

2012 FIA Regional Rallies Championships Sporting Regulations

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2012 FIA Regional Rallies Championships Sporting Regulations

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

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

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

- FIA European Rally Championship for Drivers
- FIA European Rally Championship for Co-Drivers
- FIA European Rally Championship Regional Cups East, Central, South-West for Drivers
- FIA 2WD European Cup
- FIA African Rally Championship for Drivers
- FIA African Rally Championship for Co-Drivers
- FIA African Rally Championship Manufacturers' Cup
- FIA African Cup for Drivers & Co-Drivers
using 2 WD, normally aspirated cars of maximum 1600cc
- FIA Middle East Rally Championship for Drivers
- FIA Middle East Rally Championship for Co-Drivers
- FIA Middle East Rally Cup for Group N Drivers
- FIA Junior Middle East Rally Championship for Drivers & Co-Drivers
- FIA Asia-Pacific Rally Championship for Drivers
- FIA Asia-Pacific Rally Championship for Co-Drivers
- FIA Asia-Pacific Rally Cup for Manufacturers
- FIA Asia-Pacific Rally Junior Cup
- FIA Asia Cup for Drivers
- FIA Asia Cup for Co-Drivers
- FIA Asia-Pacific Cup for Drivers, Co-Drivers & Manufacturers
using Class 5-10, 2 WD, normally aspirated cars of maximum 2000cc.
- FIA Pacific Cup for Drivers
- FIA Pacific Cup for Co-Drivers
- FIA NACAM Rally Championship
- FIA CODASUR Rally Championship

1.1. APPLICATION

1.1.1 Only the FIA may grant waivers to these regulations.

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

1.1.2 The clerk of the course is charged with the application of these regulations and the event supplementary regulations before and during the running of the rally. He must inform the stewards of any important incidents that have occurred which require the application of these regulations or the event supplementary regulations of the rally.

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

1.2. OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, must be written in English and optionally in the language of the organising country or any other language. 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 2012.

2. DEFINITIONS**2.1 BULLETIN**

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

2.2 COMMUNICATION

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

2.3 CONTROL AREAS

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

2.4 CREW

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

2.5 LEG

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

2.6 DECISION

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

2.7 END OF THE EVENT

The event ends with the posting of the Final Official Classification or the end of the appeal period if applicable. The competition element of the rally finishes at the final time control.

2.8 NEUTRALISATION

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

2.9 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in this regulations.

2.10 RECONNAISSANCE

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

2.11 REGROUP

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

2.12 SECTION OF THE RALLY

Each part of the rally separated by a regroup.

2.13 SERVICE

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

2.14 START OF THE EVENT

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

2.15 SUPER SPECIAL STAGE

Any deviation on the running of a "normal" special stage as described in the relevant Event Supplementary Regulations and / or a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.

2.16 TIME CARD

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

2.17 ROAD SECTION

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

2.18 TECHNICAL ZONE

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

2.19 MEDIA ZONE

A zone established prior to the time control at the entrance of service parks, remote services or regroup parks.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards (the stewards) shall always comprise three members. The chairman and one member shall be appointed by the FIA and be of a different nationality from that of the organising country. The third member shall be appointed by the ASN of the country organising the rally. There must be a permanent communication link between the stewards and the clerk of the course. During the running of the rally at least one of the stewards must be in the vicinity of the rally HQ.

3.2 FIA DELEGATES

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

3.2.1 FIA Technical Delegate

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

3.2.2 FIA Observer/s

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

3.3 COMPETITORS' RELATIONS OFFICERS

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors/crews.

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

ELIGIBLE CARS**4. CARS ELIGIBLE TO ENTER IN FIA REGIONAL CHAMPIONSHIP EVENTS****4.1 SUMMARY**

- Group A Cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned
- Group RGT cars complying with 2012 Appendix J Art. 256
- Group R cars (Appendix J, Article 260 and 260D)
- Group N cars (Appendix J, Article 254) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Article 254A).
- Super 2000 cars fitted with a 1.6-liter turbo engine with a maximum air restrictor's internal diameter of 30mm.
- Regional cars
- National cars (see also 4.4)

4.2 CLASSES OF CARS

Classes	Groups
2	S2000-Rally: 1.6 T engine with a 30mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R4
3	Group N car over 2000cc (current N4)
4	RGT Cars
5	Group A car over 1600cc and up to 2000cc
	Super 1600
	R2C (over 1600cc and up to 2000cc)
	R3C (over 1600cc and up to 2000cc)
	R3T (up to 1600cc / nominal)
6	R3D (up to 2000cc / nominal)
	Group A car over 1400cc and up to 1600cc
	R2B (over 1400cc and up to 1600cc)
7	kit-car over 1400cc and up to 1600cc
	Group A car up to 1400cc
8	kit-car up to 1400cc
	Group N car over 1600cc and up to 2000cc
9	Group N car over 1400cc and up to 1600cc
	R1B (over 1400cc and up to 1600cc)
10	Group N car up to 1400cc
	R1A (up to 1400cc)

4.3 ADDITIONAL PROVISIONS

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600 cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty. See also variations in each region.
- An FIA technical passport is mandatory for S2000 cars.

4.4 NATIONAL CARS

The following applies when an organiser admits ASN homologated cars:

- 4.4.1 They may use part or the entire itinerary as in the Championship.
- 4.4.2 They may choose to either use the officials appointed to the event or appoint a separate panel of stewards, scrutineers and /or officials.
- 4.4.3 The cars shall run as a group/class after the last cars entered in the Championship event.
- 4.4.4 The cars shall have their own classification and will not appear on any results of the Championship.

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

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

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

5.1.2 Attribution of reduced points

Should one of the rallies counting towards a Championship or Cup not be able to be run in its entirety, the points shall be awarded on the basis of the established classification: full points if more than 50 % of the scheduled length of special stages (timed to the second) has been run, half points being awarded if between 25 % and 50 % of the scheduled length of special stages has been run. No points will be awarded if less than 25 % of the scheduled length of special stages has been run.

5.2 MINIMUM PARTICIPATION REQUIREMENTS

5.2.1 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.

5.2.2 If the 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.

5.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

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

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 DRIVERS AND CO-DRIVERS

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

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

6.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place

being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.

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

6.2 MANUFACTURERS (WHEN APPLICABLE)

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

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

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

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

7. CRITERIA FOR PRIORITY DRIVERS

7.1 Priority DRIVERS

- Drivers who have been P1 in the FIA World Rally Championship in one of three previous years.
- Drivers who have won the Production Car World Championship or the Super 2000 World Championship in the previous three years.
- Drivers who have won an FIA Regional Rally Championship in the previous three years.
- Drivers who have won an FIA European Rally Cup the previous year.

7.2 REPOSITIONING OF PRIORITY DRIVERS

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

8. EVENT CHARACTERISTICS

8.1 DURATION

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

STANDARD DOCUMENTS AND SCHEDULES

9. FIA STANDARDISED DOCUMENTS

9.1 GENERAL

The format and procedure of the following documents as in Appendix II must be followed:

- Supplementary regulations,(electronic and printed format)
- Bulletins (electronic and printed format)
- Rally Guide (electronic format)
- Itinerary (electronic and printed format)
- Road Book, (printed format)
- Time Card (printed format)
- Entry form (electronic and printed format)
- Entry lists (electronic format)
- Start lists and results at the rally (electronic and printed format)

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

9.2. ROAD BOOK

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

9.3. TIME CARD

9.3.1 Each crew is responsible for:

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

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

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

9.3.3 The absence of a stamp or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control will result in the exclusion of the crew concerned pronounced by the clerk of the course at the end of a section.

9.3.4 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the clerk of the course.

INSURANCE

10. INSURANCE COVER

10.1 DESCRIPTION OF INSURANCE COVER

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

10.2 PUBLIC LIABILITY COVER

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

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

10.2.3 The insurance cover must at least be in effect during the shakedown stage and then for crews running within the itinerary of the rally from the start of the first competition element until the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted shall not be considered to have permanently retired.

10.3 EXCLUSION OF COVER

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

CAR IDENTIFICATION

11. COMPETITION NUMBERS

11.1 GENERAL

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

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

11.2 DOOR PANELS

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

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

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

11.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm² shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

11.4 SIDE WINDOWS

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

11.5 ROOF PANEL

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

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

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

11.6 FRONT PLATE

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

12. ADVERTISING

12.1 RESTRICTIONS ON ADVERTISING

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

- It is authorised by the national laws and the FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects Article 11.2.3
- It does not interfere with the crew's vision through the windows.

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

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

12.2 ORGANISER'S OPTIONAL ADVERTISING

12.2.1 The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to € 2,000.

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

12.2.3 Competitors who accept the organisers' optional advertising as specified in the supplementary regulations must reserve space for it. No modification of the advertising is allowed.

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

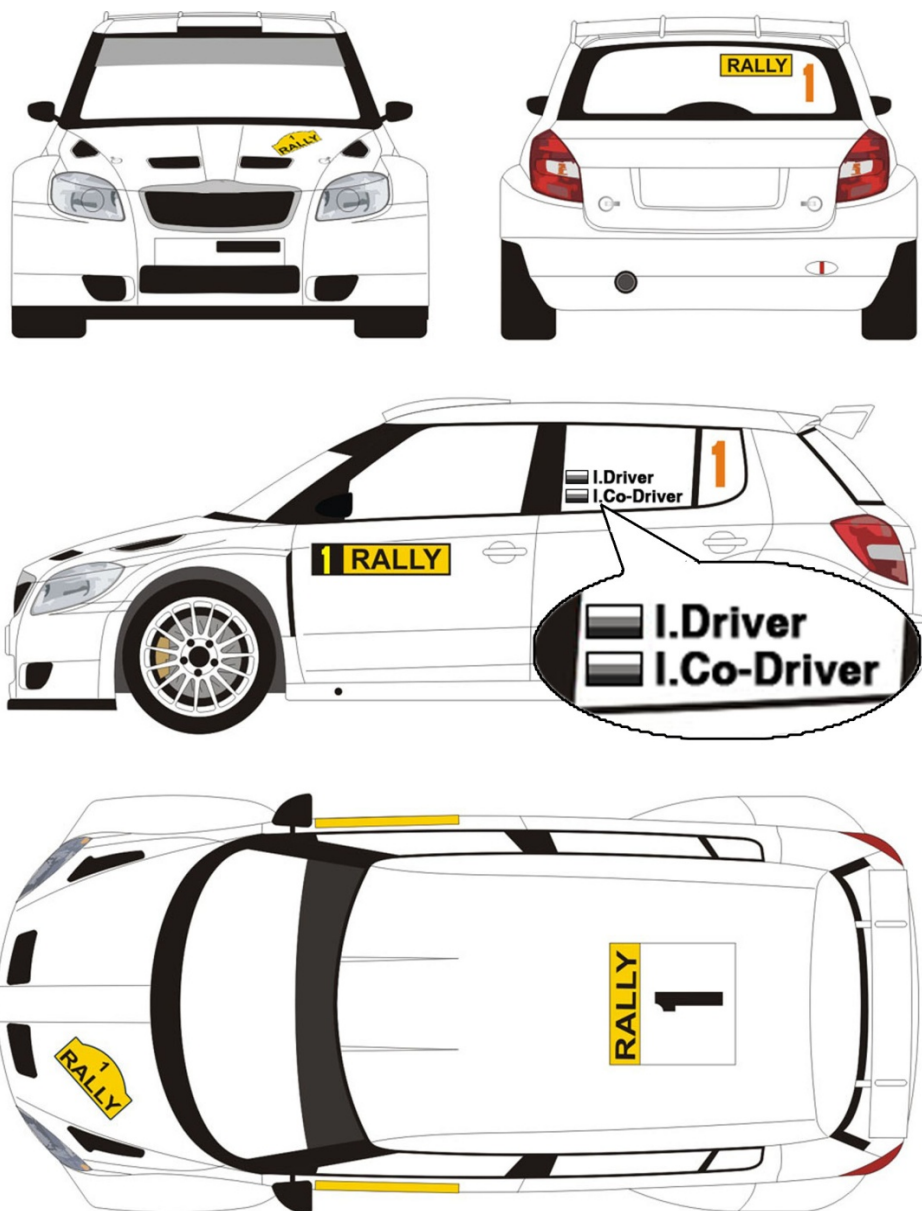
13. DRIVER'S AND CO-DRIVER'S NAMES

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

- In white Helvetica

- In upper case for the initial(s) and first letter of each name with the remainder in lower case
 - 6 cm high and with a stroke width of 1.0 cm.
- The driver's name shall be the upper name on both sides of the car.

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



DRIVING CONDUCT

15. BEHAVIOUR

15.1 GENERAL RULES

- 15.1.1** Crews must always behave in a sporting manner.
- 15.1.2** Cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route.
- 15.1.3** Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.
- 15.1.4** Crews must always drive in the direction of the special stage (except to solely effect a turn round) under pain of exclusion pronounced by the clerk of the course.

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

15.2 DURING RECONNAISSANCE

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

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

Per km per hour over the speed limit

Priority drivers € 25

Non priority drivers € 10

15.2.3 Other traffic infringements during reconnaissance will incur a fine applied by the clerk of the course according to Art. 15.4.4.

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

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

15.3 EXCESSIVE SPEED DURING THE RALLY

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

Per km per hour over the speed limit.

Priority drivers € 25

Non priority drivers € 10

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

15.4 TRAFFIC LAWS

15.4.1 Throughout the rally, both crew members must have a valid driving licence and must observe the national traffic laws. Infringements will be referred to the Clerk of the Course.

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

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

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

15.4.4 For the first infringement other than speeding: a fine at the discretion of the clerk of the course.

15.4.5 For the second infringement: a 5 minute time penalty applied by the clerk of the course.

15.4.6 For the third infringement: exclusion applied only by the stewards.

ENTRIES

16. ENTRY PROCEDURE

16.1 GENERAL

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

16.2 SUBMISSION OF ENTRY FORMS

If the application is sent by fax, or has been made electronically, the original entry form must reach the organisers within 2 days following the close of entries. In case the competitor is not one of the drivers, the entry form must be accompanied by a copy of the valid competitors' licence.

16.3 AMENDMENTS ON THE ENTRY FORM

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

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

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

After closure of entries, one member of the crew may be replaced with the agreement of:

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

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

16.5 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

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

17. ENTRY CLOSING DATES

17.1 ENTRY CLOSING DATES

The closing date for entries must be no later than 7 days before the start of administrative checks. The list of entries as well as the starting order of the crews must be published and sent to the FIA at least 5 days before the start of the rally.

18. ENTRY FEES

18.1 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.

18.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:

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

18.3 PARTIAL REFUND OF ENTRY FEES

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

19. CLASSES

19.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car does not correspond as presented to the group and/or class in which it was entered, the stewards may transfer it to the appropriate group and/or class recommended by the clerk of the course.

RECONNAISSANCE

20. RECONNAISSANCE

20.1 RECONNAISSANCE CARS

20.1.1 Common requirements:

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On board navigation equipment may be fitted.
- Cars which conform to the following specifications may be used:

20.1.2 Standard Cars

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

20.1.3 Production Cars

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

20.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- Road-homologated series production tyres for asphalt.
- Free tyres for gravel, unless otherwise detailed in the supplementary regulations.

20.3 RUNNING OF RECONNAISSANCE**20.3.1 Timetable**

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

20.3.2 Number of passages

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

20.3.3 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

20.3.4 Shakedown stage

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

SCRUTINEERING CHECKS**21. BEFORE THE START****21.1 GENERAL**

21.1.1 Cars may be presented at scrutineering by a representative of the team unless detailed in supplementary regulations. The organisers may schedule scrutineering as an opportunity to present crews and their cars to the public. In this case, all crew members shall attend scrutineering according to a time window announced in the supplementary regulations or via a bulletin issued by the organisers.

21.1.2 At scrutineering competitors must present all items of clothing including helmets and a FIA-approved head restraint (FHR) intended to be used. Compliance with Appendix L Chapter III will be checked.

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

21.1.4 Scrutineers may require the chassis and cylinder block to be marked.

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

22. DURING THE RALLY**22.1 ADDITIONAL CHECKS**

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

22.2 RESPONSIBILITY OF THE COMPETITOR

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

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

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

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

23. FINAL CHECKS

23.1 FINAL PARC FERMÉ

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

23.2 SELECTION OF CARS

Post event scrutineering involving the dismantling of a car may be carried out either at the discretion of the stewards or following a protest or upon the recommendation of the clerk of the course to the stewards.

23.3 HOMOLOGATION FORM

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

SHAKEDOWN

24. SHAKEDOWN REQUIREMENTS

24.1 GENERAL

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

24.2 RUNNING OF SHAKEDOWN

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

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

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

24.3 DISCLAIMER

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

24.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass the scrutineering.

24.5 BREAKDOWN DURING SHAKEDOWN

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

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS

25.1 SIGNAGE OF CONTROLS

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

25.2 PROTECTIVE BARRIERS

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

25.3 STOPPING TIME IN CONTROL AREAS

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

25.4 READINESS TO WORK

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

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

25.5 SEQUENCE OF CONTROLS AND DIRECTION

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

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

25.6 MARSHALS' INSTRUCTIONS

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

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

25.7 MEDIA ZONES

A barriered media zone may be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to the personnel holding the appropriate pass.

25.8 ON-BOARD CAMERA TAPE EXCHANGE POINTS

The organisers may establish on-board camera (OBC) tape exchange points within the itinerary. Such points must be notified in a bulletin (which may be issued by the clerk of the course) and are solely for the exchange of video tapes.

Tapes may also be exchanged in the media zone, in regroup or parc fermés and at the exit of remote refuel zones when in the presence of a member of the team. All such work carried out will be done under the supervision of a marshal or rally official.

26. PASSAGE CONTROLS

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

27. TIME CONTROLS

27.1 OPERATION

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

27.2 CHECK-IN PROCEDURE

- 27.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.
- 27.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 27.2.3** The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
- 27.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.
- 27.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
- 27.2.6** The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for the road section, these times being expressed to the minute.
- 27.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
- 27.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
- 27.2.9** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- 27.2.10** Any difference between the actual check-in time and the target check-in time shall be penalised as follows:
- a) For late arrival: 10 seconds per minute or fraction of a minute.
 - b) For early arrival: 1 minute per minute or fraction of a minute.
- 27.2.11** Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.
- 27.2.12** If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.
- 27.2.13** At the discretion of the clerk of the course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

27.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

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

- 27.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.
- 27.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.
- 27.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations.
- 27.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the stewards decide otherwise.
- 27.3.5** The stage start time shall then be the start time for the following road section.
- 27.3.6** The time card shall be given back to the crew in the minute preceding the start.

28. EXCLUSION FOR LATENESS

28.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes of the target time on a road section or an accumulative lateness exceeding 30 minutes at the end of each section or Leg of the rally will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

28.2 EARLY ARRIVAL

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

28.3 NOTIFICATION OF EXCLUSIONS

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

29. REGROUPING CONTROLS

29.1 PROCEDURE AT A REGROUP

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

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

29.2 EXIT FROM A REGROUP

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

SPECIAL STAGES

30. GENERAL

30.1 TIMING

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

31. SPECIAL STAGE START

31.1 START POINT

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

31.2 START PROCEDURE

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

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

31.3 MANUAL START PROCEDURE

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

31.4 DELAYED START THROUGH FAULT OF CREW

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

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

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

31.5 DELAY OF A SPECIAL STAGE

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

31.6 FALSE START

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

1st offence: 10 seconds.

2nd offence: 1 minute.

3rd offence: 3 minutes.

Further offences: at the stewards' discretion.

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

32. SPECIAL STAGE FINISH

32.1 FINISH LINE

Special stages must end in a flying finish. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

32.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second, and when applicable tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card and the time will be entered at the next neutralisation area or regrouping control.

33. INTERRUPTION OF A SPECIAL STAGE

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

34. COMPETITOR SAFETY

34.1 EQUIPMENT OF THE CREWS

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

34.2 SOS/OK SIGNS

34.2.1 Each competing car shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm x 29.7 cm (A3).

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

34.2.3 Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will receive a suitable time according to Art. 33.

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

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

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

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

34.3 ACCIDENT REPORTING

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

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents. All crews stopped by this procedure will receive a suitable time according to Art. 33.

34.4 RED TRIANGLE

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

at the discretion of the stewards.

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

34.5 THE USE OF YELLOW FLAGS

34.5.1 On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.

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

35. SUPER SPECIAL STAGES

35.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

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

35.2 RUNNING OF A SUPER SPECIAL STAGE

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

35.3 SAFETY PLAN

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

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

PARC FERME

36. RULES OF PARC FERME

36.1 APPLICATION

Cars are subject to parc fermé rules:

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

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

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

36.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

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

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

36.3 PUSHING A CAR IN PARC FERMÉ

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

36.4 TECHNICAL CHECKS

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

36.5 REPAIRS IN PARC FERME

36.5.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected. With the permission of the chief scrutineer and in the presence of a scrutineer the car may be repaired in the parc fermé. One team member will be allowed to repair, in conformity with Appendix J, or

exchange FIA homologated safety items which are included in a FIA technical list and mounted on the car (ie. seat belt, extinguisher, ...).

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

36.5.3 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

STARTS AND RESTARTS

37. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations.

Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the stewards are notified in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

38. RALLY START

38.1 START AREA

Before the start, the organisers may assemble all the competing cars in a starting area, into which cars must be driven a maximum of 4 hours before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations. No service is allowed in the Start Area.

38.2 MAXIMUM LATENESS AT START

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

39. START ORDERS AND INTERVALS

39.1 REVISED START ORDER REQUIREMENT

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

39.2 START ORDER LEG 1

The starting order of Leg 1 is as follows

- FIA Priority Drivers
- All the other competitors following a starting order left to the discretion of the Organisers.

39.3 START ORDER FOR SUBSEQUENT LEGS

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

39.4 START INTERVAL

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

39.5 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with the knowledge of the stewards, reposition drivers or change the time interval between cars as in Article 141 of the Code.

39.6 RESTART AFTER RETIREMENT / RALLY 2**39.6.1 General**

A crew which has failed to complete a Leg can re-start the rally from the start of the next Leg only if they confirm their intention to the clerk of the course one hour prior to the publication to the start list of the subsequent Leg. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered.

This shall apply to any car which has been excluded on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. Any competitor who restarts will not be classified in the final overall classification and thus not be eligible for Championship points, except bonus points.

39.6.2 Service location and time allowed

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

39.6.3 Scrutineering of repaired cars

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

39.6.4 Repairs to start Leg 1/Section 2

For those cars that failed to complete the super special stage/road section (Section 1 of Leg 1), if applicable, repairs may be carried out in accordance with Article 39.6.2 and the competitor may start Section 2 of Leg 1. The competitor will be deemed to have completed the super special stage / road section and will not have retired. The supplementary regulations will specify the time for those competitors who failed to complete the super special stage and/or the road section.

SERVICE**40. SERVICING – GENERAL CONDITIONS****40.1 PERFORMING OF SERVICE**

40.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and remote service zones with the exception of repairs to retired cars intending to re-start.

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

40.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

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

40.2.2 The passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted in service parks, remote service zones or whilst the cars are in a media zone.

41. SERVICE PARKS**41.1 SERVICE PARK SCHEDULE**

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

41.1.1 15 minutes before the first SS of each Leg.

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

41.1.2 15 to 30 minutes between two groups of stages.

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

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

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

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

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

41.2 SERVICE PARK IDENTIFICATION

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

41.3 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 30 kph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the stewards.

41.4 LAYOUT OF SERVICE PARKS

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

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

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

When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:

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

43. FLEXISERVICE - 45'

43.1 GENERAL

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

43.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

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

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

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

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

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

44. REMOTE SERVICE ZONES (RSZ)

44.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under Article 44.3.
- May be preceded by a 3' technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Article 44.2, the rally officials and media with appropriate passes.

- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

44.2 NUMBER OF TEAM PERSONNEL

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

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

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

44.3 ELIGIBLE EQUIPMENT AND TOOLS

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

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

44.3.2 Ground sheets must be used.

44.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by a additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car.

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

44.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

44.4 RSZ VEHICLE PASS

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

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

45. RALLY RESULTS

45.1 ESTABLISHING RESULTS

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

45.2 PUBLICATION OF RESULTS

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

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

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

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

45.2.4 Official Final Classification: classification approved by the stewards.

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

45.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

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

45.4 FAIR AND IMPARTIAL COVERAGE

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

46. PROTESTS AND APPEALS

46.1 LODGING A PROTEST OR APPEAL

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

46.2 PROTEST FEES

The protest fee is € 500.

46.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the supplementary regulations of the rally - or will be specified by the stewards upon a proposal of the FIA Technical Delegate / Chief Scrutineer.

46.4 EXPENSES

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

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

46.5 APPEALS

The supplementary regulations shall contain information on the National Appeal Fee.
The International Appeal Fee is € 12,000.

47. RALLY PRIZE-GIVINGS

47.1 PODIUM CEREMONY

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

47.2 PRIZE-GIVING

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

48. ANNUAL FIA PRIZE-GIVING

48.1 ATTENDANCE REQUIREMENTS

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

48.2 ABSENCE

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

FUEL – REFUELLING

49. REFUELLING AND PROCEDURES

49.1 LOCATION

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

The refuel zones may be located at:

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

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

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

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

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

49.2 PROCEDURE

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

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

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

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

49.2.5 Engines must be switched off throughout the refuelling operation.

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

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

TYRES AND WHEELS

50. GENERAL

50.1 COMPLIANCE

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

50.2 MOULDED TYRES

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

50.3 CONTROL

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

50.4 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking zone may be established at the exit of the authorised service parks and remote service zones. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone. The crew has to stop its car and wait for the instructions of the scrutineers or/and marshal. In absence of scrutineers or marshals the crew may leave the zone without stopping. A tyre mark checking zone may be established at the entrance of the authorised tyre change zone.

50.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

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

50.6 START DELAYS

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor,
- In regroupings of more than 10 minutes duration for any competitor, if followed by a special stage.

50.7 HANDCUTTING

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

50.8 STUDED TYRES

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

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

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

50.9 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a Tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a Tyre change is authorised.

50.10 AVAILABILITY OF TYRES

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

MECHANICAL COMPONENTS

51. MECHANICAL COMPONENTS

51.1 ENGINE REPLACEMENT

51.1.1 In the case of engine failure between scrutineering and the first time control it is permitted to replace the engine, however, a 5 minutes penalty will be applied by the clerk of the course.

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

51.2 TURBOCHARGERS

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

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

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

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

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

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

51.3 TRANSMISSIONS

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

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

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

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

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

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

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

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

52. ADDITIONAL CAR REQUIREMENTS

52.1 ON-BOARD CAMERAS

52.1.1 If required by a Championship Promoter (if applicable), an entrant must carry an on-board camera or other recording device. This will be fitted by a Championship Promoter.

52.1.2 The entrant of any car which carries an on-board camera must have the prior agreement of a Championship Promoter (if any). Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

52.1.3 Competitors wishing to use a camera must supply the following information to the Championship Promoter (if any) at least one week before the start of reconnaissance: competitor name, car number, entrant address and use of footage.

52.2 Tracking System

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

52.3 NOISE LEVEL IN THE SPECIAL STAGES

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