10	38.88	93.92	132.80		
	Distance to next refuel	77.76	187.84	265.60		
16	Califórnia		35.94	35.94	0:42	11:13
SS16	Loulé 2	22.65				11:16
17	Chão da Velha		20.98	43.63	0:52	12:08
SS17	S. Brás Alportel 2	16.23				12:11
17A	Technical Zone IN		37.00	53.23	1:01	13:12
17B	Technical Zone OUT - Service IN				00:03	13:15
Service I (Algarve Stadium)		38.88	93.92	132.80	0:10	
17C	Service OUT - Finish holding control IN					13:25
Day 3 totals		77,76	187,84	265,60		

Section 6

Section 7

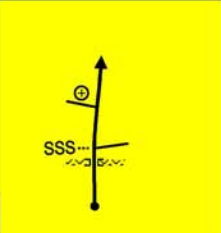




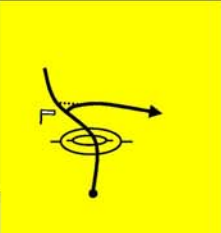
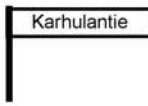
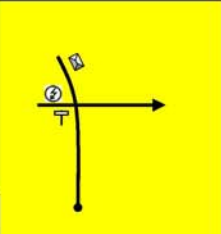









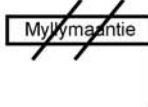

TOTALS OF THE RALLY					
	SS	Liaison	Total		%
Day 1 - 7 SS	136.21	292.98	429.19	% of	31.7%
Day 2 - 6 SS	145.18	322.12	467.30	Special	31.1%
Day 3 - 4 SS	77.76	187.84	265.60	Stages	29.0%
Total - 17 SS	359.15	802.94	1162.09		30.9%

INSTRUCTIONS

- 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 Day and End of Rally total figures should have a thin black surrounding and a light grey infill shade

4. ROAD BOOK

1. The road book shall be A5 size and to be printed in portrait format, bound on the left side with metal or other suitably strong binding capable of 360° opening.
2. Printing should be double-sided, with a paper of thickness 90 gsm or greater.
3. Printing shall be on white paper; there is no need to use colour to distinguish between special stages and road sections, this being achieved by a shading of the “Direction” column similar to the sample.
4. There may be one book for the entire rally or a different book for each Day. In the latter case, there should be an easy method of distinguishing the book for each Day.
5. Headings shall be in English and/or the national language (optional).
6. A new page is required for the start of each road section. A new page from the Stop Point after a special stage is not necessary, this being a continuation on the same road section (as per the example).
7. The vertical line between the “Direction” and “Information” columns shall be filled in in black where the road surface is gravel and shall be left blank (white) where the surface is tarmac or sealed.
8. The number of the special stage may be placed on the side of the page (as shown on the attached example) to enable easy location of the stage. When printing is double-sided it should be the outside edge i.e. opposite the bound edge of the page. The number must appear only on pages relating to the special stage.
9. All of the 5 km SOS points and ambulance points must be indicated by the appropriate symbols.
10. A symbols page must appear on the front page of the road book.
11. The itinerary for the whole rally must appear in each road book.
12. Where a road section is followed by a special stage, the distance, in metres, between the Time Control and the start of the special stage must appear in the bottom right-hand corner of the Information box for the instructions indicating the time control.
13. The GPS location of the start and finish of each special stage and of the regroupes and service parks must be shown.
14. A map of each special stage may appear on the page immediately prior to the first page for each special stage. This map may include:
 - a scale
 - the direction North
 - reconnaissance route
 - alternate route
 - location of start/finish and SOS points
15. There may be no more than 6 instructions per page.
16. Photographs or diagrams of control locations may be included if necessary to avoid confusion.
17. Other useful information:
 - A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.
 - A tripmeter point on long junction drawings can be helpful.
 - On road sections, junctions to / from another SS are useful.
 - List of hospitals / medical centres
 - Telephone numbers for rally HQ and emergency services
 - Retirement form
 - Enquiry form
 - Green “OK” and Red “SOS” sign
 - Repeated plans of service park layouts for each visit are not necessary. However plans are important should there be a change of TC location. Each road book should include at least one SP plan.

TC 21 - VÄÄRINMAJA		DISTANCE	DAY	2	PAGE
TC 21A - PF IN, PAVILJONKI		126,85 km	SECTION	8	115
SPECIAL STAGE 21		RECORD		TIME ALLOWED	
VÄÄRINMAJA 16,25 km		NEW STAGE		115 min	
DISTANCE		DIRECTION	INFORMATION		DIST. TO GO
TOTAL	PARTIAL				
0,00	0,00	1		    GPS: 61 52.110N 024 18.420E	126,85
2,75	2,75	2			124,10
5,25	2,50	3		  GPS: 61 52.550N 024 15.880E	121,60
7,99	2,74	4			118,86
8,41	0,42	5		    GPS: 61 53.480N 024 17.420E	118,44
13,92	5,51	6		  GPS: 61 55.590N 024 18.150E	112,93

21

21

5. STANDARD FIA TIME CARDS

SIZE

18 cm ↑ x 9 cm ↔ (vertical format) plus allowance for binding and index tabs.

BINDING

Spiral or metal binding on the left or bottom edge so as to allow pages to be completely turned over (360 degrees). Conventional plastic binding is not suitable as this only permits pages to be half turned (180 degrees).

USE OF THE PAGES (always from the base of the card)

A. Road Section page (3 identical copies)

1. The marshal copies the TC Arrival Time from previous page, this being the start time for the road section.
2. The first copy is then completed at the arrival TC at the end of the road section and retained by the arrival TC marshal.
3. The second copy is given to the crew of the competing car.
4. The third copy remains in the bound book.

B. Special Stage & Road Section page (4 identical copies)

1. The marshal copies the TC Arrival Time from previous page and completes Provisional Start Time – normally 3' later.
2. The stage start marshal completes x2 the Actual Start Time (which may differ from the Provisional Start Time foreseen) this being the same as the start time of the road section.
3. On arrival at the SS STOP control, the stage finish time and the time taken is completed and the first copy retained by the STOP control marshal. This may also be produced as a half page, in which case it will only show the lower half.
4. The second copy is completed at the next arrival TC and retained by the arrival TC marshal.
5. The third copy is given to the crew of the competing car.
6. The fourth copy remains in the bound book.

This system ensures that at each control where times are recorded there is an “original” copy of the time card held by the timing marshals. This is immediately available for checking and verification in case of need.

Each co-driver also has an “original” copy of the time card for his/her own verification and confirmation of the times.

ISSUE AND COLLECTION OF TIME CARD BOOKS

The books containing the relevant time cards are issued and collected at locations deemed appropriate by the organisers of each event, where there is a halt in the rally which makes this possible and convenient, such as at service parks, regrouping controls, etc. Used bound books then become frequently available for the results teams to undertake checking and auditing of times.

LANGUAGE

The text of all time cards should be in English plus, if desired, French or the language of the country in which the rally takes place.

A. ROAD SECTION PAGE SAMPLE

B. SPECIAL STAGE & ROAD SECTION PAGE SAMPLE

31 July - 3 August 2008		TC 1C 34,89 km	TC 2 49,84 km/h		
ARRIVAL TIME at TC	Hr	Min	Hr	Min	
2					
DUE TIME (Competitor use)					
TARGET TIME			00	42	
ACTUAL START					
1C					
TIME TAKEN					
CAR NUMBER					
STAMP / SIGN					

Blue: Timekeeper copy

Yellow: Competitor copy

White: Remain in Time card

31 July - 3 August 2008		TC 21 126,85 km	TC 21A 66,18 km/h		
ARRIVAL TIME at TC	Hr	Min	Hr	Min	
21A					
DUE TIME (Competitor use)					
TARGET TIME			01	55	
ACTUAL START					
			RS	21	
TIME TAKEN					
SS 21		CAR NUMBER			
Väärinmaja					
16,25 km					
FINISH TIME	Hr	Min	Sec	1/10	
ACTUAL START			SS	21	
TIME TAKEN					
PROVISIONAL START TIME					
ARRIVAL TIME at TC			21		
STAMP / SIGN					

Pink: Copy for SS Stop

Blue: Timekeeper copy

Yellow: Competitor copy

White: Remain in Time card

6. STANDARD ENTRY FORM

EVENT/ ASN LOGO

Name of the Rally

FIA Championship LOGO

INDIVIDUAL ENTRY FORM

	ENTRANT	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 entrant'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 Entrant

Signature of 1st driver

Signature of Co-driver

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

Date _____

7. STARTING LISTS & RESULTS AT THE RALLY

Introduction:

Lists can be posted earlier than the times mentioned in the supplementary regulations but the times mentioned on the lists MUST ALWAYS be the ones mentioned in the supplementary regulations.
If the publication of any list that is timed is delayed, the Clerk of the Course shall publish a communication with the new scheduled time for posting.

THURSDAY

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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

or

Start list for Day 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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

and/or

Start list for Day 1 (no SSS) or Start list for Day 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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

FRIDAY – DAY 1 / SATURDAY – DAY 2

Unofficial classification after final SS (not including SSS)

- Produced at the Stewards' meeting. Unsigned.

Start list for Day 2 / Day 3

- Proposed by the Clerk of the Course. Stewards may reposition.
- Signed by the Clerk of the Course at the end of the Stewards' meeting and published at time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Asterisk denotes 'Subject to rescrutineering' for retired cars (WRC Art 50.2.1)

Partial Unofficial Classification after Day 1 / Day 2

- Signed by the Clerk of the Course and issued after Stewards' meeting with actual posting time.
- Produced when all penalties are known.

SUNDAY – DAY 3

Provisional Final Classification

- Includes all competitors who have completed Day 3 (WRC Art. 49.1.4)
- Signed by the Clerk of the Course at final Stewards' meeting
- '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 Stewards' Decision No... 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 crews:...'

Final Official Classification

- Signed by the Stewards and published at time in supplementary regulations
- '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 No... 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.

The presence of FIA Safety and Medical Delegates is obligatory for events counting towards the FIA World Rally Championship.

FIA Safety and/or Medical Delegates may be appointed for any other FIA Championship; in that case, their duties and authority shall be as specified in the FIA World Rally Championship (hereafter "WRC") sporting regulations.

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 of the special stage.
- The exact location of all marshal posts, emergency vehicle and radio points, evacuation routes (Article 5.5.3 a) by means of an accurate map. All GPS references used in the event must be expressed in the form of degrees, minutes and decimals of minutes, e.g. 139° 36. 379'
- 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.
- For WRC events, see also the WRC regulations specifying deadlines for the submission to the FIA of the safety plan and medical questionnaire and arrangements with the designated hospitals.

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 blue mark
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

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 qualification requirements for chief medical officers of World Rally Championship events are stipulated in Supplement 2.

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.

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;

- **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.

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.

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 organisers' 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 and a siren.

c) Zero cars should not be driven by any FIA priority driver (1st /2nd or A/B), 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,
- suitable communications equipment to maintain contact with HQ.

These vehicles should be stationed after the start point, 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 first 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 (FIA Medical Delegate and FIA Safety Delegate in the case of FIA World Championship rallies) 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

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).

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 (situated at intervals of approximately 5 km).

b) The yellow flag will be displayed to crews only on the instruction of the clerk of the course.

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 may be noted in their pace notes.

d) 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 safety car drivers he/she encounters. 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.

e) No flag other than the yellow flag may be deployed in a special stage.

f) 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 (set up approximately 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.

Each radio point shall be identified in the road book and by a sign at least 70 cm in diameter, bearing the radio point symbol, a black spark on a blue background.

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 WRC and 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

5.6.1 Accident involving a member of the public

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this as specified in the road book.

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

5.6.2 Accident investigations

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

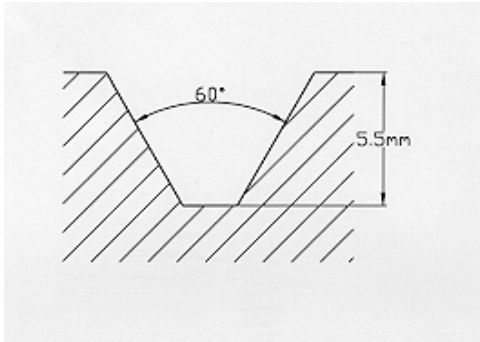
APPENDIX IV

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.