

# FIA Historic Sporting Rallies – Guidelines for organisers & officials

These guidelines are applicable to all Historic Sporting Rallies forming part of the FIA European Historic Sporting Rally Championship and must be read in conjunction with the Prescriptions of the FIA International Sporting Code («the Code»), the Sporting Regulations for the «FIA European Historic Sporting Rally Championship», the «Standard Supplementary Regulations for the FIA European Historic Sporting Rally Championship», the Appendix K and other regulations contained in the FIA Yearbook of Automobile Sport.

FIA Regularity Rallies have separate guidelines

## 1. CANDIDATURES

### 1.1 Candidate Competitions

1.1.1 Unless there are exceptional circumstances recognised as such by the FIA, Competitions wishing to be included in the FIA European Historic Sporting Rally Championship must be observed prior to inclusion in the Championship.

Competitions to be observed are expected to run according to the FIA Championship Sporting Regulations.

All requests for observation must be made to the FIA by the appropriate ASN at least 3 months prior to the Competition. The FIA will then appoint an observer and inform the ASN. All the observer's costs, including travel, subsistence and accommodation, must be borne by the Competition organiser.

On the basis of the observer's report and other significant factors such as location and proposed date, the FIA Historic Motor Sports Commission will decide if the Competition may be accepted for inclusion in the following or a subsequent year.

1.1.2 Candidatures can only reach the FIA via the ASNs, which guarantee the technical and organisational competence and financial solvency of the organisers. The ASN must send the FIA a dossier describing the sporting and technical characteristics of the Competition and details of its running in previous years.

The dossier must include the following documentation:

- information concerning the services: spectator safety, officials, fire-fighting, rescue;
- possible special prescriptions issued by the administrative authorities when authorising the running of the Competition;
- regulations of the Competitions for the previous editions on the same course;
- report on the availability of hotel accommodation in the region, on the means of communication and on the infrastructure of the region;
- the number of Competitions organised, indicating which of these are international.

This Article 1.1 does not apply to Competitions organised within the framework of the Championship.

### 1.2 Registration of Competitions on the FIA International Calendar

All the applications must be presented by the ASNs to the FIA. In the case of Competitions whose courses cross borders between different countries, the FIA must receive copy of all the concerned ASNs' approvals before the applications can be accepted.

## 2. BEFORE THE COMPETITION

### 2.1 FIA Nomination(s)

The FIA will appoint the necessary officials (observer, chief steward, 2nd steward and eligibility delegate as appropriate) and send to the ASN and to the officials themselves the list of officials appointed to the Competition.

The panel of the stewards must be made up of three. At least two of them must be of a nationality different from that of the organising country, including the FIA chairman of the stewards and a second one also nominated by the FIA.

The travelling expenses of the observer alone will be borne by the FIA. The Competition organiser shall bear the cost of all other expenses for all the officials nominated.

### 2.2 Supplementary Regulations

The «Standard Supplementary Regulations for the FIA European Historic Sporting Rally Championship» must be used for all Competitions and must comply with Article 7A of the «General Prescriptions applicable to all FIA Championships. Challenges, Trophies and Cups to their qualifying Competitions other than those run on Circuits».

Via their ASN, the organisers must send the FIA the French or English version of the Supplementary Regulations, with the ASN's visa, at least two months prior to the date on which the Competition is to take place, in order for the FIA to grant its visa in turn.

Two copies of the definitive Regulations will then be sent to the FIA.

The Supplementary Regulations issued by the organiser with the FIA's visa number must be written in French or English, and possibly in the language of the organising country on the basis of the «Standard Supplementary Regulations for the FIA European Historic Sporting Rally Championship».

The names of the FIA officials and of the FIA observer must be featured in the Supplementary Regulations. During the Competition, the observer cannot play another role than that of the observer.

### 2.3 Insurance

The Supplementary Regulations must give precise details of all the measures taken concerning insurance, including policies taken out by the organisers and policies covering the Competitors (description of the risks and sums covered). A photocopy of the insurance policy must be given to the FIA observer.

2.4 All the travel plans and hotel accommodation must have been agreed with the organiser at least 21 days before the FIA officials depart for a Competition.

Organisers are encouraged to provide all FIA officials with an Competition itinerary as soon as possible (including 1st stewards' meeting as agreed by the chief steward) so that officials may take advantage of cheaper travel bookings.

After the closing date for entries, a full entry list and the necessary passes must be supplied. Location of the stewards' room and the scrutineering bay must be detailed, along with confirmation that all entrants have submitted copies of Page 1 of the HTP in conformity with the Regulations. The entry list must contain indications of all Competitors who are registered for the FIA Championship.

**2.5** At least one occasion must be scheduled, at a convenient time, for the Competitors, the Competition organiser and the FIA officials to meet in a social environment. This may simply be a pre-Competition «get together», lunch, or evening reception.

**2.6** If the regulations cover cars not conforming with Appendix K, the organiser should have applied for a dual permit with the consent of the FIA.

**2.7** The FIA chief steward must arrange the first stewards' meeting at least 1 hour before the start of pre-Competition scrutineering. The organiser must inform all relevant parties.

**2.8** The organiser must allow sufficient time to properly check cars for eligibility and conformity with requirements of the FIA, and provide the following personnel and facilities:

**2.8.1 Scrutineering:**

- Enough scrutineers to allow at least 6 minutes of checking per car in the time anticipated for the scrutineering.
- A covered scrutineering bay with good lighting.
- A lifting ramp or pit to allow inspection of cars from below.
- An area for the eligibility delegate adjacent to the scrutineering bay.
- Communication with the clerk of the course, the stewards and the scrutineering bay.
- Means to forward the results to the scrutineering bay.
- The scrutineering bay should be equipped with a certificated weighbridge and an approved flat patch. Where possible, the weighbridge should be portable.

**2.8.2 Other Personnel:**

- A secretary for the stewards' meetings.
- A translator.
- A Competitor relations officer.
- If necessary, judges of fact should be nominated in accordance with Article 11.16 of the Code.

**2.9 Rescue services**

These must fulfil the requirements of Appendix H to the Code.

**2.10 Information**

**2.10.1 Press/Media:**

The organiser must provide a press/media room which has good technical equipment in terms of communications and which is appropriate to the fame of the Competition.

A designated official must be available to assist the media.

**2.10.2 Information Secretariat:**

The organiser must provide a Secretariat, with a Competitor relations officer.

The location of this Secretariat must be given in the Supplementary Regulations.

### **3. AT THE COMPETITION**

**3.1** The FIA steward and the eligibility delegate must, on arrival, be told by the clerk of the course of any problems with the entry list. **NO** late entries should be allowed, at least not without the written consent of all the Competitors.

Acceptance of late entries is an insult to the other Competitors. See also Articles 3.8 – 3.20 of the Code.

**3.2 First stewards' meeting:** The FIA steward(s) will request the presence of the FIA officials, the clerk of the course and the chief national scrutineer and the Competitor relations officer(s) and will prepare a meeting schedule for the Competition. The stewards must always work as a committee, with the FIA-appointed chairman as their only spokesman.

**3.3 This meeting will cover:**

- Definition of the language to be used for the meetings and the minutes.
- Composition of the panel of stewards – if necessary.
- Presentation of the event by the clerk of the course.

- Examination of official permits, insurance and officials' licences.
- Safety plan.
- Supplementary Regulations and bulletins.
- Entry list (check composition of classes).
- Instructions given to the FIA eligibility delegate and scrutineers.
- Confirmation that the provisional Championship classifications are posted on the official notice board.
- Confirmation of transport and communication systems for the FIA officials.

**3.4** No scrutineering may take place without the stewards' authorisation and consent.

## **4. SCRUTINEERING**

**4.1** As a matter of broad principle, the scrutineering bay may not be opened without the presence and authorisation of the FIA eligibility delegate, except for cars not covered by Appendix K for which a dual permit is in force. In that case, the cars must be scrutineered separately from those covered by Appendix K.

**4.2** Only the FIA officials (or another authorised person) may for any reason write on an HTP, and only in French or English.

**4.3** Prior to the arrival of the cars in the scrutineering area, the organisers must ensure that personnel are in position to check that the cars are presented with Competition numbers in place and advertising in conformity with Appendix K.

**4.4** All safety items (including helmets, overalls, gloves, underwear, harnesses, rollcages, cut-off switches and fire extinguishers) should be checked for compliance with Appendix K and relevant bulletins.

**4.5**

**4.5.1** On all cars the following minimum requirements will be checked :

- Competition numbers and/or Rally plates.
- HTP for conformity with photographs and for 'Red Dots'. No car with a «Red Dot» on its form may be approved for Competition without the specific approval of the FIA eligibility delegate and only if the «Red Dot» has been imposed within 30 days of the start of the Competition. If the «Red Dot» has been applied more than 30 days before the Competition, the matter must be referred to the stewards.
- Check with the entry list that the cars are classified in the correct category, class, and period.
- Advertising - in conformity with the Article 2.1.9 of Appendix K.

**4.5.2** In addition, certain items may be sealed for future inspection or for a later check in order to prevent any replacements.

**4.6** For minor technical irregularities, and at the discretion of the FIA eligibility delegate, a car may be issued with a ticket, allowing it to compete provided that it has not failed scrutineering on safety grounds. In this case a «Red Dot» must be clearly affixed to the front Page of the HTP.

If a car fails scrutineering on safety grounds, a «Black Dot» must be clearly affixed to the front Page of the HTP and the car must be reported to the stewards who shall not allow the car to start.

**4.7** Cars may be visually inspected again before the start of the Rally. Illegal advertising must be removed on the spot.

**4.8** After scrutineering, the FIA eligibility delegate and the scrutineers should make a point of visiting all areas of the service area. The eligibility delegate should take the opportunity to speak to drivers, mechanics and tuners to

ensure that they are aware of the requirements of Appendix K. (They should note the quality of tuners' operations and ensure that the standards in the scrutineering bay and of the scrutineers meet the highest of the tuners.)

**4.9** The FIA eligibility delegate and the scrutineers must NEVER speak to Competitors in terms of exclusion or any other punishment. They must always refer a report to the stewards or the clerk of the course, as it is only the stewards or the clerk of the course who may impose sanctions. The FIA eligibility delegate should have freedom to examine whatever is necessary.

## **5. BEFORE THE START**

### **5.1 Second stewards' meeting:**

At this meeting the stewards will receive reports from:

- Clerk of the course re. administrative checking
- Chief scrutineer
- FIA eligibility delegate (including any «Red Dots» applied)
- Competitor relations officer

**5.2** The stewards must ensure that the final entry and start lists correctly show the category, class and period of each competing car, and also if any member of the crew is registered for the FIA Championship.

## **6. DURING THE COMPETITION**

**6.1** Organisers are encouraged to arrange for high quality video coverage of each Competition so that it may be edited and shown at the Championship Prize-Giving.

**6.2** After each leg and after the final leg there will be a Parc Fermé unless the stewards decide otherwise.

**6.3** In these Parcs Fermés, the scrutineers, with the authorisation of the stewards and clerk of the course, may check weight, tyres, ground clearance, and track measurements, and may also conduct visual checks. They must report all results of their findings to the stewards.

**6.4** The tyres may be checked during the course of all Rallies.

**6.5** Weight checks may be carried out on all cars. If the car's weight is very close to the minimum weight allowed, the car must be re-weighed without fuel.

**6.6** Ground clearance must take every part of the car into account, including exhaust systems.

**6.7 Intermediate meetings of the stewards:** at these meetings the stewards will:

- hear relevant reports from officials
- authorise publication of intermediate unofficial results
- authorise the publication of start lists for the next leg
- authorise Competitors to "catch up"
- agree on and authorise post-Competition scrutineering.

## **7. POST-COMPETITION SCRUTINEERING**

**7.1** The Code and the «General Prescriptions applicable to all FIA Championships. Challenges, Trophies and Cups to their qualifying Competitions other than those run on Circuits» give specific authority to the stewards and also to the clerk of the course regarding the items to be inspected after any Competition.

The stewards and the clerk of the course must bear in mind the practicality of inspections with regard to the prevailing conditions, and allow sufficient time for these checks to be completed without unduly delaying publication of the results. A minimum of 2 hours to complete this scrutineering should be allowed.

**7.2** Great importance must be given to the co-ordination of final scrutineering between the stewards and the scrutineers. When post-Competition scrutineering occurs, it must be remembered that the result cannot be declared final until 30 minutes after the provisional results have been posted, and after the stewards have been advised of the results of post-Competition scrutineering.

Reminder: In the case of a penalty imposed by the stewards for a technical infringement, the corresponding car must remain in Parc Fermé until one hour after written communication of the decision to the Competitor concerned (unless he declares in writing that he is not going to lodge an appeal).

**7.3** The FIA observer should, amongst other things, inspect the Parc Fermé in order to check security and manning. It should be able to accommodate all the competing cars.

**7.4** The Parc Fermé marshals are responsible for ensuring that all cars enter the Parc Fermé.

Note that only necessary vehicles, marshals and officials may be present in the Parc Fermé area, and that Competitors must leave the area as soon as possible after parking their car.

**7.5** At post-Competition scrutineering, only the entrant or his representative may be present, if required. In case of a protest, the protestor may not attend, except that when the stewards are present both the protestor and protestee may be present.

**7.6** After post-Competition scrutineering, with or without a protest, the information must be transmitted directly and only to the stewards.

**7.7** Before taking any action as a result of post-Competition scrutineering, the stewards must summon the Competitor and give him the right to a hearing.

In the case of a penalty of exclusion to be imposed on a Competitor, the concerned party MUST be summoned (see also Article 12.3 of the Code).

## **8. LAST MEETING OF THE STEWARDS**

At this meeting the stewards will:

**8.1** Receive reports from:

- Clerk of the course
- Chief scrutineer
- FIA eligibility delegate
- Competitor relations officer

**8.2** Deal with any valid protests ensuring that wherever possible decisions are taken on eligibility and any other matter at the event in question.

**8.3** Authorise the posting of the provisional results.

**8.4** Await the time limit for receiving protests and, if none, and there are no outstanding matters, **sign the results as FINAL** and authorise the opening of Parc Fermé.

Note: ALL stewards must sign the final results.

## **9. PENALTIES**

**9.1** The stewards can impose reprimands, fines and exclusions in addition to the penalties foreseen in the Supplementary Regulations. It is essential that the procedures laid down in the Code are followed completely and precisely. Fines imposed during an FIA Championship Competition must be paid to the FIA (Article 12.7 of the Code). The FIA chief steward is responsible for forwarding the fines which are paid immediately to the FIA. A form for recording fines is issued to the FIA observer.

**9.2** If a penalty is imposed, the parties concerned must be given an opportunity to present a defence as specified in the Code (Article 12.3).

**9.3** The stewards' decisions must be given in writing in good time and the parties concerned notified of their right to appeal. Notice of intention to appeal with appeal fee must be made in writing within one hour of publication of the penalty, and the full appeal lodged with the ASN within 96 hours. The relevant result will be suspended.

**9.4** The stewards may also withdraw FIA HTPs under the terms of Appendix K, Article 4.3.

## **10. END OF THE COMPETITION**

**10.1** All the results must reach the FIA Secretariat immediately after the running of the Competition. Separate results must be published for each category and each class plus separate results identifying only the Drivers and the Co-drivers registered for the FIA Championship.

The FIA chief steward must ensure that:

- The results of the Competition with a list of actual starters and clear indication of the FIA category, class and period are received at the FIA the next day.
- If there is an appeal, the minutes of the appeal (in French or English) and a corrected set of results based upon the decision taken by the Court of Appeal must be sent to the FIA by the ASN.
- Any decisions, fines or other relevant documents must be sent to the FIA.

**10.2** The FIA observer must send a report to the FIA on the form provided within one week, and ensure that the necessary information is available to calculate Championship points.

**10.3** The FIA eligibility delegate must send a report to the FIA and provide a copy for the eligibility delegate of the next Championship round.

## **11. PRIZES AND CUPS**

Prizes will be awarded according to the final results of the Rally.

The following cups will be awarded as a minimum to both Driver and Co-driver:

- Winners in each category.
- Winners in each class.

Where there are three or more classified in either category or class, awards for 2nd place will be given.

Where there are six or more classified in either category or class, awards for 3rd place will be given.

The organisers may increase the above awards according to participation.