

2019 FIA Regional Rally Sporting Regulations

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2019 FIA Regional Rally Sporting Regulations

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises Rally 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.

All FIA 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 specific Championships/Cups/Trophies.

A calendar of rallies will be issued by the FIA for the relevant Championship.

1.1 APPLICATION

1.1.1 All drivers, competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations, and the supplementary regulations of each rally.

For the purposes of the current Sporting Regulations, the championship promoters, tyre manufacturers, fuel suppliers or any suppliers connected with competitive cars are considered to be rally participants in accordance with Article 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them, and abide by the decisions of the sporting authority.

1.1.2 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 12.2 and 12.3 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. 11.9 of the Code).

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

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

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, must be written at least in English. The documents written in the language of the organising country remain at the discretion and responsibility of the organiser.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the FIA has the authority to make a decision. During the event the Stewards will decide on any dispute.

1.4 DATE OF APPLICATION

These regulations come into force on 1 January 2019.

2. DEFINITIONS

2.1 BEGINNING OF THE RALLY

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

2.2 BULLETIN

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

2.3 COMMUNICATION

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

2.4 CONTROL AREAS

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

2.5 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, either member of the crew may drive during the rally and each one must hold an FIA international driver's competition licence for the current year, which is valid for the rally. If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licences. When competing outside their countries, crews must have taken out an international insurance policy covering their repatriation, if necessary, after an accident.

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 FIA

Any mention of the FIA refers to the FIA Rally Department.

2.8 END OF THE RALLY

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

2.9 LEG

Each competitive part of the rally, separated by an overnight regroup (parc fermé). If Super Special Stages are organised on the evening before Leg 1, this shall be considered to be Section 1 of Leg 1.

2.10 MEDIA ZONE

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

2.11 NEUTRALISATION

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

2.12 PARC FERMÉ

An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.13 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, unless if 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 these regulations.

2.14 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.

2.15 RECONNAISSANCE TIMETABLE

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

2.16 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.

2.17 ROAD SECTION

The parts of an itinerary which are not used for special stages.

2.18 SECTION OF THE RALLY

Each part of the rally separated by a regroup.

- 2.19 SERVICE**
Any work on a competing car except where limited in these regulations.
- 2.20 SPECIAL STAGE**
Timed speed test on roads closed to the public for the rally.
- 2.21 SUPER SPECIAL STAGE**
Any variation from the running of a special stage as described in these regulations and detailed in the rally supplementary regulations and identified as such in the itinerary.
- 2.22 TEAM**
A team is made up of the competitor, the crew and support personnel.
- 2.23 TIME CARD**
A card intended for the entry of times recorded at the different control points scheduled on the itinerary.
- 2.24 TECHNICAL ZONE**
A zone separated by two time controls for the purpose of carrying out technical checks by the scrutineers.
- 2.25 YELLOW CARD**
If a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, safety plan, spectator's safety, etc.) is observed, the FIA Rally Commission may recommend that a yellow card being given to an event organiser/ASN having committed such an offence. After two yellow cards are received within two consecutive years, a penalty will be given to the organiser's ASN by the FIA Rally Commission.

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 following delegates may be appointed by the FIA and each of them will draw up a report covering his/her responsibilities at the rally:
- 3.2.1 FIA Sporting delegate**
The FIA Sporting delegate will liaise with the clerk of the course and all other appointed FIA officials and delegates. The FIA Sporting delegate may also have the role of an FIA Observer.
- 3.2.2 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.
- 3.2.3 FIA Safety delegate**
The FIA Safety delegate is specifically responsible for monitoring the safety of the public and media. He has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions are not satisfactory.
- 3.2.4 FIA Media delegate**
The FIA Media delegate will be in charge of all the media matters including pre-rally and post rally FIA Press Conferences.
- 3.2.5 FIA Medical delegate**
The FIA Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.
- 3.2.6 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 OFFICER(S) (CRO)

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 CRO at each rally who must be easily identifiable by the competitors/crews.

ELIGIBLE CARS**4. CARS ELIGIBLE TO ENTER FIA REGIONAL CHAMPIONSHIP RALLIES****4.1 CLASSES OF CARS**

CLASSES	GROUPS	
RC2	Group R5 (VR5)	Group R5 cars conforming to the 2019 Appendix J, Art. 261.
	S2000-Rally: 1.6T engine with a 28mm restrictor	- Super 2000-Rally cars (conforming to the 2013 Appendix J, Art. 255A) fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points: a) the maximum internal diameter of the restrictor is 28 mm, b) The external diameter of the restrictor at its narrowest point must be less than 34 mm. The diameter must be maintained over a distance of 5 mm to each side of the narrowest point. - The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.
	S2000-Rally: 2.0 Atmospheric	Super 2000 cars (conforming to the 2013 Appendix J, Article 254A)
	Group R4 (VR4) (not eligible in Europe)	Group R4 cars conforming to the 2019 Appendix J, Art. 260
	Group R4 (VR4K)	Cars fitted with R4 Kit conforming to the 2019 Appendix, Art. 260E
	Group NR4 over 2000cc (current N4)	Group N cars conforming to the 2019 Appendix J, Art. 254
RGT	RGT cars	Group RGT cars conforming to the 2019 Appendix J, Art. 256.
RC3	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)	Group R cars conforming to the 2019 Appendix J, Art. 260
	R3 (turbo / up to 1620cc / nominal – VR3T)	Group R cars conforming to the 2019 Appendix J, Art. 260
	R3 (diesel / up to 2000cc / nominal – VR3D)	Group R cars conforming to the 2019 Appendix J, Art. 260D
	Group A over 1600cc and up to 2000cc	Group A cars conforming to the 2019 Appendix J, Art. 255
	Super 1600	Group A cars conforming to the 2019 Appendix J, Art. 255

RC4	RC4A	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)	Group R cars conforming to the 2019 Appendix J, Art. 260
	RC4B	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)	– Group R cars conforming to the 2019 Appendix J, Art. 260 – Group R cars conforming to the 2018 Appendix J, Art. 260 (VR2B homologated before 31/12/2018)
		Kit-car up to 1600cc	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 A up to 1600cc	Group A cars conforming to the 2019 Appendix J, Art. 255
		Group N over 1600cc and up to 2000cc	Group N cars conforming to the 2019 Appendix J, Art. 254
RC5	R1 (atmo up to 1600cc - VR1 and turbo up to 1333cc - VR1)	Group R cars conforming to the 2018 Appendix J, Art. 260 (VR1A and VR1B homologated before 31/12/2018)	
	R1 (atmo up to 1600cc – VR1A/VR1B and turbo up to 1067cc – VR1A/VR1B)	Group R cars conforming to the 2018 Appendix J, Art. 260 (VR1A and VR1B homologated before 31/12/2018)	
	Group N up to 1600cc	Group N cars conforming to the 2019 Appendix J, Art. 254	

4.2 ADDITIONAL PROVISIONS

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600cc, 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 2000cc are accepted in Groups A and N.
- For drivers entered with a Super 2000-Rally car complying with 2013 Appendix J, Art. 255A, it will be possible to use lapsed errata without any penalty.
- For Super 1600 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, R5, Super 1600 cars. (optional for cars entered in a rally of an FIA Cup or Trophy)
- RGT cars must have a valid FIA RGT technical passport, in compliance with 2019 Appendix J, Art. 256.

4.3 NATIONAL/REGIONAL CARS

The following applies when an organiser admits ASN homologated cars:

4.3.1 They may use part or all of the itinerary as in the Championship.

4.3.2 They may choose to either use the officials appointed to the rally or appoint a separate panel of Stewards, scrutineers and/or officials.

4.3.3 Except in MERC and APRC, national cars shall run as a group/class after the last cars entered in a Championship rally.

4.3.4 Except in MERC and APRC, national cars shall have their own classification and will not appear on any results of the Championship.

4.3.5 Except in MERC and APRC, national cars shall never be shown in a joint entry list, classification (official or unofficial) and/or joint results of special stages during or after a Championship rally. Drivers entered in the national class shall always use a different entry form.

4.3.6 Admissible variation from Article 4.1.1 to Article 4.3.5

FIA-approved cars with ASN homologations and ASN-approved cars will be permitted to take part and be shown in the entry list and score points in FIA African, Asia-Pacific, Middle East, NACAM and CODASUR Championship rallies. These cars must, however, comply with the safety requirements as stipulated in Appendix J, Art. 253.

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 ATTRIBUTION OF CHAMPIONSHIP POINTS

5.1.1 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 Bonus points as per the following scale may be awarded according to the classification of each Leg. In order for bonus points to be awarded, each Leg must comprise a minimum of 25% of the total length of special stages.

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

A team/crew that retires from a Leg is not eligible for bonus points for that Leg.

To be eligible for bonus points, the car must remain in the parc fermé at the end of the rally. In the event of a car not being present in the final parc fermé for the purpose of scoring bonus points, no points will be reallocated to the subsequent competitors.

5.1.3 Attribution of reduced points

Should one of the rallies counting towards a Championship, Trophy or Cup not be able to be run in its entirety, the points shall be awarded based on the established classification.

- Full points if 75% or more of the scheduled length of special stages has been run,
- Half points being awarded if 50% or more but less than 75% of the scheduled length of special stages has been run.
- One third of points being awarded if 25% or more but less than 50% of the scheduled length of special stages has been run.
- No points will be awarded if 25% or less of the scheduled length of special stages has been run.

This is applicable to championship and bonus points. Any decimals will be rounded up or down to the next full number.

In exceptional circumstances, the FIA may decide to apply a different principle for the attribution of reduced points.

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

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

6. FIA WORLD RALLY CHAMPIONSHIP FOR DRIVERS AND FIA WORLD RALLY CHAMPIONSHIP FOR CO-DRIVERS

Applicable only for WRC

7. FIA WORLD RALLY CHAMPIONSHIP FOR MANUFACTURERS

Applicable only for WRC

8. FIA SUPPORT CHAMPIONSHIPS (WRC 2, WRC 3)

Applicable only for WRC

9. JUNIOR WRC / JUNIOR ERC CHAMPIONSHIPS

Applicable only for WRC and ERC/ERT

10. DEAD HEAT IN A CHAMPIONSHIP**10.1 DRIVERS AND CO-DRIVERS**

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

10.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship, counting only those rallies which have served to make up their points total;

10.1.2 According to the greater number of highest places achieved in the final classifications of their respective Championship, taking into consideration only those rallies in which all of the drivers and/or co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13rd places, and so on.

10.1.3 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.

10.2 MANUFACTURERS OR TEAMS (WHERE APPLICABLE)

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

10.2.1 According to the greater number of highest places achieved in the qualifying rounds for each manufacturer or team, taking into account only the highest place per rally for each manufacturer or team.

10.2.2 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.

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

11. CRITERIA FOR PRIORITY DRIVERS**11.1 FIA PRIORITY DRIVERS**

- Drivers who have been P1 in the FIA World Rally Championship in one of the three previous years.
- Drivers who have won the WRC 2 Championship or the WRC 3 Championship in the previous three years.
- Drivers who have won an FIA Regional Rally Championship in the previous three years.
- Drivers who have won the FIA European Rally Trophy the previous year.

11.2 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.

12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY**12.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME**

12.1.1 Except in a case of force majeure, the clerk of the course must ensure that the itinerary is respected.

12.1.2 No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the Chief Safety Officer.

13. RALLY CHARACTERISTICS

13.1 RALLY CONFIGURATION

13.1.1 The surfaces of all special stages must remain the same during a rally. A super special stage may have different road surfaces. However, for the use of limited sections of asphalt on gravel stages or vice versa, a waiver request may be sent to the FIA.

13.1.2 The duration of a rally may vary in the different championships. The appropriate duration is detailed in the variations and additional provisions for the championship concerned.

There shall be no single special stage minimum or maximum distance. However, there must ideally be no more than 80 km of special stages between visits to service parks or remote service zones.

13.1.3 No one complete stage may be run more than twice in a rally, super special stages excluded. Any part of a stage run more than twice must obtain the agreement of the FIA.

13.2 PROGRAMMES FOR THE RALLIES

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

13.2.1 The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the beginning of reconnaissance)
- Scrutineering
- Free Practice / Qualifying Stage (if applicable)
- Shakedown (if any)
- Ceremonial Start (if any)
- Rally
- Podium Ceremony

13.2.2 Rallies may competitively run over 2 or 3 days, including section starts or section finishes.

13.2.3 Rallies should finish on a Saturday or, preferably, a Sunday.

13.2.4 The podium ceremony shall be held within 1 hour of the arrival of the first car into final service.

13.2.5 The reconnaissance schedule shall take place over 2 days. Organisers may, however, submit justification to vary this to the FIA.

STANDARD DOCUMENTS AND FIA VISA

14. FIA STANDARDISED DOCUMENTS

14.1 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 1 and/or 2 (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)
- Media safety book (electronic and printed format), optional

The use of a digital notice board is recommended. However, official documents such as provisional and final classifications and results, bulletins and decisions must be published on the regular official notice board, along with the time of publication.

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

14.2 ROAD BOOK / ITINERARY

All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The compulsory itinerary of the rally is defined in the Road Book by the road direction diagrams and, between the road direction diagrams, by the defined roadway. Furthermore, on the special stages, the organisers may erect barriers or any other hindrances where they believe competitors have deviated from the roadway during

reconnaissance or the first running of the stages. All modifications made must be informed to all competitors before the start of the concerned stage.

Any deviation will be reported to the Stewards.

14.3 TIME CARDS

14.3.1 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.

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

14.3.3 In case of the absence of a mark 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, the crew concerned will be considered to have retired at that control. This information will be pronounced by the clerk of the course at the end of a section.

14.3.4 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.

15. ISSUING OF AN FIA VISA

See Appendix IX – Organisational Requirement Specifications

INSURANCE

16. INSURANCE COVER

16.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the competitors, the Promoter (if any), the FIA and the officials of the rally (description of the risks and sums covered). The amount covered should be expressed in USD or Euros.

16.2 PUBLIC LIABILITY COVER

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

16.2.2 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 rally.

16.2.3 The insurance cover must at least be in effect during the shakedown or Free Practice and the Qualifying stage and then, for competitors 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 disqualification. Cars having retired and re-started shall not be considered to have permanently retired.

16.3 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

17. SEASONALLY ALLOCATED NUMBERS

Applicable only for WRC

18. COMPETITION NUMBERS AND ADVERTISING

18.1 GENERAL

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

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

18.2 FRONT DOOR PANELS

18.2.1 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.

18.2.2 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.

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

18.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the bottom in the centre of the rear window. An adjacent area of 15 cm x 15 cm 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.

18.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width 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.

18.5 ROOF PANEL

18.5.1 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.

18.5.2 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.

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

18.6 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.

18.7 RESTRICTIONS ON ADVERTISING

18.7.1 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 the regulations on competition numbers.
- It does not interfere with the crew's vision through the windows.
- It complies with the provisions of Article 10.6.2 of the Code.

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

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

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.8.1 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.

18.8.2 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.

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

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

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

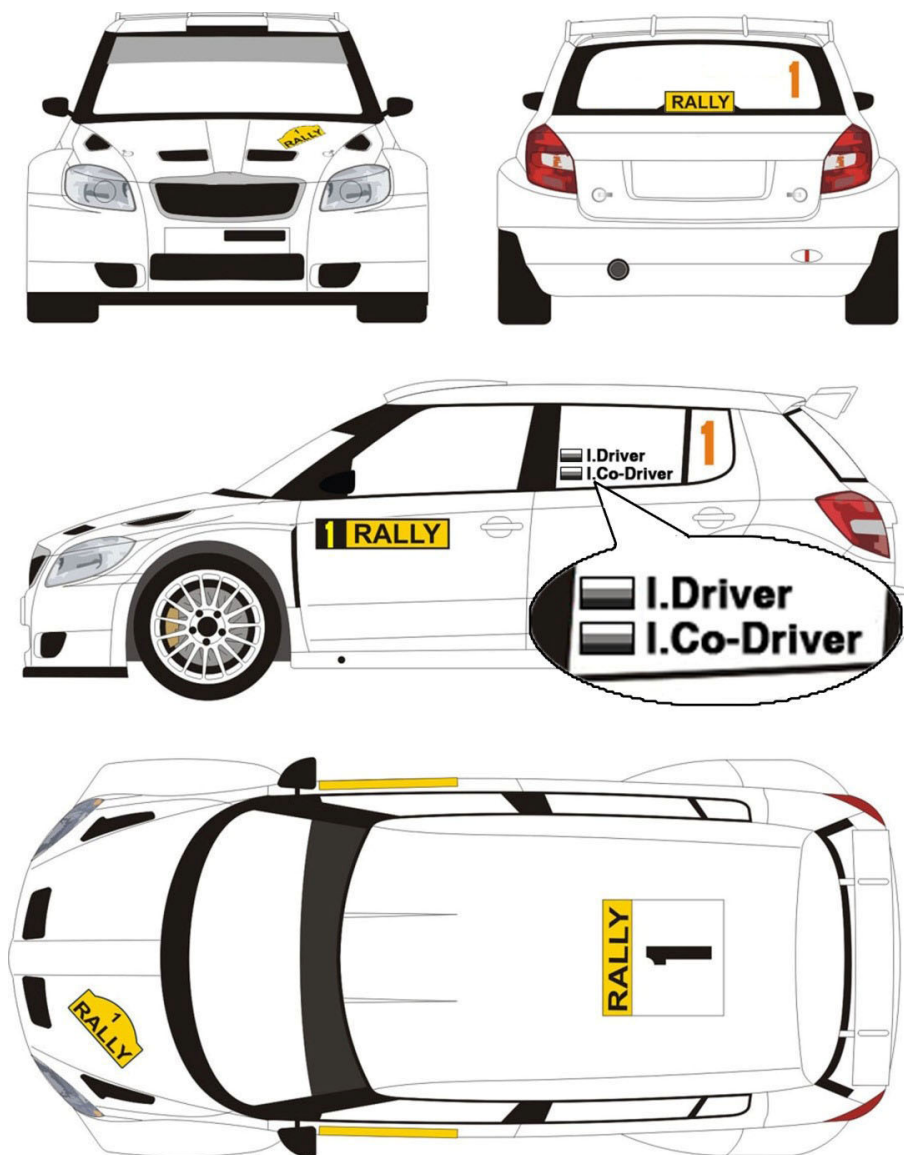
19.1 REAR SIDE WINDOWS

The first initial(s) and surname of the driver and the 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.

19.2 DOOR PLATES / COMPETITION NUMBERS / DRIVERS' NAMES



DRIVING CONDUCT

20. BEHAVIOUR

20.1 GENERAL RULES

20.1.1 Crews must always behave in a sporting manner.

20.1.2 When cars are subject to parc fermé rules (Art. 42.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited or as otherwise permitted in these Regulations. Exceptionally, on Special Stages cars may be towed or pushed in order to bring them back onto the rally road or to clear the rally route.

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

20.1.4 Crews must always drive in the direction of the special stage (except solely to effect a turn round).

20.1.5 On a road section that is a public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. Any car not complying with this article will be considered as retired as per Art. 46. An additional penalty may be imposed by the Stewards.

20.2 DURING RECONNAISSANCE AND/OR SHAKEDOWN

20.2.1 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, both during reconnaissance and the shakedown time windows.

20.2.2 Speeding during reconnaissance and/or the shakedown will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit: €25.

20.2.3 Other traffic infringements during reconnaissance will incur a fine applied by the Stewards according to Art. 20.4.4.

20.2.4 The amount of the fines will be unaltered by any fine imposed by the police.

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

20.3 EXCESSIVE SPEED DURING THE RALLY / TRAFFIC LAWS

20.3.1 Throughout the rally, both crew members must have a valid driving licence and must observe the national traffic laws.

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

20.3.3 Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable regulations, subject to the following:

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

20.3.4 Penalties for infringements during the competition element of the rally:

- a) First infringement:
 - Speeding: A fine of €25 per km/h over the speed limit, applied by the clerk of the course,
 - Other than speeding: A penalty will be applied by the Stewards.
- b) Second infringement:
 - Speeding: A fine of €50 per km/h over the speed limit, applied by the clerk of the course,
 - Other than speeding: A penalty will be applied by the Stewards.
- c) Third infringement: A 5-minute time penalty applied by the clerk of the course.
- d) Fourth infringement: Disqualification applied only by the Stewards.

ENTRIES

21. ENTRY PROCEDURE

21.1 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FIA competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations. An electronic entry application (Internet) may be accepted. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the organisers within 5 days following the close of entries. The entry form must be accompanied by a copy of the valid competitor's licence.

21.2 AMENDMENTS ON THE ENTRY FORM

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

21.3 ASN AUTHORISATIONS

Foreign competitors, drivers and co-drivers, must present an authorisation according to Art. 3.9.4 of the Code.

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

A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.

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

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the start list.

Only the FIA may authorise the replacement of both crew members or the competitor after the close of entries.

21.5 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.

22. ENTRY CLOSING DATES**22.1 RESPECT OF CLOSING DATES FOR ENTRIES**

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

22.2 ENTRY CLOSING DATES

The standard closing date for entries must be no later than 2 weeks before the beginning of reconnaissance.

23. ENTRY FEES**23.1 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.

23.2 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.

23.3 PARTIAL REFUND OF ENTRY FEES

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

24. CLASSES**24.1 CHANGE OF CLASS ENTERED**

At the time of scrutineering, if a car as presented does not correspond 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 FIA Technical delegate or the chief scrutineer.

RECONNAISSANCE**25. RECONNAISSANCE****25.1 RECONNAISSANCE CARS****25.1.1 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:

25.1.2 Standard Cars

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

25.1.3 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.

25.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

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

25.3 RESTRICTION OF RECONNAISSANCE

As from the publication of the rally supplementary regulations, any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the Stewards.

25.4 RUNNING OF RECONNAISSANCE

25.4.1 Timetable

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

25.4.2 Respect of reconnaissance timetable

Only with the express authorisation of the clerk of the course may any person connected with an entered crew travel on or over the route of a special stage of the rally (except on foot) from the publication of the rally supplementary regulations.

The reconnaissance of a super special stage, if included in the competitive element of the rally, shall not be considered as part of the reconnaissance timetable.

25.4.3 Number of passages

Each crew is limited to two passages on each special stage (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.

25.4.4 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. The organiser may provide GPS recorders to be carried by all crews. The use of such recorders may involve a fee. Any interference with the system(s) during reconnaissance will result in the competitor being reported to the Stewards.

25.4.5 Shakedown stage

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

25.4.6 Number of persons

During each passage through a special stage, only the crew is permitted in the car.

SCRUTINEERING CHECKS

26. BEFORE THE START OF THE COMPETITION ELEMENT OF THE RALLY

26.1 GENERAL

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

26.1.2 At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device, intended to be used. Compliance with Appendix L Chapter III will be checked.

26.1.3 If stipulated in the relevant Regional Championship Regulations the cars must have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighting.

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

26.1.5 Scrutineers will require car to be identified. The chassis and cylinder block will be marked.

26.1.6 Only those components which have been sealed at initial scrutineering may be used throughout the Rally. Such components must remain in their sealed state.

26.1.7 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards, upon the proposal of the Chief Technical Delegate, may set a deadline before which the car must be made to comply, or may refuse the start.

26.2 TIMETABLE

A timetable for scrutineering, including the sealing of components and checking the weight of cars shall be issued in the supplementary regulations or in a bulletin.

27. DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, may be carried out at any time during the rally including Shakedown, Free Practice / Qualifying Stage when applicable at the sole discretion and upon instruction of the FIA Technical Delegate or Chief Scrutineer, with the knowledge of the Stewards.

27.2 RESPONSIBILITY OF THE COMPETITOR

27.2.1 The competitor is responsible for the technical conformity of his car throughout the rally and should be able to provide any related official document.

27.2.2 Should identification marks (see Arts. 26.1.6 and 63 and 64) be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

27.2.3 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.

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

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

28.1.1 After finish formalities, cars must be placed in a parc fermé where they must remain until released by the Stewards.

28.1.2 The provisional classification shall be published at the time specified in the supplementary regulations (or in a bulletin) which shall be as soon as practical after the last car has checked in at the final control, even if final scrutineering remains in progress.

28.2 SELECTION OF CARS

Post-rally 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 and/or the FIA Technical Delegate (Chief Scrutineer) to the Stewards.

28.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks. For regional cars the corresponding original ASN documents must be available.

SHAKEDOWN

29. SHAKEDOWN REQUIREMENTS

29.1 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 programme.

29.2 RUNNING OF SHAKEDOWN

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

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

29.2.3 For the application of Art. 20.2, the shakedown is considered to be part of reconnaissance.

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

29.3 DISCLAIMER

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

29.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass scrutineering. For applicable cars, the engine block, the complete transmission and the mechanical parts mentioned in these regulations must be sealed.

29.5 BREAKDOWN DURING SHAKEDOWN

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

29.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During the shakedown, any person on board must wear a homologated crash helmet, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety harness correctly fastened. Any infringement will be penalised.

29.7 SERVICE DURING SHAKEDOWN

Service may be carried out only in the main service park, unless otherwise permitted in the supplementary regulations of the rally.

30. FREE PRACTICE / QUALIFYING

For these regulations, please refer to the regulations of the relevant championship (if applicable).

CONTROLS

31. CONTROLS – GENERAL REQUIREMENTS

31.1 SIGNAGE OF CONTROLS

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

31.2 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.

31.3 STOPPING TIME IN CONTROL AREAS

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

31.4 READINESS TO WORK

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

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

31.5 SEQUENCE OF CONTROLS AND DIRECTION

31.5.1 Crews must check in in the correct sequence of controls and in the direction of the rally route.

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

31.6 MARSHALS' INSTRUCTIONS

31.6.1 Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the Stewards.

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

31.7 MEDIA ZONES (WHEN APPLICABLE)

A barriered media zone will 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 personnel holding the appropriate pass. Organisers may plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media zone.

31.8 ON-BOARD CAMERA DATA EXCHANGE AND CAMERA MAINTENANCE POINTS

The organisers may establish on-board camera (OBC) data 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 data and adjustments/maintenance of the cameras.

Video data may also be exchanged and cameras maintained in the media zone, in regroup or parc fermés and at the exit of remote refuel zones with the agreement of the clerk of the course. If it is required that this work should be done only in the presence of a member of the team, a representative of the competitor must inform the clerk of the course of this request before the start of the rally.

All such work carried out will be done under the supervision of a marshal or rally official.

32. 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.

33. TIME CONTROLS**33.1 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.

33.2 CHECK-IN PROCEDURE

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

33.2.2 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.

33.2.3 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.

33.2.4 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.

33.2.5 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.

33.2.6 The target check-in time is the time obtained by adding the allowed target time to the special stage start time or the previous TC time, these times being expressed to the minute.

33.2.7 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.

33.2.8 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.

33.2.9 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.

33.2.10 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.

33.2.11 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.

33.2.12 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.

33.2.13 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.

33.3 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:

33.3.1 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.

33.3.2 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.

33.3.3 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.

33.3.4 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.

33.3.5 The stage start time shall then be the start time for calculating the check-in time at the next time control.

34. MAXIMUM PERMITTED LATENESS

34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a leg will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival as per Art. 33.2.10.a) shall be that for 30 minutes lateness. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

34.2 EARLY ARRIVAL

Early arrival shall under no circumstances permit crews to reduce this maximum permitted lateness.

34.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS

Notification of exceeding the maximum permitted lateness under Article 34.1 may only be announced at the end of a section.

35. REGROUPING CONTROLS

35.1 PROCEDURE AT A REGROUP

35.1.1 On arrival at regroup controls, crews will receive instructions concerning their starting time. They must then drive their car as directed by marshals.

35.1.2 All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to the public.

35.2 EXIT FROM A REGROUP

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

SPECIAL STAGES

36. GENERAL

36.1 TIMING

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

For free practice and qualifying stages, timing will be to the thousandth of a second. Any time penalty applied during the stage will be added to the stage time.

37. SPECIAL STAGE START

37.1 START POINT

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

37.2 START PROCEDURE

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

37.2.2 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 (false start). This device should be 40 cm after the start line.

37.3 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.

37.4 DELAYED START THROUGH FAULT OF CREW

37.4.1 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.

37.4.2 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.

37.4.3 Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place. This car will be allowed to re-start on the next day as per Art. 46 of the Regional Championship Regulations.

37.5 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.

37.6 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.

38. SPECIAL STAGE FINISH

38.1 FINISH LINE

Special stages must end in a flying finish which should be located at a point where cars can be expected to go slower and at least at 200 m before the stop line. The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles. 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.

38.2 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 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 regrouping control.

39. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the clerk of the course a time which is judged the fairest. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

40. COMPETITOR SAFETY

40.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on any type of special stage and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalised by the Stewards.

40.2 EQUIPMENT OF THE CARS

40.2.1 In case a Safety Emergency console (Tracking System) is provided by the organiser, the system must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

40.2.2 "SOS/OK" sign

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). The sign must be placed in the car and be readily accessible for both drivers.

40.2.3 Each competing car must carry a red reflective triangle.

40.3 INCIDENT ON A SPECIAL STAGE

40.3.1 In the case of an accident where urgent medical attention is required, the following applies:

- The SOS switch on the emergency console must be activated as soon as possible (if applicable)
- When possible the red "SOS" sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
- The red reflective triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car's position, in order to warn following drivers, even if the car is off the road.

40.3.2 Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered an accident where both crew members are seen inside or outside the car, shall immediately and without exception stop to render assistance unless they see the OK sign. 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 be allocated a time according to Art. 39.

40.3.3 In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies_

- The OK switch on the emergency console must be activated within one minute (if applicable)
- The green "OK" sign must immediately be displayed to the following cars and to any helicopter attempting to assist.
- If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to all following crews.

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

40.3.5 The road book shall contain a page giving the accident procedure.

40.3.6 Any crew retiring from a rally must report such final 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.

40.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER

If a crew is involved in an accident in which a member of the public sustains physical injury, the car must stop immediately, and the procedure as laid down in Article 40.3.1 must be followed

40.5 RED FLAGS

40.5.1 Electronic Red Flags (if applicable)

Electronic red flags will be used in all competing cars. When activated from rally control, the screen of the Emergency Console will turn red and show the message "RED FLAG". Crews must immediately confirm the electronic Red Flag by pressing the button "ACKNOWLEDGE" and proceed as specified in Art. 40.5.3.

40.5.2 Red Flags at radio points

The Red Flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix III, Article 5.2.6 and on which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident. A Red Flag must be available at each stage radio point (situated at approximately 5 km intervals).

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

40.5.3 Meanings of a Red Flag

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first,, 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. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

40.5.4 A crew which has been shown the Red Flag will be given a notional time for the stage as in according to Art. 39.

40.5.5 If different signalling systems (e.g. flashing lights) are used in super special stages, full details must be included in the supplementary regulations.

40.5.6 If a stage is interrupted or stopped and the crews are required to pass through the special stage, a Red Flag must be displayed at the start to inform the drivers how they must proceed.

40.5.7 Red Flag points during reconnaissance

During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.

41. SUPER SPECIAL STAGES

41.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

41.1.1 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.

41.1.2 The inclusion of a super special stage in the rally itinerary is optional.

41.2 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.

41.3 SAFETY

41.3.1 A system of Red Flags deployed by marshals or Red Lights must be positioned to signal competitors to stop or slow. See also Article 40.5.5

41.3.2 To ensure safety, the car of a competitor who fails to complete the stage maybe transported by the organisers to the end of the stage or to a safe location for evacuation.

PARC FERME

42. RULES OF PARC FERME

42.1 APPLICATION

Cars are subject to parc fermé rules:

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

42.1.2 From the moment they enter and/or check in at a control area until they leave it.

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

42.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

42.2.1 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.

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

42.3 PUSHING A CAR IN THE 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.

42.4 CAR COVERS

Car covers may not be used.

42.5 REPAIRS IN PARC FERME

42.5.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the FIA Technical Delegate / chief scrutineer and in the presence of a

scrutineer, one team member may repair or exchange FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (i.e. seat belt, extinguisher,).

42.5.2 With the prior consent of the clerk of the course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

42.5.3 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 start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under the relevant regulations.

42.6 FUEL CUT-OFF SYSTEM ACTIVATION

Only applicable in WRC

42.7 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras provided by the Promoter or the Organiser may be removed in the parc fermé only with the agreement of the FIA Technical Delegate/Chief Scrutineer and under the control of the marshals.

STARTS AND RE-STARTS

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

44. RALLY START

44.1 START AREA

Before the start of the competition element of the rally, the organisers may assemble all the competing cars in a starting area, into which cars must be driven 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.

44.2 MAXIMUM LATENESS AT A START

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

45. START ORDER AND INTERVALS

45.1 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.

45.2 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.

45.3 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.

45.4 START ORDER FOR SUBSEQUENT LEGS

The start order for subsequent Legs shall be based on the classification according to stage times at the finish of the final special stage of the previous Leg excluding any time penalties and any super special stage if run

at the end of the Leg. For the purpose of enhancing live TV coverage, the championship promoter may request the running order of the cars to be changed at the end of a leg.

45.5 **START INTERVAL**

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

46. **RE-START AFTER RETIREMENT**

For these regulations, please refer to the relevant championship regulations.

47. **REPAIRS PRIOR TO A RE-START**

For these regulations, please refer to the relevant championship regulations.

SERVICE

48. **SERVICING – GENERAL CONDITIONS**

48.1 **PERFORMING OF SERVICE**

48.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and as permitted under Article 52, with the exception of repairs to retired cars intending to re-start.

48.1.2 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.

48.2 **TEAM PERSONNEL & SERVICE RESTRICTIONS**

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

- In service parks and in remote service zones (RSZ)
- Whilst the cars are in a regroup
- In refuel zones
- In tyre fitting zones
- In light fitting zones
- For one team member per car in official car wash areas
- Where permitted by bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- 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.

48.2.2 The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted whilst the crew members are:

- in tyre fitting zones, in light fitting zones from the personnel authorised in the zone only,
- in service parks, remote service zones and regroups or whilst the cars are in a media zone.

When a regroup is located close to the service park, crew members are allowed to go to their service bays after having fulfilled their media obligations.

48.2.3 Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the officials/marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

49. **SERVICE PARKS**

49.1 **GENERAL**

Throughout the rally there shall be one main service park. Organisers may, however, submit to the FIA and justification to support relocation during a rally. Each competitor is responsible to protect its service bay with a ground sheet.

49.2 **SERVICE PARK SCHEDULES**

The schedule for each car in the service park will be according to the rally itinerary with the following suggestion:

49.2.1 15 minutes before the first SS following an overnight regroup.

- Technical checks may be carried out within the parc fermé.

49.2.2 30 minutes between two groups of stages

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

49.2.3 45 minutes at the end of each section before an overnight regroup 10-minute technical checks to be carried out in the parc fermé.

49.2.4 10 minutes prior to the finish.

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

49.3 SERVICE PARK IDENTIFICATION

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

49.4 SPEED INSIDE SERVICE PARKS

The speed of cars 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 clerk of the course as follows:

- €25 per kilometre per hour over the speed limit.

49.5 EXTERNAL ASSISTANCE

Inside the service park, it is permitted for officials/marshals and/or team personnel to tow, transport or push a car.

49.6 LAYOUT OF SERVICE PARKS

49.6.1 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.

49.6.2 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.

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

When necessary as part of service (i.e changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), 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 standby to be provided by the competitor.
- No other work is carried out on the car while the fuel circuit is open and/or 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.

51. FLEXI-SERVICE

51.1 GENERAL

Flexi-servicing of 45 minutes shall permit the removal of the competing cars from a parc fermé to an adjacent service park, with common entry and exit time controls. Any variations must be published in the rally supplementary regulations. Technical checks lasting 10 minutes must be included in the parc fermé before the flexi-service taking place before an overnight regroup.

The operational window of flexi-servicing time starting from the arrival of the first car into the parc fermé is left to the discretion of the organiser but must be declared on the rally itinerary. See RRSR Appendix II, Art. 4.5.

51.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES

51.2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé. Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before the flexi-service, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

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

51.2.3 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.

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

52. REMOTE SERVICE ZONES (RSZ)

52.1 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 these RSZ regulations.
- May be preceded by a 3-minute technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as under these RSZ regulations, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in towns or centres of population.

52.2 NUMBER OF TEAM PERSONNEL

52.2.1 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 competitors of priority drivers or competitors running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

52.2.2 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.

52.2.3 No team personnel other than those permitted under Art. 52.2.1 / 52.2.2 / 52.3.3 may be in the zone.

52.3 ELIGIBLE EQUIPMENT AND TOOLS

52.3.1 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/material.

52.3.2 Ground sheets must be used.

52.3.3 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 an 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.

52.3.4 The fitting of extra lights on or into the car is permitted at remote service zones. The extra lights, tyres and the necessary tools to fit them may be transported to the RSZ in a service car.

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

52.4 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.

52.5 TYRE FITTING ZONE (TFZ)

At each tyre fitting zone:

- A time control at its entrance and exit must be defined.
- The target time for the TFZ shall be 15 minutes.
- No work is allowed within the marked zone other than for the crew alone to change the wheels, and only using equipment carried on board the competing car. An extra car jack may be brought by a team member.
- The extra tyres to be used may, however, be transported to the zone in a service car and be prepared by team members to be fitted to the rally car.
- One team personnel may be present in the zone for the changing of tyres and as allowed by Art. 60.8.
- It is compulsory for all cars to pass through the tyre fitting zone and to stop at the tyre marking zone even if wheels are not changed.

- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.

The transportation of the tyres to the TFZ will be specified in the supplementary regulations of each rally.

52.6 LIGHT FITTING ZONE (LFZ)

At each light fitting zone:

- No work is allowed within the marked zone other than for the crew and 2-team personnel to fit or remove auxiliary lights, using hand-held tools and under the supervision of rally officials at all times.
- The 2-team personnel may enter the zone only after their respective car has entered the zone and must leave immediately after the auxiliary lights have been fitted or removed.
- The extra lights and tools to fix or remove them may be transported to and from the zone in a service car.
- It is recommended that the time allocated for the LFZ be 10 minutes

53. SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS

Applicable only for WRC

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

54. RALLY RESULTS

54.1 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.

54.2 PUBLICATION OF RESULTS

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

54.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally

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

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

54.2.4 Final Classification: classification approved by the Stewards.

54.2.5 In the event of a start list and/or the Provisional Classification being delayed, a new time must be advised by a Communication by the clerk of the course on the official notice board(s).

54.3 DEAD HEAT IN A LEG OR CHAMPIONSHIP RALLY

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

54.3.2 In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This principle can be applied at any time during the rally.

54.4 FAIR AND IMPARTIAL COVERAGE

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

54.5 PROMOTION OF RESULTS

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

55. PROTESTS AND APPEALS

55.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

55.2 PROTEST DEPOSIT

The protest deposit is €1,000.

55.3 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. This additional deposit must be paid in cash within one hour to the organiser, otherwise the protest will be deemed inadmissible.

55.4 EXPENSES

55.4.1 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.

55.4.2 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.

55.5 APPEALS

The supplementary regulations shall contain information on the National Appeal Deposit. The International Appeal Deposit will be published by the FIA annually.

56. RALLY PRIZE GIVING**56.1 PODIUM CEREMONY**

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

56.2 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.

57. ANNUAL FIA PRIZE-GIVING**57.1 ATTENDANCE REQUIREMENTS**

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

57.2 ABSENCE

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

FUEL – REFUELLING**58. REFUELLING AND PROCEDURES****58.1 LOCATION**

58.1.1 Except as detailed for the change of a fuel tank, crews may refuel only in the designated refuelling zones (RZ) or at commercial filling stations indicated in the road book designated by the organiser in the supplementary regulations and 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.

58.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than three different RZs between two overnight regroupings, one being at the Service Park, may be scheduled.

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

58.1.4 The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organiser at any refuel zone (not applicable at commercial filling stations).

58.1.5 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 same safety conditions as for refuel zones.

58.2 PROCEDURE IN RZ

58.2.1 Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.

58.2.2 In all RZs, a 5 kph speed limit will apply.

58.2.3 The relevant personnel must be wearing clothing which will provide adequate protection against fire.

58.2.4 The fuel supplier or the organiser, whoever is responsible for running the refuel zone, is responsible to protect the ground with an Environmental Mat which shall be composed of an absorbent upper part and an impermeable lower part.

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

58.2.6 Engines must be switched off throughout the refuelling operation.

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

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

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

58.3 PROCEDURE AT COMMERCIAL FILLING STATIONS

58.3.1 Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from organiser distribution points, marked in the road book. This fuel must be dispensed directly into the tank of the competing car.

58.3.2 The crew must use solely the equipment on board and only the pumps with no external physical assistance.

58.3.3 Cars equipped only with FIA-specified refuel couplings and using fuel from commercial fillings stations must transport the adaptor in the car and show it at pre-rally scrutineering.

59. FUEL USE

For these regulations, please refer to the relevant championship regulations. All type of fuel must be in compliance with Appendix J Art. 252.9.

TYRES AND WHEELS

60. GENERAL

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.1 COMPLIANCE

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

60.1.2 MOULDED TYRES

All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted, unless otherwise permitted in the relevant Championship regulations.

60.1.3 TREATMENT OF TYRES

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

Any device for heating the tyres once fitted on the rim is prohibited.

Whether fitted on rims or not, keeping tyres in an artificially heated environment below 35°C is allowed.

60.1.4 BARCODE NUMBER

Each tyre must have either:

- Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different colour as defined by the FIA) supplied by the 2019 FIA-approved barcode supplier, or:
- A single moulded barcode number supplied by the 2019 FIA-approved barcode supplier.

These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

60.1.5 TYRE QUANTITIES

All drivers may use only the maximum quantity of tyres detailed in the relevant Championship regulations and in the rally supplementary regulations.

60.1.6 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.

60.1.7 RIMS

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

60.1.8 TYRE FITTING

The maximum pressure for fitting the tyre onto the rim is 8 bars at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

60.1.9 TARMAC TYRE (DRY AND WET)

At all times during the rally, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks. Tarmac tyres must comply with Appendix V and be homologated by the FIA Important: no tyres homologated before 1/05/2013 are allowed. Drivers may continue to use the previously homologated specifications as long as the tread pattern is in compliance with Appendix V. Please refer to the list of eligible asphalt tyres published on the FIA website.

60.1.10 TARMAC TYRE FOR SNOW

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

60.1.11 GRAVEL TYRE

See Appendix J.

60.1.12 STUDED GRAVEL TYRE FOR SNOW

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

60.1.13 TYPE OF TYRES TO BE USED

The make of tyres is free.

60.2 ALL COMPETITORS ENTERED WITH A WRC CAR

Applicable only for WRC

**60.3 ALL COMPETITORS ENTERED WITH A S2000-RALLY CAR
ALL COMPETITORS ENTERED WITH R5 AND R4 CARS
ALL PRIORITY DRIVERS ENTERED WITH A GROUP N CAR**

Applicable only for WRC

**60.4 NON-PRIORITY DRIVERS ENTERED WITH A 4X4 GROUP N CAR
NON-PRIORITY DRIVERS ENTERED WITH A 2WD CAR**

Applicable only for WRC

60.5 PRIORITY DRIVERS ENTERED WITH A 2WD CAR

Applicable only for WRC

60.6 DRIVERS ENTERED WITH RGT CARS

Applicable only for WRC

60.7 CONTROL

At any time during the rally, 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.

60.8 TYRE MARKING / CONTROL ZONES

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

60.9 ROAD SECTIONS

When no Special Stages are involved, non-registered pattern tyres may be used on road sections.

60.10 TYRE PRESSURE ADJUSTMENT

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 or super special stage.

60.11 SPARE WHEELS

Cars may carry a maximum of two spare wheels and they must carry at least one spare wheel, if stipulated in the Appendix J Article for the group concerned.

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 areas where a tyre change is authorised.

60.12 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT

The presence of representatives of the FIA-designated tyre supplier(s) is/are authorised at the stop point of the special stages. At that point, visual and temperature checks may be carried out and the data relating to the company's products collected.

60.13 AVAILABILITY OF TYRES

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

61. TYRE SUPPLY

Applicable only for WRC

62. TYRE QUANTITIES

For these regulations, please refer to the relevant championship regulations.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.1 ENGINE REPLACEMENT

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

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

63.2 TURBOCHARGERS

63.2.1 The turbocharger and compressor shall hereinafter be referred to as 'compressor'.

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

63.2.3 The compressor fitted to the car and one spare compressor will be checked and sealed with seals bearing the same number at pre-rally scrutineering.

63.2.4 The compressors will bear the car's number and be used exclusively on that car.

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

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

63.2.7 For R5 cars, the homologated FIA boost control system (pop-off valve, see FIA Technical list n°43) must be checked and sealed (as per article 261 from appendix J) at pre-event scrutineering. It must remain sealed until the end of the rally except with the approval from the FIA Technical delegate.

63.3 TRANSMISSIONS

63.3.1 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.

63.3.2 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.

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

63.3.4 All the components will be identified by seals bearing the same number.

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

63.3.6 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.

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

63.3.8 The marking/sealing must remain intact from pre-rally 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.

64. MECHANICAL COMPONENTS – MANUFACTURERS AND WRC TEAMS

Applicable only for WRC

65. ADDITIONAL CAR REQUIREMENTS

65.1 ON-BOARD CAMERAS

65.1.1 If required by the organiser or Championship Promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by the organiser or Championship Promoter and approved by the scrutineer.

65.1.2 The competitor of any car which carries an on-board camera must have the prior agreement of the organiser or 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.

65.1.3 Competitors wishing to use a camera must supply the following information to the organiser or Championship Promoter (if any) at least one week before the start of reconnaissance: competitor's name, car number, competitor's address, use of footage and brand and model name of the device(s) used.

65.2 TRACKING SYSTEM

In FIA Championship rallies, all cars must be fitted with a safety tracking system provided by the rally organiser. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

65.3 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.

TESTING

66. TESTING

Applicable only for WRC and ERC.

V1a – FIA EUROPEAN RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships.

- FIA European Rally Championship for Drivers and Co-Drivers
- FIA European Rally Championship for Teams
- FIA ERC 1 Junior Championship for Drivers
- FIA ERC 2 Championship for Drivers and Co-Drivers
- FIA ERC 3 Championship for Drivers and Co-Drivers
- FIA ERC 3 Junior Championship for Drivers

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER ERC RALLIES

4.1 ADDITIONAL REQUIREMENTS

4.1.1 Drivers or Teams registered in the FIA ERC Championships as per ERC Art. 7.2.1 or 7.2.2 may only take part and score points in the Championship rallies with the following cars:

- Group R5 cars conforming to the 2019 Appendix J, Art. 261 or S2000 cars conforming to the 2013 Appendix J, Art. 254A.

4.2 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA ERC 2 CHAMPIONSHIP

All cars must comply with the 2019 FIA Appendix J regulations for:

- Four-wheel drive Group N cars (complying with Art. 254)
- cars fitted with R4 Kit (VR4K) (conforming to Art. 260E)
- R-GT cars (conforming to Art. 256)

4.3 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA ERC 3 CHAMPIONSHIP

All cars must comply with the 2019 FIA Appendix J regulations for:

- 2WD Group R cars (complying with Art. 260 and Art. 260D).
- Super 1600 cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc
- 2WD Group A cars up to 2000cc
- 2WD Group N cars up to 2000cc.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.2 Bonus points will be awarded according to Article 5.1.2 of the FIA Regional Rally Sporting Regulations (RRSR).

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIPS CLASSIFICATION

5.2.1 The maximum number of results taken into account in the European Rally Championship for Teams, Drivers and Co-Drivers will be the 6 best.

5.2.2 The maximum number of results taken into account in the ERC 2 Championship for Drivers and Co-Drivers will be the 4 best.

5.2.3 The maximum number of results taken into account in the ERC 3 Championship for Drivers and Co-Drivers will be the 6 best.

5.3 NUMBER OF CHAMPIONSHIP RALLIES

5.3.1 The FIA European Rally Championship 2019 comprises a maximum of 8 rallies.

7. FIA ERC CHAMPIONSHIP FOR TEAMS, DRIVERS AND CO-DRIVERS

7.1 ANNOUNCEMENT

7.1.1 The FIA ERC Championship is a Championship for Teams, Drivers and Co-Drivers taking part in the qualifying rallies.

7.1.2 For the Team Championship, all the results will be taken into account when drawing up the final classification of the Championship. The Team having totalled the highest number of points at the end of the year is declared European Rally Team Champion.

7.2 PARTICIPATION

7.2.1 In order to score points in the ERC Championship for Teams, competitors must register in ERC, ERC 2 or ERC 3 as per Art. 7.2.3 or 8.2.1 with the FIA before the closing date for entries of the first rally entered under a Team name by using the registration form which can be found on the FIA website. A maximum of 3 cars may be registered for the purpose of scoring Team points.

7.2.2 In order to score points in the ERC Championship for Drivers, competitors may register with the FIA before the closing date for entries of the first rally entered for the purpose of scoring points by using the registration form which can be found on the FIA website.

7.2.3 The registration fee for the ERC Drivers and Teams registered as per Art. 7.2.1 or 7.2.2 is € 3.000 per car entered.

7.2.4 One registration comprises eligibility to score points with one car in the ERC Teams', Drivers and Co-Drivers Championship, ERC1 priority for the eligible driver(s) and all other items as per ERC Art. 14.4.

7.3 POINTS

7.3.1 Attribution of points

A registered Team may score points (as per Art. 5.1) with the two best placed cars of its Team in the final overall classification of each rally. Cars may be entered in ERC, ERC 2 or ERC 3. Additional cars entered by the same Team may neither score points nor detract points from other entered cars.

7.3.2 For the purpose of calculating points for the overall Team classification, cars driven by ERC3 priority drivers will score points within their own group.

8. FIA EUROPEAN RALLY CHAMPIONSHIP 2 (ERC 2) FIA EUROPEAN RALLY CHAMPIONSHIP 3 (ERC 3)

8.1 ANNOUNCEMENT

8.1.1 The FIA ERC 2 Championship is a Championship for Drivers and Co-Drivers taking part in the qualifying rallies using eligible cars as in Art. 4.2.

8.1.2 The FIA ERC 3 Championship is a Championship for Drivers and Co-Drivers taking part in the qualifying rallies using eligible cars as in Art. 4.3.

8.2 PARTICIPATION

8.2.1 In order to score points in ERC 2 or ERC 3, competitors must register with the FIA before the closing date for entries of the first rally entered. Registration for each Championship, set at €2000 for ERC 2 and €1000 for ERC 3, may be made in the name of a Driver or in the name of a Team. Each registration comprises eligibility to score points with one car.

8.3 POINTS

8.3.1 For the awarding of points, a separate classification of the registered teams, drivers and co-drivers eligible to score points in that specific rally will be drawn from the general classification. Points scored in each Championship shall always be in the name of the Team, Driver and Co-Driver.

8.3.2 The ERC 2 Champion titles for Drivers and Co-Drivers will be awarded to driver and co-driver who have scored the highest number of points from the 4 rallies which they have entered.

8.3.3 The ERC 3 Champion titles for Drivers and Co-Drivers will be awarded to Driver and Co-driver who have scored the highest number of points from the 6 rallies which they have entered.

9. JUNIOR ERC CHAMPIONSHIP

9.1 ANNOUNCEMENT

9.1.1 The FIA ERC 1 Junior Championship is a championship for drivers taking part in the qualifying rallies as in Article 9.32.1, using eligible cars of Group R5 (complying with Appendix J, Art. 261).

9.1.2 The FIA ERC 3 Junior Championship is a championship for drivers taking part in the qualifying rallies as in Article 9.3.1, using eligible cars of Group R2 (complying with Appendix J, Art. 260).

9.2 PARTICIPATION

9.2.1 To score points for the ERC 1 Junior Championship, drivers who were born on or after 1 January 1991 must register with the ERC Promoter by using the Junior Driver agreement before the closing date of the first rally entered.

9.2.2 To score points for the ERC 3 Junior Championship, drivers who were born on or after 1 January 1992 must register with the ERC Promoter by using the Junior Driver agreement before the closing date of the first rally entered.

9.2.3 If fewer than 10 entries have been received, the FIA reserves the right to suspend the Championship.

9.2.4 A reduced rally entry fee will be applied for ERC 3 Junior Championship registered drivers.

9.3 POINTS

9.3.1 The qualifying rallies for the ERC Junior Championships are:

Date	Rally	Surface
21-23 March 2019	Azores Airline Rallye (PRT)	Gravel
02-04 May 2019	Rally Islas Canarias (ESP)	Tarmac
24-26 May 2019	Rally Liepaja (LVA)	Gravel
28-30 June 2019	Rally Poland (POL)	Gravel
19-21 July 2019	Rally di Roma Capitale (ITA)	Tarmac
16-18 August 2019	Barum Czech Rally Zlin (CZE)	Tarmac

In the event of an ERC Junior Rally being cancelled, a replacement rally may be nominated subject to the agreement of the majority of registered ERC Junior drivers.

9.3.2 For the awarding of points, a separate classification for the registered ERC Junior drivers eligible to score points in that specific rally will be drawn from the general classification.

9.3.3 Points scored in the ERC Junior Championships shall always be in the name of the driver.

9.3.4 The ERC Junior Champions titles will be awarded to the registered drivers who have scored the highest number of points from the best 4 results made on eligible rallies, as per Art. 9.3.1.

9.3.5 Prizes will be awarded to the winning drivers in the final ERC Junior Championships classifications. Prizes are subject to the terms and conditions defined in the driver agreement.

9.4 ELIGIBLE TYRES

9.4.1 All tyres must comply with article 60 of the RRSR in conjunction with Appendix V of the RRSR

9.4.2 For the ERC 3 Junior Championships, only those tyres supplied by the ERC 3 Junior tyre supplier are eligible.

9.4.3 Prior to scrutineering at each rally, the ERC 3 Junior tyre supplier will provide the FIA and each driver entered with a list of barcodes that may be used during the rally.

9.4.4 If tyres are purchased before the rally, such tyres must be presented to the tyre supplier before pre-rally scrutineering for barcode checking.

9.4.5 A driver may use only those tyres that have been registered for his car.

9.5 SCRUTINEERING**9.5.1 General**

The ERC Junior Scrutineer has the power to carry out detailed inspections of the vehicle before, during and after a rally. Removal of seals fitted to the car or individual components during the rally is forbidden.

9.5.2 Marking and sealing of mechanical components

For each car in the ERC Junior Championships, one mounted transmission will be sealed at scrutineering. Additionally, up to one spare transmission per car may be marked at pre-rally scrutineering or during the rally. The FIA may request that other parts be sealed or marked.

10. DEAD HEAT IN A CHAMPIONSHIP

10.1.4 For the ERC Junior Championships, the rule for deciding between drivers who have scored exactly the same number of points and have finished in exactly the same position on the maximum number of eligible rallies will be according to the calculation of the average position on all the special stages of the eligible rallies in which the drivers concerned have participated.

11. CRITERIA FOR PRIORITY DRIVERS

11.1 FIA PRIORITY DRIVERS

Drivers as defined in Art. 11.1. of the Sporting Regulations.

11.3 ERC PRIORITY DRIVERS

The following priorities will be attributed to the drivers as follows:

11.3.1 ERC1 Priority for Drivers registered in the ERC or entered by an ERC registered Team as per ERC Art. 7.2.

11.3.2 ERC2 Priority for Drivers registered in the ERC 2 or entered by an ERC 2 registered Team as per ERC Art. 8.2.

11.3.3 ERC3 Priority for Drivers registered in the ERC 3 or entered by an ERC 3 registered Team as per ERC Art. 8.2.

13. EVENT CHARACTERISTICS

13.1 DURATION

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

The duration of a rally is 72 hours from the beginning of scrutineering (incl. marking and sealing) until the posting of final classification of the rally. If there is a Shakedown, 6 hours may be added. In case of a Super Special Stage 4 hours may be added, and another 4 hours if there is a Qualifying Stage.

13.2 DISTANCES OF EUROPEAN CHAMPIONSHIP RALLIES

The total distance of special stages shall be between 200 km and 230 km.

STANDARD DOCUMENTS AND SCHEDULES

14. GENERAL

14.1 DOCUMENTS

A printed version of the Supplementary Regulations must be available to all competitors and officials during the rally.

The draft Safety Plan for the rally must be submitted to the FIA 4 weeks prior to the beginning of the rally

14.4 PACKAGE FOR REGISTERED TEAMS AND DRIVERS

Fees for:	ERC Team Legal entry	ERC Team Private entry	ERC Team ERC 3 Junior entry
ERC Priority	ERC1 / ERC2 / ERC3	ERC1 / ERC2 / ERC3	ERC3
Vehicle Plates per car:			
• VIP (or guest) plates	1	0	0
• Service plates	2	1	1
• Auxiliary plates	1	1	0
Services: ^(a)			
• Access to ERC service area	Yes	Yes	Yes
• Area in Service Park	150m ² for 1 car +50m ² for each add. car	100m ² for 1 car +50m ² for each add. car	90m ² / car +50m ² for each add. car
Printed material and Passes per car: ^(b)			
• Regulations	2	1	1
• Road book sets	2	1	1
• Programmes	2	1	1
Permanent ERC Passes per car			
• Crew	2	2	2
• Team	8	6	6

^(a) = subject to available space and the agreement of the organiser and the ERC Promoter

(^b) = minimum requirements – additional resources subject to negotiation between the competitor and the Rally Organiser.

CAR IDENTIFICATION

18. COMPETITION NUMBERS AND ADVERTISING

18.5 ROOF PANEL

18.5.3 Roof panels are mandatory.

RECONNAISSANCE

25. RECONNAISSANCE

25.4.5 Shakedown or Qualifying Stage

It is mandatory to include the shakedown or Qualifying Stage in the reconnaissance schedule for eligible drivers according to Article 30.1.1.

SHAKEDOWN / FREE PRACTICE / QUALIFYING

30. FREE PRACTICE / QUALIFYING

30.1 GENERAL

30.1.1 A Free Practice / Qualifying Stage will be organised for all FIA and ERC Priority Drivers (registered drivers), in order to establish the rally start order until at least the first regroup following a 45-minute service, always subject to Art. 45.1. This stage may become a shakedown stage for other competitors after Qualifying is complete.

30.1.2 All Priority drivers must participate in Qualifying.

30.1.3 The Free Practice / Qualifying stage shall:

- be run as if it were a stage run during the rally and include all the appropriate safety measures,
- form part of the rally programme, but not part of the rally results,
- be representative of the rally,
- ideally be of a distance between 3 km and 5 km.

30.1.4 A competitor whose car breaks down during Free Practice or Qualifying shall nevertheless be required to attend the ceremonial start.

30.2 RUNNING OF FREE PRACTICE

30.2.1 A Free Practice stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars.

30.2.2 The eligible drivers may complete a maximum of 2 passages of practice within the timeframe specified by the organisers.

It is recommended that Free Practice be held between 8 a.m. and 10 a.m. on the day after pre-rally scrutineering.

30.3 BREAKDOWN DURING FREE PRACTICE

A competitor whose car is unable to complete the Free Practice stage will be required to wait for the organisers to transport the car to the end of the stage after the free practice session has finished.

30.4 DISCLAIMER

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

30.5 RUNNING OF THE QUALIFYING STAGE

30.5.1 After the 2 passages allowed for practice, Priority drivers will start the Qualifying stage in the order of the current European Rally Championship classification for Drivers with a 1-minute interval between each car for asphalt rallies and a 2-minute interval for gravel rallies.

30.5.2 The driver and co-driver entered must be on board the car throughout the Qualifying stage.

30.5.3 The Stewards shall decide the order of drivers who have not been classified in the previous European Rally Championship for Drivers.

30.5.4 A starting list will be published at a time indicated in the rally Supplementary Regulations. The procedures stipulated for the start of a special stage will apply.

30.5.5 In the event of a dead heat in Qualifying, the competitors concerned will be classified in the order of their start positions in the Qualifying Stage.

30.5.6 If permitted in the Supplementary Regulations of the rally, Priority drivers may also participate in the Shakedown stage.

30.6 NON-PARTICIPATION OR BREAKDOWN DURING QUALIFYING STAGE

30.6.1 Any car which breaks down during the Qualifying stage or during the following road section will be transported to the parc fermé by the organisers once the Qualifying stage has finished.

30.6.2 Any driver who does not participate or who does not start the Qualifying Stage at the scheduled time or does not correctly complete the Qualifying stage will choose his position last or be seeded last on the start list (where applicable), amongst the Priority drivers. If more than one driver does not complete the stage, start positions will be chosen in the order of the starting list for the Qualifying stage.

30.7 PARC FERME AFTER THE QUALIFYING STAGE

Any service on a car once it has started the Qualifying stage is prohibited. All cars which participate in the Qualifying stage must immediately and directly be brought to the parc fermé designated by the organiser and remain there until released by the Stewards.

30.8 ATTRIBUTION OF STARTING POSITIONS

The top 15 competitors entered with cars of class RC2 or RGT will choose their start position for the rally according to the results of the Qualifying stage.

30.8.1 The fastest driver will choose his position first, then the second, followed by the third etc.

30.8.2 All other competitors will be seeded in the start list, in their respective Priority groups (ERC1 Priority, ERC2 Priority and ERC3 Priority), as per their classification in the Qualifying stage.

30.8.3 Any driver who did not arrive on time to choose his position will automatically choose his position last.

30.8.4 The location and time of day of this procedure must be specified in the rally supplementary regulations.

30.9 LATE OR EARLY CHECK-IN

Any late or early check-in to the time control preceding the start of the Qualifying stage (TCQS) will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.10 FALSE START

Any false start during the Qualifying stage, particularly one made before the signal has been given, will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.11 SERVICE

From the beginning of the timetable for Free Practice until the individual start time of the Qualifying stage, service may only be carried out in the main service park or the service park designated by the organiser for this purpose.

30.12 TECHNICAL REQUIREMENTS

For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in the Regional Rally Championships Sporting Regulations must be sealed.

30.13 TIMETABLE FOR THE QUALIFYING STAGE

It is recommended that the start time of the Qualifying stage be 10.30 a.m.

STARTS AND RE-STARTS

45. START ORDER AND INTERVALS

45.3. START ORDER LEG 1

45.3.1 The starting order of Leg 1 shall be as follows:

- 1st FIA, and ERC Priority Drivers according to Art. 30.8.
- 2nd All the other competitors following a starting order left to the discretion of the Organisers.

45.4 START ORDER FOR SUBSEQUENT LEGS

45.4.1 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.

45.4.2 The first 10 cars in the overall classification will re-start as a merged group in reverse order according to their classification in Art. 45.4.1.

All other drivers shall normally re-start in the order of their classification in Art. 45.4.1 (1-minute intervals).

45.4.4 For the purposes of enhancing media coverage, the ERC championship promoter may request changes to the regulations in Art. 45.4.

45.5 START INTERVAL

The first 15 Priority Drivers' cars will start at two-minute intervals. All other cars will start at one-minute intervals unless specified otherwise in the supplementary regulations.

46. RE-START AFTER RETIREMENT

46.1 GENERAL

Any crew which has failed to complete a Leg may be assumed to re-start the rally from the start of the next Leg, unless they confirm otherwise in writing to the clerk of the course .. The competitor must advise the organiser in writing 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 not classified 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 disqualified for breach of eligibility requirements, traffic infringements or by a decision of the stewards.

46.2 PENALTIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

46.2.1 For every stage or super special stage missed: 7 minutes.

46.2.2 However, should the first special stage or super special stage that is missed be:

a) that run as Section 1 when followed by an overnight regroup before Section 2 or

b) the last stage before an overnight regroup, the penalty will be 10 minutes.

This 10-minute penalty can be applied only once in a rally.

46.2.3 This time penalty will be added to the fastest time of the driver's group for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

46.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

46.3 REPAIRS AND SCRUTINEERING

46.3.1 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.

46.3.2 Scrutineering of repaired cars

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

46.3.3 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 the above-mentioned article 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.

FUEL – REFUELLING

58. REFUELLING AND PROCEDURES

58.1 LOCATION

58.1.6 Competitors in the ERC 3 Junior Championship must refuel only in commercial filling stations as indicated in the supplementary regulations of each rally.

59. FUEL USE

59.1 TECHNICAL REQUIREMENTS

59.1.1 The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J Art. 252.9).

59.1.2 All competitors are required to fit FIA-specified refuel couplings.

59.1.3 The FIA cannot be held responsible for any consequences of using non-conforming fuel.

59.1.4 The FIA reserves the right to check the fuel of any competitor at any time. At any time, the car must contain at least 3L of fuel for sampling.

59.1.5 Cars of priority drivers, specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5). Competitors must make available a fuel pipe with cut-off device, for taking fuel samples. This pipe must be long enough to reach the ground outside the car once connected.

59.1.6 Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art. 59.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

TYRES AND WHEELS

62. TYRE QUANTITIES

62.1 TYRE QUANTITIES FOR 2019 ERC

The overall quantity of tyres for use at each Championship rally, must be detailed in the supplementary regulations of each rally.

62.1.1 For all drivers entered in class RC2 and RGT, a maximum of 18 tyres may be used during each rally.

62.1.2 For all drivers entered in class RC3, RC4 and RC5, a maximum of 14 tyres may be used during each rally, except art. 62.1.3.

62.1.3 For all drivers entered in the ERC 3 Juniors, a maximum of 12 tyres may be used during each rally.

62.2 TYRES FOR FREE PRACTICE / QUALIFYING AND SHAKEDOWN

62.2.1 For competitors eligible to take part in Qualifying, tyres will be taken from the overall quantity as per ERC Art. 62.1, except the spare wheel(s) fitted in the car. For Free Practice and Shakedown tyres will not count for the overall quantity.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.3 TRANSMISSIONS

63.3.1 For each car of the **FIA and ERC Priority Drivers**, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally. **For pre-rally scrutineering the cars must have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighing.**

TESTING

66. TESTING

66.4 TEST RESTRICTIONS FOR DRIVERS AND/OR REGISTERED TEAMS

Drivers and/or registered teams are prohibited from testing in a country hosting an ERC round during the two weeks preceding the rally, except when a request is made by the entrant to the rally organiser concerned. This request must include:

- exact location (incl. GPS point),
- start and end date,
- driver(s) name(s),
- car(s) chassis number(s).

Any test session is limited to a maximum of 1 day per competitor.

The approval must be issued in writing by the rally organiser to the competitor with a copy to the FIA.

V1b – FIA EUROPEAN RALLY TROPHY

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the FIA Regional Rally Trophies (the Trophies) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Trophies:

- FIA European Rally Trophy (ERT) for Drivers and Co-Drivers
- FIA ERT 2 Trophy (ERT2) for Drivers and Co-Drivers
- FIA ERT 3 Trophy (ERT3) for Drivers and Co-Drivers
- FIA ERT Junior Trophy (ERTJ) for Drivers

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER FIA EUROPEAN RALLY TROPHY RALLIES

4.1 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA ERT TROPHY

Drivers score points in the ERT Trophy with the following cars:

- Group R5 cars conforming to the 2019 Appendix J, Art. 261 or
- S2000-Rally cars (1.6L turbo) conforming to 2013 Appendix J, Article 255A, fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points:
 - a) the maximum internal diameter of the restrictor is 28 mm.
 - b) the external diameter of the restrictor at its narrowest point must be less than 34 mm. The diameter must be maintained over a distance of 5 mm to each side of the narrowest point,
- The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.
- S2000 cars conforming to the 2013 Appendix J, Art. 254A.

4.2 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA ERT 2 TROPHY

Drivers score points in the ERT 2 Trophy with the following cars:

- Four-wheel drive Group N cars conforming to 2019 Appendix J, Art. 254)
- Cars fitted with R4 Kit (VR4K) (conforming to 2019 Appendix J, Art. 260E)
- RGT cars (conforming to 2019 Appendix J, Art. 256)

4.3 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA ERT 3 TROPHY

Drivers score points in the ERT 3 Trophy with the following cars:

- 2WD Group R cars (complying with Art. 260 and Art. 260D).
- Super 1600 cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc
- 2WD Group A cars up to 2000cc
- 2WD Group N cars up to 2000cc.

4.4 **Nationally homologated** cars may participate in the European Rally Trophy rallies when they fit into a national group/class of the organising country and the relevant ASN will allow this participation, without eligibility to score Trophy points.

TROPHY & POINTS

5. THE TROPHY REQUIREMENTS

5.1 TROPHY POINTS

Bonus points will be awarded according to Article 5.1.2 of the FIA Regional Rally Sporting Regulations.

5.2 NUMBER OF RESULTS FOR THE FINAL TROPHY CLASSIFICATION

The classification in each Trophy is established considering the number of all results in the area.

5.3 NUMBER OF TROPHY RALLIES

Each FIA European Rally Trophy are shall have a minimum of 3 rallies and not exceed 8 rallies. A maximum of 3 may take place in the same country.

5.4 EUROPEAN RALLY TROPHY**5.4.1 General Provisions**

The European Rally Trophy is composed of the following areas:

- **FIA Balkan Rally Trophy**
(Turkey, Bulgaria, Greece, Romania, Cyprus, Serbia)
- **FIA Alpine Rally Trophy**
(Southern-East France, Switzerland, Italy, San Marino)
- **FIA Iberian Rally Trophy**
(Southern-West France, Spain, Portugal, Azores, Madeira, Canary Islands)
- **FIA Benelux Rally Trophy**
(Belgium, Netherlands, Luxembourg, Northern France, West Germany, Northern Germany)
- **FIA Celtic Rally Trophy**
(Great Britain, Ireland, Isle of Man)
- **FIA Baltic Rally Trophy**
(Estonia, Latvia, Lithuania, Finland)
- **FIA Scandinavian Rally Trophy**
(Norway, Sweden, Denmark, Iceland)
- **FIA Central Rally Trophy**
(Czech Republic, Slovakia, Austria, Hungary, Poland, Slovenia, Croatia, Southern Germany, Eastern Germany)

The composition of each Trophy area remains subject to FIA approval. FIA may decide to count a rally for more than one area.

5.4.2 Rally Trophy Final

On the date of the closing of the Trophy Final entries, the following drivers will be eligible in the Trophy Final:

- The 5 highest scoring ERT drivers from each area
- The 5 highest scoring ERT 2 drivers from each area
- The 5 highest scoring ERT 3 drivers from each area
- The 5 highest scoring ERT Junior drivers from each area

The Rally Trophy Final will declare the winning drivers and co-drivers of the FIA European Rally Trophy, FIA ERT 2 Trophy, FIA ERT 3 Trophy and FIA ERT Junior Trophy. Prizes will be awarded only to the winners.

9. ERT JUNIOR TROPHY**9.1 ANNOUNCEMENT**

The FIA ERT Junior Trophy is a Trophy for drivers taking part in the qualifying rallies and in the Final using eligible cars of Group R2 or Group R1 (complying with Appendix J, Art. 260).

9.2 PARTICIPATION

To score points for the ERT Junior Trophy, drivers must be born on or after 1 January 1992.

9.3 ELIGIBLE TYRES

All tyres must comply with article 60 of the RRSR in conjunction with Appendix V of the RRSR

10. DEAD HEAT IN A TROPHY RALLY

The regulations of the RRSR Art. 10 will apply.

10.1.3 In the event of a further tie, the driver with the better result in a qualifying rally with the highest total of special stages distance will be winner.

13. EVENT CHARACTERISTICS

13.1 DURATION

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

The duration of a rally is 72 hours from the beginning of scrutineering (incl. marking and sealing) until the posting of final classification of the rally. If there is a Shakedown, 6 hours may be added. In case of a Super Special Stage 4 hours may be added.

13.3 CHARACTERISTICS OF EUROPEAN TROPHY RALLIES

The minimum total distance of special stages in gravel rallies shall be 100 km.

The minimum total distance of special stages in tarmac rallies shall be 150 km.

STANDARD DOCUMENTS AND SCHEDULES

14. GENERAL

14.1 DOCUMENTS

A printed version of the Supplementary Regulations must be available to all competitors and officials during the rally.

The Safety Plan for the rally must be given to the Stewards of the Meeting and to the FIA Safety Delegate (if present).

STARTS AND RE-STARTS

45. START ORDER AND INTERVALS

45.3. START ORDER LEG 1

The starting order of Leg 1 shall be as follows:

- 1st FIA priority drivers
- 2nd All other competitors following a starting order that is at the discretion of the Organisers.

45.4 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.

45.5 START INTERVAL

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

46. RE-START AFTER RETIREMENT

46.1 GENERAL

Any crew which has failed to complete a Leg may be assumed to re-start the rally from the start of the next Leg, unless they confirm otherwise in writing to the clerk of the course. The competitor must advise the organiser in writing 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 not classified 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 disqualified for breach of eligibility requirements, traffic infringements or by a decision of the stewards.

46.2 PENALTIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

46.2.1 For every stage or super special stage missed: 7 minutes.

46.2.2 However, should the first special stage or super special stage that is missed be:

a) that run as Section 1 when followed by an overnight regroup before Section 2 or

b) the last stage before an overnight regroup, the penalty will be 10 minutes.

This 10-minute penalty can be applied only once in a rally.

46.2.3 This time penalty will be added to the fastest time of the driver's group for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

46.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

46.3 REPAIRS AND SCRUTINEERING**46.3.1 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.

46.3.2 Scrutineering of repaired cars

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

46.3.3 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 the above-mentioned article 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.

FUEL – REFUELLING**59. FUEL USE****59.1 TYPE OF FUEL**

For rallies run in Italy or in San Marino and counting for the European Rally Trophy, a single fuel to the specifications prescribed in Article 252.9 of Appendix J is supplied by the organisers and must be used by all competitors.

59.2 TECHNICAL REQUIREMENTS

59.2.1 The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J).

59.2.2 All competitors are required to fit FIA-specified refuel couplings, except drivers using a car which retains the standard tank.

59.2.3 The FIA cannot be held responsible for any consequences of using non-conforming fuel.

59.2.4 The FIA reserves the right to check the fuel of any competitor at any time.

59.2.5 Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art. 59.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

TYRES AND WHEELS**60 GENERAL****60.7 HAND CUTTING**

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is strictly forbidden.

62. TYRE QUANTITIES**62.1 TYRE QUANTITIES**

There is no maximum quantity of tyres.

MECHANICAL COMPONENTS**63. MECHANICAL COMPONENTS****63.3 TRANSMISSIONS**

63.3.1 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.

MECHANICAL COMPONENTS

65. ADDITIONAL CAR REQUIREMENTS

65.2 TRACKING SYSTEM

For rallies counting towards the FIA European Rally Trophy, the use of a safety tracking system is not obligatory but is strongly recommended.

V2 – FIA AFRICAN RALLY CHAMPIONSHIP 2019

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships:

- FIA African Rally Championship for Drivers and Co-Drivers
- FIA ARC Manufacturers Cup
- FIA ARC Cup for Drivers and Co-Drivers using 2WD, normally aspirated cars of maximum 1600cc.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.2 FIA DELEGATES

3.2.1 FIA Technical Delegate

The FIA Technical Delegate will liaise with the Clerk of Course and will be the chief scrutineer responsible for all technical matters, and his/her expenses (travel and accommodation) will be paid by the organisers of the events in the Championship.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.4 NATIONAL/REGIONAL CARS

4.4.1 REGIONAL RALLY CARS

Rally cars homologated by Motorsport South Africa are allowed to run and score points in the FIA African Rally Championship.

4.4.2 HISTORIC RALLY CARS

Historic rally cars built before 31 December 1985, complying with Appendix K of the FIA and the Technical section of the supplementary regulations of the Classic Rally of South Africa, are eligible in the FIA African Rally Championship. Historic rally cars must have a valid FIA Historical Technical Passport or Motorsport South Africa Historical Technical Passport.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of championship points

For any one make only the best placed car of that make may score points for the Manufacturers' Cup. Points will be awarded as per their position in the official overall classification.

For each championship, points will be awarded with the below scale:

- at the end of Leg 1 (or Leg 1B if applicable) if the special stages distance run was between 40 and 60% of the total rally;
- at the end of the rally

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	7 points
8 th	6 points
9 th	5 points
10 th	4 points
11 th	3 points
12 th	2 points
13 th	1 point

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

All results are taken into account.

5.3 REGISTRATION

There is no registration for the FIA African Rally Championship

13. EVENT CHARACTERISTICS

13.1 DURATION

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

All Rallies should adhere to the following format:

- Scrutineering shall take place on either the Thursday or the Friday preceding the start of the rally.
- Maximum of 2 days of reconnaissance (reconnaissance for local drivers may be run over the preceding weekend). When possible, it is highly recommended to reduce to 1 or 1.5 days of reconnaissance.
- 1 day for documentation, scrutineering and super special stage (optional)
- 2 days for the rally and prize giving.

13.2 DISTANCES

Rallies shall not exceed a total length of 1200 km.

Rallies are timed speed tests on roads closed for the rally. The total distance of special stages is set at a distance between 200 km and 300 km.

STANDARD DOCUMENTS AND SCHEDULES

14. GENERAL

14.1 OFFICIAL RALLY GUIDE

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

14.3 TIME CARDS

A one-page specific time card, as used for rallies in South Africa, must be used by the event organisers of the FIA ARC Championship. A time card may have a carbon copy.

CAR IDENTIFICATION

18. COMPETITION NUMBERS

18.2 DOOR PANELS

11.2.4 For rallies in Africa two door panels of the size 50 cm x 52 cm are allowed. A black competition number, 5 cm wide (thick) by 28 cm high, will be displayed on a white background 50 cm wide by 38 cm high. Organisers' advertising may be placed on the top 14 cm of this door panel.

18.8 ORGANISER'S OPTIONAL ADVERTISING

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

RECONNAISSANCE

25. RECONNAISSANCE

25.4.7 Reconnaissance must be done in convoy format or in controlled format and must be managed by the organisers.

CONTROLS

33. TIME CONTROLS

33.4 TIME CONTROL FOLLOWED BY A COMPETITIVE SECTION

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

34. EXCLUSION FOR LATENESS

34.1 MAXIMUM PERMITTED LATENESS

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

SPECIAL STAGES

36. SPECIAL STAGE START

36.6 FALSE START

In the absence of an electronic jump start detection system, the wheels of the car must not turn until the start signal has been given.

40. COMPETITOR SAFETY

40.6 TRACKING SYSTEM

For all rallies in the championship, live tracking, data recording and emergency signalling devices must be used to monitor the position, movement and status of all competing cars at all times during the rally. Competing cars will be fitted with data logging and tracking devices that will give an accurate trace of the position, movement and status of all competing cars during the special stages and road sections of the rally. On special stages there will be a tolerance of 10 (ten) metres for straying from the centre line of the route as determined by the organisers.

Any car that deviates from this route beyond the tolerance will be subjected to a 5-minute penalty which will be imposed by the Clerk of Course after examination of the circumstances of the infringement and the reason for the deviation from the designated route.

This will NOT apply if there is a tulip diagram in the road book that has not been followed or missed and this will be reported to the stewards.

41. SUPER SPECIAL STAGES

41.4 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

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

In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally.
Any crew recording an actual time in excess of the fastest total A & B time plus 5 minutes will be allocated the time of the fastest time plus 5 minutes.

STARTS AND RE-STARTS

45 START ORDER AND INTERVALS

45.2 START ORDER

The starting order will be determined by the clerk of the course in consultation with the stewards. FIA and ASN priorities will be respected, when applicable.

46 RE-START AFTER RETIREMENT

46.1 Restart after retirement on Day 1 is permitted and start positions for Day 2 will be determined by the clerk of course, subject to re-scrutineering from the Technical Delegate.

46.2 For super special stages, article 41.4 will apply.

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.3 AIR ASSISTANCE

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

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

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

V3 – FIA MIDDLE EAST RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships:

- FIA Middle East Rally Championship for Drivers and Co-Drivers
- FIA MERC 2 for Drivers and Co-Drivers
- FIA MERC 3 for Drivers and Co-Drivers
- FIA MERC Junior Championship for Drivers

ELIGIBLE CARS

4.5 CARS ELIGIBLE TO ENTER MERC RALLIES / ADDITIONAL REQUIREMENTS

4.5.1 FIA MERC CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

In addition to the Groups eligible to compete in the Regional Rally Championships (RRSR Article 4.2), cars included on the “FIA Rally Touring Cars with extended eligibility” list are eligible to compete in the MERC rallies.

4.5.2 FIA MERC 2 CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

All cars must comply with the 2019 FIA Appendix J regulations for:

- 4WD Group N cars
- Group R4 (VR4K)
- Group R4 (VR4)

4.5.3 FIA MERC 3 CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

All cars must comply with the 2019 FIA Appendix J regulations for:

- 2WD cars of classes RC3, RC4 and RC5

Also eligible:

- 2WD cars included on the list “FIA Rally Touring Cars with extended eligibility”

4.5.4 FIA MERC JUNIOR CHAMPIONSHIP FOR DRIVERS

The FIA MERC Junior Championship is a Championship for drivers taking part in rallies, using eligible cars that comply with the 2019 FIA Appendix J regulations for:

- RC3 class cars
- RC4 class cars
- RC5 class cars

Also eligible:

- 2WD cars that correspond with Classes RC3, RC4 and RC5, and included on the list “FIA Rally Touring Cars with extended eligibility” (Appendix 1).

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Bonus points will be awarded according to Article 5.1.2 of the FIA Regional Rally Sporting Regulations.

5.2 NUMBER OF CHAMPIONSHIP RALLIES - NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

5.2.1 The FIA Middle East Rally Championship comprises a maximum of 7 rallies.

5.2.2 For the final classification of the FIA Middle East Rally Championship for Drivers and Co-Drivers, all rallies that took place will count.

5.2.3 For the final classification of the FIA MERC 2 Championship for Drivers and Co-Drivers, all rallies that took place minus one will count.

5.2.4 For the final classification of the FIA MERC 3 Championship for Drivers and Co-Drivers, all rallies that took place minus one will count.

5.2.5 For the final classification of the FIA MERC Junior Championship for Drivers, all rallies that took place minus three will count. However, to be classified in the FIA MERC Junior Championship, a Driver must participate in a minimum of two events.

5.3 FIA MERC JUNIOR CHAMPIONSHIP

Eligible drivers for the FIA MERC Junior Championship must have been born after 1 January 1992.

11. CRITERIA FOR PRIORITY DRIVERS

11.1 MERC PRIORITY DRIVERS

- Drivers classified second or third in the FIA Middle East Rally Championship in the previous three years
- Drivers who have won the FIA Middle East Rally Championships for Group N and for 2WD in the previous three years
- Drivers who have won an MERC rally in the previous three years
- Drivers who have won an MERC rally in the current year.

11.2 REPOSITIONING OF PRIORITY DRIVERS

The Stewards may reposition an FIA priority driver or MERC 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.

13. RALLY CHARACTERISTICS

13.1 RALLY DURATION

13.1.1 The maximum duration of a rally will be 5 days from the beginning of reconnaissance until the posting of the final results.

13.1.2 The total distance of the special stages is between 200 km and 250 km.

STANDARD DOCUMENTS AND FIA VISA

14. FIA STANDARDISED DOCUMENTS

14.1 GENERAL

14.1.1 A printed version of the supplementary regulations is optional.

14.1.2 The Rally Guide has no regulatory value (see Appendix II – 3).

RECONNAISSANCE

25. RECONNAISSANCE

25.4 RUNNING OF RECONNAISSANCE

25.4.4 Speed during reconnaissance

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

25.5 ADMINISTRATIVE REQUIREMENTS

Registration for reconnaissance will take place as stated in the supplementary regulations and/or an information bulletin.

At that time reconnaissance number plates and time cards will be issued.

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

25.6 BRIEFING

The inclusion of a briefing in the programme of a rally is optional. If an organiser decides to hold a briefing,

- a) this must be given by the clerk of the course, his deputy or an appointed official after the reconnaissance for Leg 2.
- b) the briefing will target specific points of the supplementary regulations relating to the organisation of the rally, give any clarification concerning the interpretation of the regulations and remind the drivers of the safety provisions, either specific and/or general.
- c) the date, time and attendance requirement must be specified in the supplementary regulations.
- d) the attendance of at least one crew member is compulsory.
- e) a fine of €100 will be imposed by the clerk of the course on any crew which does not attend the briefing.
- f) team managers may attend the meeting.

SPECIAL STAGES

40. COMPETITOR SAFETY

40.6 TRACKING SYSTEM

40.6.1 For all rallies in the Championship, live satellite or GSM tracking, data recording and emergency signalling devices must be used to monitor the position, movement and status of all competing cars at all times during the rally.

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

40.6.3 In open terrain rallies, the exact route of all special stages must be clearly marked in order to avoid any possibility of straying, accidental or otherwise. The use of the exact rally route must be also checked by marshals.

40.6.4 Any deviation will be reported to the stewards, who may impose penalties at their own discretion.

STARTS AND RE-STARTS

46. RE-START AFTER RETIREMENT / RALLY 2

46.1 GENERAL

46.1.1 Unless stated differently in the rally supplementary regulations, a crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup unless they confirm otherwise with the clerk of the course by completing the form located in the rear of the road book and lodging it with the organiser as soon as possible before the publication of the re-start list.

46.1.2 After the clerk of the course has been informed of a retirement, the crew must hand in their time card. When retirement is on a special stage, that stage time will not be recorded.

46.1.3 In the case of disqualification under Art. 34 of the 2019 FIA Regional Rally Sporting Regulations, the competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

46.1.4 Any crew which has retired from the last Leg of the rally will not be classified.

46.1.5 Any crew which deliberately retires on Leg 1 with the perceived intention of gaining an advantage in order to better its position for Leg 2 will be judged by the stewards, who may not permit the crew to re-start. The stewards may apply sanctions against the competitor and/or crew concerned in accordance with Article 11.9 of the Code.

46.2 PENALTIES

For all crews which re-start, a time penalty will be applied. This time penalty will be as follows:

46.2.1 For each stage or super special stage missed: 7 minutes.

46.2.2 However, should the first special stage or super special stage that is missed be:

a) that run as Section 1 when followed by an overnight regroup before Section 2 or

b) the last stage of a Leg,

the penalty will be 10 minutes.

This 10-minute penalty can be applied only once in a rally.

46.2.3 This time penalty will be added to the fastest time set for the same group in which the driver is competing for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

In the case of the withdrawal of all drivers in a particular group, this time penalty will be added to the average time set in the next group up.

46.2.4 Should retirement occur after the last special stage or super special stage of a Leg, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

47. REPAIRS PRIOR TO A RE-START

47.1 SERVICE LOCATION AND TIME ALLOWED

The car of any driver wishing to re-start may be serviced at the competitor's discretion. However, the car must report to the overnight regroup prior to the next Leg; no later than 6 hours before the scheduled start of the first car.

47.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS

47.2.1 Only when a repaired car has passed inspection by scrutineers may it re-start the next Leg as indicated above.

47.2.2 The same engine block and body shell must be used throughout the rally.

47.2.3 The change of an engine after the start of the competition element of the rally is not permitted.

47.2.4 Throughout the rally, only those components which have been sealed at initial scrutineering may be used. Such components must remain in their sealed state.

SERVICE

49. SERVICE PARKS

49.1 GENERAL

Throughout the rally there shall be only one main service park. Organisers may, however, submit to the FIA promotional justification to support relocation during a rally.

FUEL – REFUELLING

59. FUEL USE

59.1 TECHNICAL REQUIREMENTS

59.1.1 The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J Art. 252-9).

59.1.2 All competitors are required to fit FIA-specified refuel couplings.

59.1.3 The FIA cannot be held responsible for any consequences of using non-conforming fuel.

59.1.4 The FIA reserves the right to check the fuel of any competitor at any time. At any time, the car must contain at least 3L of fuel for sampling.

59.1.5 Cars of priority drivers specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5). Competitors must make available a fuel pipe with cut-off device, for taking fuel samples. This pipe must be long enough to reach the ground outside the car once connected.

59.1.6 Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art. 59.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

59.4 SINGLE FUEL SUPPLY – RALLY LEBANON

For the Rally of Lebanon counting for the Middle East Rally Championship, a fuel complying with the specifications prescribed in Article 252.9 of Appendix J is supplied by the rally organiser and must be used by all competitors.

TYRES AND WHEELS

60. GENERAL

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.5 Tyre quantities

The overall quantity of tyres for use at each Championship rally shall be detailed in the supplementary regulations of each rally.

- For competitors entered with a 4WD car, a maximum of 18 tyres may be used during each rally.

- For competitors entered with a 2WD car, a maximum of 14 tyres may be used during each rally.
- For competitors entered in the FIA MERC Junior Championship, a maximum of 14 tyres may be used during each rally.
- For competitors taking part in the shakedown, tyres will not be marked.

60.1.14 Hand cutting

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is strictly forbidden

OTHER PROCEDURES

68. POST-RALLY PRESS CONFERENCE

The following crews must attend the post-rally press conference:

- 1st and 2nd in the final classification of the rally
- best classified of MERC 2 in the final classification of the rally
- best classified of MERC 3 in the final classification of the rally
- best classified of MERC Junior Championship in the final classification of the rally.

V4 – FIA ASIA-PACIFIC RALLY CHAMPIONSHIP 2019

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships:

- FIA Asia-Pacific Rally Championship for Drivers and Co-Drivers
- FIA Junior APRC Championship for Drivers
- FIA APRC 2 Championship for Drivers and Co-Drivers
- FIA APRC 3 Championship for Drivers and Co-Drivers
- FIA Asia-Pacific Rally Championship for Manufacturers
- FIA APRC Nations Trophy
- FIA APRC Teams Trophy
- FIA APRC Asia Rally Cup for Drivers and Co-Drivers
- FIA APRC Pacific Rally Cup for Drivers and Co-Drivers

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER FIA APRC RALLIES

4.1 DEFINITIONS

NATIONAL CARS

Cars that are recognized by the ASN of the country in which the APRC round is being held and are eligible to compete in that country's National Championship. These cars may compete as Regional Cars in any round of the APRC.

REGIONAL CARS

Cars that are recognized by the ASN of a country currently hosting a round of the APRC, that are eligible to compete in that country's National Championship.

4.2 CLASSES OF CARS

In addition to the Groups eligible to compete in the Regional Rally Championships (RRSR Article 4.2), the following Groups of Regional Cars are eligible to compete in the APRC:

CLASS	GROUPS	ASN	ENGINE
RC2	AP4	MSNZ & CAMS	Up to 1,620cc with a 32 mm restrictor
	RJ	JAF	
RC3	G2	CAMS	
RC4	RJ	JAF	Over 1,600cc and up to 2,000cc
RC5	RJ	JAF	Up to 1,600cc

4.3 ADDITIONAL PROVISIONS

4.3.4 Cars which are eligible for any other FIA Regional Championship, as per Article 4.4.6, may enter the APRC and will be included in the appropriate Class.

4.3.5 The use of alternate parts listed in APRC technical documents and of identical dimensions to the homologated items is authorised.

4.4 NATIONAL / REGIONAL CARS

4.4.6 National Cars may be eligible to compete and score points in the APRC Cups and Final. Using the required Regional Cars Approval Form, applications must be sent by the ASNs to the APRC Secretariat no later than 14 days before the closing of entries for the first rally in which cars in the category are eligible to participate. Cars will be required to meet specific criteria as detailed on the form.

4.4.7 The FIA Rally Department will then communicate the list of categories authorized to score points in the APRC Cups and Final, their matching class and the minimum weight to be respected for APRC rallies.

4.4.8 In order to preserve the balance of performance and safety, the minimum weight of each category may be reviewed after each rally.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 APRC CUPS POINTS

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

5.1.2 Bonus points will be awarded according to Article 5.1.2 of the RRSR.

5.1.3 Only cars driven by a registered driver are eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the non-registered drivers. The respective co-drivers of registered drivers will score the corresponding points for the co-drivers championship.

5.2 NUMBER OF APRC CUPS RALLIES

Each APRC Cup shall have a minimum of 3 rallies and not exceed 5 rallies. A maximum of 2 may take place in the same country.

5.3 NUMBER OF RESULTS FOR THE CUPS FINAL CLASSIFICATION

The classification in each APRC Cup is established considering the number of all results in this Cup.

5.4 APRC FINAL

5.4.1 Registered drivers who entered at least two rounds of one of the APRC Cups will be eligible in the APRC Final.

5.4.2 There will have no additional registration fee for the APRC Final.

5.4.3 The APRC Final will declare the winners of the FIA Asia-Pacific Rally Championship for Drivers and Co-Drivers, FIA Junior APRC Championship for Drivers, FIA Asia-Pacific Rally Championship for Manufacturers, FIA APRC 2 Championship for Drivers and Co-Drivers, FIA APRC 3 Championship for Drivers and Co-Drivers, FIA APRC Nations Trophy and FIA APRC Teams Trophy. Prizes will be awarded only to the winners.

5.5 APRC CUPS REGISTRATION

5.5.1 To be eligible for the APRC Cups points and awards, each competitor and driver must register with the FIA.

5.5.2 Registration is valid for both APRC Cups.

5.5.3 Registration fee will be EUR 1,000.

5.5.4 Registrations including the appropriate fee shall be sent to the APRC Secretariat who will provide the FIA with the registration list. The fees have to be paid for each competitor and driver, but there will be no additional fee if the competitor and the driver are identical.

5.5.5 There will be no additional fee for co-drivers.

5.5.6 Registration may be done at anytime before the closing of the entry list of the first rally in which the competitor wishes to participate. However, points will not be awarded retrospectively.

6. FIA ASIA-PACIFIC RALLY CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

6.1 ANNOUNCEMENT

The FIA Asia-Pacific Rally Championship is a Championship for Drivers and Co-Drivers taking part in the APRC Final using eligible cars as in Art. 4.

6.2 PARTICIPATION

In order to participate, registered drivers must qualify by starting at least two rallies of one APRC Cup. Registered drivers may participate in the APRC Final with the co-driver of their choice.

6.3 TITLES

The titles will be awarded to the crew consisting of the registered driver and his co-driver with the highest classification in the APRC Final, without taking into account the classification of non-registered drivers.

7. FIA ASIA-PACIFIC RALLY CHAMPIONSHIP FOR MANUFACTURERS

7.1 ANNOUNCEMENT

The FIA Asia-Pacific Rally Championship for Manufacturers is a Championship for Manufacturers registered with the FIA.

7.2 PARTICIPATION

In order to participate, manufacturers must register by paying a fee of EUR 10,000. A minimum of two manufacturers is required to award the title. If this figure is not reached, the registration fee collected will be refunded.

7.3 TITLE

The title will be awarded to the manufacturer whose APRC eligible car driven by a registered driver will have the highest classification in the APRC Final, without taking into account cars of other manufacturers and those driven by non-registered drivers.

8. OTHER CHAMPIONSHIPS

8.1 FIA APRC 2 CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

8.1.1 The FIA APRC 2 Championship is a Championship for Drivers and Co-Drivers taking part in the APRC Final using four-wheel drive Group N cars (complying with Appendix J - Art. 254). Regional cars allowed under Art. 4.4 which are deemed by the FIA to be of a production nature may also be accepted.

8.1.2 In order to participate, registered drivers must qualify by starting at least two rallies of one APRC Cup. Registered drivers may participate in the APRC Final with the co-driver of their choice.

8.1.3 Titles will only be awarded if three eligible APRC 2 crews start the Final. The titles will be awarded to the eligible crew consisting of the registered driver and his co-driver with the highest classification in the APRC Final, without taking into account the classification of all other drivers.

8.2 FIA APRC 3 CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

8.2.1 The FIA APRC 3 Championship is a Championship for Drivers and Co-Drivers taking part in the APRC Final using two-wheel drive cars in classes RC3, RC4 and RC5.
8.2.2 In order to participate, registered drivers must qualify by starting at least two rallies of one APRC Cup. Registered drivers may participate in the APRC Final with the co-driver of their choice.

8.2.3 Titles will only be awarded if three eligible APRC 3 crews start the Final. The titles will be awarded to the eligible crew consisting of the registered driver and his co-driver with the highest classification in the APRC Final, without taking into account the classification of non-registered drivers.

8.3 FIA APRC NATIONS TROPHY

8.3.1 The FIA APRC Nations Trophy is an award for ASNs.

8.3.2 In order to participate, ASNs must hold an APRC round (Cups or Final) in the year of the competition.

8.3.3 The title will be awarded to the ASN scoring the most points with its two best registered drivers in the APRC Final. Points will be scored according to RRSR Art. 5.1.1, taking into account only eligible cars driven by registered drivers of eligible ASNs.

8.4 FIA APRC TEAMS TROPHY

8.4.1 The FIA APRC Teams Trophy is an award for teams nominated by registered competitors.

8.4.2 In order to participate, teams must be nominated by registered competitors before the end of the APRC Final administrative checks. A team may only be nominated by a maximum of two competitors.

8.4.3 The title will be awarded to the team scoring the most points with its two crews in the APRC Final. Points will be scored according to RRSR Art. 5.1.1, taking into account only registered competitors, whether they nominated a team or not.

9. FIA JUNIOR APRC CHAMPIONSHIP FOR DRIVERS

9.1 ANNOUNCEMENT

The FIA Junior APRC Championship is a Championship for Drivers taking part in the APRC Final using eligible cars as in Art. 4.

9.2 PARTICIPATION

In order to participate, registered drivers aged 28 years old or younger as of 1st January of the year of competition must qualify by starting at least two rallies of one APRC Cup.

9.3 TITLE

The title will be awarded to the eligible driver with the highest classification in the APRC Final, without taking into account the classification of all other drivers.

13. EVENT CHARACTERISTICS

13.2. PROGRAMME FOR THE RALLIES

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

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

13.2.6 Distances

The total distance of the special stages is set at a distance between 200 km and 280 km. The maximum length of each special stage is 33 km.

The minimum special stage distance between service parks is 30 km and the maximum is 80 km. Minimum distance for any one Leg: 60 km of special stages.

It is recommended that the itinerary include the use of one service park only, for the duration of the rally.

13.3 TYPE OF ROAD SURFACE

A gravel road surface must be used for all or part of any rally. Tarmac or concrete stages are allowed provided that no more than 60% of the total special stage km in any one Section is tarmac or concrete. Tarmac or concrete sections of each special stage must not be more than 15 km in length.

13.6 TITLE

Wherever possible, each rally should include in its title the acronym APRC.

STANDARD DOCUMENTS AND SCHEDULES

14. FIA STANDARDISED DOCUMENTS

14.1 The entry list must show under which technical regulations the car is entered. ASN-approved cars will be given the Group designation ASN on the entry list.

14.2 ROAD BOOK

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

14.4 RALLY GUIDE

It is required that organisers publish two Rally Guides:

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

CAR IDENTIFICATION

18. COMPETITION NUMBERS AND ADVERTISING

18.2 DOOR PANELS

18.2.4 The door number sticker shall have two equal spaces below reserved for the APRC logo and provision for a possible series sponsor advertisement, all of which will be carried by all cars entered in the rally.

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.8.5 Organisers are permitted to have optional advertising as follows:

- a) On the bonnet of the car, a sticker measuring 10 x 60 cm.
- b) On each side of the car, adjacent to the competition number sticker, 2 stickers measuring 15 x 25 cm. The location of these stickers must be specified in the Supplementary Regulations.

SCRUTINEERING CHECKS

28. FINAL CHECKS

28.1 FINAL PARC FERME

Cars not required for post-rally scrutineering may be released by the Stewards 30 minutes after the time at which the last car in the competition booked into the final control, provided that no eligibility protests have been received.

SHAKEDOWN

29. SHAKEDOWN

29.1 GENERAL

It is **mandatory** for the organiser to include a shakedown in the rally's programme. Shakedown attendance is compulsory for all crews registered in the Championship/Cup and also for any invited crews.

29.2 RUNNING OF SHAKEDOWN

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

CONTROLS

34. LATENESS

34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding **30 minutes** on the target time or an accumulative lateness exceeding 30 minutes at the end of each section will result in the competitor concerned being removed from the classification by the clerk of the course.

SPECIAL STAGES

40. COMPETITOR SAFETY

40.2.7 Each rally is required to include a standard dual language (English and the local language) safety page in the road book which may be used by crews when communicating with the SOS radio operators.

41. SUPER SPECIAL STAGES

41.4 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a super special stage, it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 7 minutes. In such a case, the crew will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally.

Any crew recording an actual time in excess of the fastest time plus 7 minutes will be allocated time of the fastest time plus 7 minutes.

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

STARTS AND RE-STARTS

43. CEREMONIAL START

43.1 After a ceremonial start, cars shall not be placed in a parc fermé and no time cards may be issued.

45. START ORDERS AND INTERVALS

45.3 START ORDERS

For Leg 1 of the rally, the APRC registered competitors will start first as a group except where the clerk of the course repositions one or more drivers, with the knowledge of the Stewards, in the interest of safety.

45.5 START INTERVAL

All APRC registered competitors will start Leg 1 at 2 minute intervals; the interval for other competitors will be at the organiser's discretion.

46. RE-START AFTER RETIREMENT / RALLY 2

46.1 GENERAL

46.1.1 Any 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 in writing to the clerk of the course one hour prior to the publication of the start list for 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.

46.1.2 This shall apply to any car which has been not classified 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.

46.1.3 Any competitor who re-starts will not be eligible for bonus points for the Leg in which they retired.

46.2 PENALTIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

46.2.1 For every stage missed: one hour.

46.2.2 However, should the stage that is missed be a super special stage Art 41.4 will apply:

46.2.3 This time penalty will be added to the fastest time of any driver for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

46.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

47. REPAIRS PRIOR TO A RE-START

47.1 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.

47.2 SCRUTINEERING OF REPAIRED CARS

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

47.3 REPAIRS TO START LEG1/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 the above-mentioned article 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

48. SERVICING – GENERAL CONDITIONS

48.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

48.2.3 Crew cool suits or vests

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

49. SERVICE PARKS

49.2.2 All services between two groups of stages shall be 20 minutes flexi-service.

51. FLEXI-SERVICE – 45'

51.3 FLEXI-SERVICE – 20'

Articles 51.1 and 51.2 of the FIA Regional Rally Sporting Regulations shall also apply in the case of 20' service when linked to a regroup, to provide an opportunity for team cars to service at different times.

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

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

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

56. RALLY PRIZE-GIVINGS

56.2.1 Both members of the crew and a team representative must attend any official function held on the same evening as the prize-giving if the function is listed in the Supplementary Regulations.

56.3 OFFICIAL FUNCTIONS

Each competitor must send a minimum of 2 representatives to any official function included in the programme in the Supplementary Regulations.

TYRES AND WHEELS

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.2 Moulded tyres

Hand cutting or modification of the specified tread pattern is permitted. Tyres will not be marked.

60.1.4 Barcode number

Tyres are not required to have a moulded bar code number.

60.1.5 Tyre quantities

There is no limit on the quantity of tyres that may be used.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.3 TRANSMISSIONS

63.3.1 For each car of the FIA Priority drivers and APRC registered drivers, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally. At the discretion of the APRC Technical Delegate or of the clerk of the course, additional cars may be nominated by

Bulletin.

65. ADDITIONAL CAR REQUIREMENTS

65.2 TRACKING SYSTEM

65.2.1 Once installed in each vehicle, access to the on-board electronic safety tracking system by the equipment provider is only allowed with the authority of the competitor concerned and in the presence of an official.

V5 – FIA NACAM RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships:

- FIA NACAM Rally Championship for Drivers
- FIA NACAM Rally Championship for Co-Drivers
- FIA NACAM Rally Championship Nations Cup

ELIGIBLE CARS

4.2 CARS ELIGIBLE TO ENTER IN NACAM FIA REGIONAL RALLY CHAMPIONSHIP RALLIES

Classes and groups will be limited as follows, for cars fully complying with the FIA regulations.

CLASSES	GROUPS
RC2	Group R5 (VR5)
	Group R4 (VR4)
	Group NR4 over 2000cc (current N4)
RC3	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
	R3 (diesel / up to 2000cc / nominal – VR3D)
RC4	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc

In addition to the FIA homologated cars, the NACAM Rally Championship will also allow the following cars to participate in the Championship:

- Mitsubishi Lancer Evolution 9 MR (Current N4)
- Mitsubishi Lancer Evolution 10 MR (Current N4)
- Mitsubishi Lancer 2.0L (Current RC4 Group N over 1600cc and up to 2000cc)
- Ford Fiesta 1600 (RC4 Group R2 atmo over 1390cc and up to 1600cc)
- Ford Fiesta RR2 (RC4 Group R2 turbo over 927cc and up to 1067cc)
- Skoda Fabia 1.6L (Current RC5 Group N up to 1600cc)
- Subaru Crosstrek (Class RC2 – Group R4)

The detailed technical specifications of these cars may be requested to the NACAM Rally Championship secretariat.

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 ATTRIBUTION OF POINTS

5.1.4 Co-drivers classification

Co-drivers will be assigned the same amount of points as the driver they enter the rally with. If a co-driver changes driver during the season, all the accumulated points will be lost, and a new score will start from zero.

5.1.5 Nations Cup Classification

Points will be awarded to the driver's country for each rally, taking into account the general classification according to the same scale as for the drivers' and co-drivers' classifications.

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking into account all contested rallies. The driver and the co-driver having totalled the highest number of points will be declared the relevant regional champion.

5.3 NUMBER OF CHAMPIONSHIP RALLIES

The number of Championship rallies is 6, which must take place in the FIA NACAM Region.

5.4 REGISTRATION

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

5.5.1 Registration requirements

In addition to drivers and co-drivers, each competitor must be registered for the NRC with the FIA via the NACAM office.

5.5.2 Nations Cup entries

At the beginning of the year, each driver must present a letter from the ASN of his home country acknowledging it as his country of birth in order to be able to score points for the NRC NATIONS Cup.

5.5 REGISTRATION FEES

The championship entry fee will be \$4,000.00 USD for all classes. Each rally will have an entry fee of \$1,750.00 USD for all classes.

5.6 REGISTRATION CLOSING DATES

The closing date for entries for the Championship is 05/03/2019. The only change allowed after this date is for a change of co-driver or the introduction of a new competitor. The closing date for payment of each rally's entry fee will be that of the rally's administrative checks.

5.7 POWER STAGE POINTS

For the NACAM Rally Championships for Drivers and for Co-Drivers, additional points as per the following scale will be awarded according to the classification of the 'Power Stage' as in Art 13.7.

1 st		3 points
2 nd		2 points
3 rd		1 point

13. RALLY CHARACTERISTICS**13.1 DURATION**

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

Thursday: Scrutineering and/or Media and/or Promotion.

Friday: Reconnaissance,
Scrutineering and/or Media and/or Promotion,
Ceremonial Start,
Super Special Stage (if applicable)

Saturday: Leg 1, Finish Podium, Prize-Giving (if applicable)

Sunday: Leg 2 or Super Special Stage, Finish Podium, Prize-Giving

13.2 DISTANCES

The total distance of the special stages is between 100 km and 250 km. The maximum length of each special stage is 36 km. The minimum Special Stage distance between service parks is 30 km and the maximum is 80 km. Minimum distance for any one Leg: 60 km of special stages.

13.3 TYPE OF ROAD SURFACE

At least 80% of gravel road surface must be used for any event. Tarmac on special stages is allowed but on no more than 20% of the stage distance. Only super special stages can be mostly tarmac, without the total distance exceeding the allowed 20% total of the rally's special stage distance.

13.6 TITLE

Each rally should include in its title the acronym FIA NACAM and the NRC logo on all of the official documents.

13.7 'POWER STAGE'

13.7.1 Announcement:

On each NACAM Championship rally, the organiser shall include one special stage called a 'Power Stage'.

13.7.2 Characteristics

This stage shall:

- Normally be the last stage of the rally.
- Be run as a stage of the event for all classified competitors.
- Be timed to the elapsed millisecond.

13.7.3 Details of the running of the stage must be included in the Supplementary regulations.

13.7.4 Attribution of 'Power Stage' points.

Points will be awarded according to the scale as described in Art. 5.8.

For the purpose of allocating points, the Power Stage Classification shall be calculated using the stage time plus any other time penalty accrued on this stage, including any false start penalty.

To score points, a driver must be classified in the Final Official Classification of the rally.

If the Power Stage is definitively stopped before all drivers eligible to start the Power Stage have had the opportunity to complete the stage, the Stewards may decide that no points are awarded for the Power Stage.

STANDARD DOCUMENTS AND SCHEDULES

14. FIA STANDARDISED DOCUMENTS

14.1 ROAD BOOK

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

14.2 RALLY GUIDE

The rally guide must be made available to all the competitors via the official website at least 1 month before the start of the rally. This should contain information for teams to plan their arrangements for the rally (host hotel, car rental company, towing services, fuel and tyre availability, etc.).

CAR IDENTIFICATION

18. COMPETITION NUMBERS AND ADVERTISING

18.1 CAR NUMBERS

The competition number assigned to each driver will be the same throughout the entire championship and a set of numbers will be provided by the NRC.

18.2 REPLACEMENTS

If a competitor needs another set of numbers, they should ask the NRC with at least 2 weeks' notice and pay \$100 USD for each set.

18.6 FRONT & REAR PLATE

Two plates fitting into a rectangle 43 cm wide by 21.5 cm high, which shall include at least the NRC logo and full name of the rally, must be fitted one on the bonnet and the other on the rear window.

18.7 WINDSCREEN BAND

One band fitting in the top of the windscreen, 180 cm wide by 15 cm high which shall include the driver's and co-driver's national flag, NRC logotype, and championship sponsor's logotype. Crews may fit team advertising below the above-mentioned band, without obstructing the space allocated for the championship windscreen band.

ENTRIES

24. CLASSES

24.2 MINIMUM NUMBER OF COMPETITORS BY CLASS/GROUP

The minimum number of competitors per class is two.

If there is only one competitor entered in a class, this competitor shall participate and be awarded points in the class immediately above.

STARTS AND RE-STARTS

46. RE-START AFTER RETIREMENT / RALLY 2

46.1 GENERAL

Unless stated differently in the rally supplementary regulations, a crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the next service or regroup unless they confirm otherwise with the clerk of the course by completing of the form located in the rear of the road book and lodging it with the organiser as soon as possible and, if feasible, before the publication of the re-start list.

46.1.2 After the clerk of the course has been informed of a retirement, the crew must hand in their time card. When retirement is on a special stage, that stage time will not be recorded.

46.1.3 In the case of exclusion under Art. 34 of these regulations, the competitor concerned will be allowed to re-start after the next service or regroup. The time penalty will be applied as per Art. 46.2 from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

46.1.4 Any crew which has retired from a section on the last day of the rally will not be classified.

46.2 PENALTIES.

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

46.2.1 For every special stage or super special stage missed: 7 minutes.

46.2.2 However, should the first special stage or super special stage that is missed be:

- a) that run as Section 1 when followed by an overnight regroup before Section 2 or
- b) the last stage before an regroup, the penalty will be 10 minutes.

This 10 minute penalty can be applied only once in a rally.

46.2.3 This time penalty will be added to the fastest time achieved by driver of the same group for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

46.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

46.3 REPAIRS AND SCRUTINEERING

46.3.1 Service location and time allowed Any car which fails to finish a section in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the Service Area prior to the next section, no later than before the scheduled entrance of the first car.

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

46.3.3 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.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

57. ANNUAL FIA AMERICAS AWARDS PRIZE-GIVING

57.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning an FIA NACAM Rally Championship must be present at the annual

FIA AMERICAS prize-giving ceremony, if invited by the NACAM Rally Commission.

57.2 ABSENCE

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

MECHANICAL COMPONENTS

65. ADDITIONAL CAR REQUIREMENTS

65.2 TRACKING SYSTEM

For FIA NACAM Rally Championship rallies the use of a safety tracking system is not obligatory but it is strongly recommended.

V6 – FIA CODASUR RALLY CHAMPIONSHIP

GENERAL PRINCIPLES

1. GENERAL CONDITIONS OF THE CHAMPIONSHIP

The FIA organizes the FIA regional rally championships (the Championships) which are the property of the FIA. The regulations below apply to one or more of following championships:

FIA – Codasur Rally Championships for Drivers and Co-Drivers
 FIA – Codasur Rally RC2 Championships for Drivers and Co-Drivers
 FIA – Codasur Rally RC2N Championships for Drivers and Co-Drivers
 FIA – Codasur Rally RC3 Championships for Drivers and Co-Drivers
 FIA – Codasur Rally RC4 Championships for Drivers and Co-Drivers
 FIA – Codasur Rally RC5 Championships for Drivers and Co-Drivers
 FIA – Codasur Maxi Rally Cup
 FIA - Codasur 2WD Cup

If any rally of the FIA Codasur Championship is organised within a rally of the World Rally Championship, some text of the present regulations would not be applicable and the text of the WRC rally would prevail.

OFFICIALS

3. OFFICERS AND DELEGATES

3.1 STEWARDS

The panel of Stewards (the Stewards) shall always consist of three members. The chairman and one of the members shall be appointed by the FIA/Codasur and be of a different nationality to that of the organizing country. The third member will be appointed by the ASN of the country organizing 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 /CODASUR DELEGATES

At least the following Delegates shall be appointed by the FIA / Codasur:

3.2.1 FIA/ Codasur Technical Delegate

The FIA/Codasur Technical Delegate will liaise with the Clerk of the Course and will be the main officer in charge of all technical matters.

3.2.2 FIA / Codasur Observers

The FIA / Codasur Observer(s) will review all aspects of the rally and fill-in the appropriate FIA report form.

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER THE FIA/CODASUR REGIONAL CHAMPIONSHIPS

4.2 CLASSES OF CARS

CLASSES	GROUPS
RC2	S2000-Rally: 2.0 Atmospheric
	Group R5 (VR5)
	Group R4 (VR4)
	Group R4 (VR4K)
	Maxi Rally: 2400 cc atmospheric y 1600 cc turbo

RC2N	Group NR4 over 2000cc (current N4)
RC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
RC4	R3 (diesel / up to 2000cc / nominal – VR3D)
	Group A up to 1600cc
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Kit-car up to 1600cc
RC5	Group N over 1600cc and up to 2000cc
	Group N up to 1600cc
	R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)

4.4 NATIONAL/REGIONAL CARS

4.4.6 Additionally, the Codasur Rally Championship may also allow ASN-approved cars to compete and score points in this championship.

The request for the approval of these cars for Codasur, must be sent the Codasur Rally Commission attaching the corresponding documentation.

It will be necessary that the cars reach the specific requirements/criteria determined by FIA/Codasur

In classes RC4, and RC5, cars with ASN/Codasur homologations will be admitted in addition to those with FIA homologations.

CHAMPIONSHIP & POINTS

5. CHAMPIONSHIP REQUIREMENTS

GENERAL

There are three types of events established for the championship, i.e.

- Regular Events: two legs – total distance comprised between 140 and 180 Km of the route
- Event held in conjunction with a World Rally Championship (WRC)
- Special Event: Last event of the Championship

5.1 AWARDING OF POINTS

5.1.1 Attribution of Championship Points

If the rally is a Regular Event, or performed in conjunction with a rally of the (WRC), it will assign points in the general classification and for classes, according to what is mentioned in Art. 5.1.1 (FIA Regional Regulations)

If the rally is a Special Event, it will assign 50% more points in the general classification and for classes.

5.1.2 For each Leg

In addition, points will be awarded for each leg for the final general classification and for its classes:

Position	Points
1 st	12
2 nd	9
3 rd	7
4 th	6
5 th	5
6 th	4
7 th	3
8 th	2

In the case of Special Event the points per series will be increased by 50%

5.1.3 Attribution of reduced points

For general and class classification, the points mentioned in 5.1.3 of the Regional Rallies Sporting Regulations.-

In specific case of the bonus points (points for Leg), if someone of the Legs cannot develop in its entirety, the points will be assigned in agreement to the following percentages:

- full points if more than 50% of the scheduled length of special stages 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 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATIONS

All results are taken into account.

5.3 MINIMUM PARTICIPATON REQUIREMENTS

To win the FIA/Codasur Regional Champion title or be placed in the general classifications of the Championship, competitors shall have participated in a minimum of three (3) events.

5.4 NUMBER OF CHAMPIONSHIP RALLIES

The maximum number of Championship events is five (5), which shall be run in FIA/Codasur Region.

5.5 REGISTRATION

There is no previous registration in the FIA/Codasur Championship.

13. EVENT CHARACTERISTICS**13.1 DURATION AND SCHEDULE**

All the rallies should be scheduled as follows:

Thursday: reconnaissance – administrative checkup – scrutineering

Friday: reconnaissance – scrutineering – shakedown – qualifying stage (optional) — super special stage (optional)

The ceremonial start (if it is included in the program), can be performed thursday or friday prior to the start of Leg 1.

Saturday: Leg 1

Sunday: Leg 2 – Prize-giving ceremony

If the rally is included in an event that is part of the World Rally Championship, the duration and schedule will be detailed in the Supplementary Regulations

13.2 DISTANCES

The total distance of the special stages should be comprised between 140 km and 180 km, divided into two legs.

The total distance of the special stages in rallies shared with the WRC will be agreed between FIA Codasur and the Organizer and mentioned in the Supplementary Regulations

If the rally is considered to be a Special Event the total distance of special stages, it should be between 170 and 200 kilometers, divided into two legs.

The length of the legs should be considered within a minimum of 35% a maximum of 65% of that route.

The maximum length of the special stages is of 40 km.

As a reference, the maximum average speed of the special stages should be of 130 km/h.

If the distance between the service parks is longer than 80 km, a supplementary refueling zone should be implemented.

13.3 ROUTE SURFACE

The surface of the routes to be used for running special stages can be of a gravel or tarmac surface.

STANDARD DOCUMENTS

14. FIA STANDARDISED DOCUMENTS

14.1 GENERAL

The Official Rally Guide is not mandatory for the FIA/Codasur rally championships.

CAR IDENTIFICATION

18. COMPETITION NUMBERS AND ADVERTISING

18.3 REAR WINDOWS

Not applicable to FIA/Codasur.

18.6 FRONT PLATE

Optional to FIA/Codasur.

18.8 ORGANIZER'S MANDATORY ADVERTISING

The Organizer should have a 40 cm high x 25 cm wide panel, located on the forward part of the front doors. If the event is carried out in conjunction with a rally WRC, the supplementary regulations will establish the requirements of Art. 18 - CAR IDENTIFICATION.

20. BEHAVIOUR

20.2 DURING RECONNAISSANCE

20.2.2 Speeding during reconnaissance will incur a fine that must be detailed in the Supplementary Regulation and will be applied by the clerk of the course

20.3 EXCESSIVE SPEED DURING THE RALLY / TAFFIC LAWS

20.3.4 Penalties for infringements during the competition element of the rally:

First infringement / Second infringement: The speeding during the rally will imply a fine whose value should be mentioned in the Supplementary Regulations and will be applied by the clerk of the course. In addition, the Stewards may apply a penalty

ENTRIES

21. ENTRY CLOSING DATE

21.1 ENTRY CLOSING DATE

The entry closing date shall be mentioned in the Supplementary Regulations.

For foreign crews, it is recommended that registrations be closed, one week before the start of administrative checks, in order to carry out customs procedures of order by the organization. For national crews it is recommended until the Tuesday of the week in which the event will be held.

23. ENTRY FEES

23.4 ENTRY FEES FOR FOREIGN COMPETITORS

It is optional for the organizer that competitors with licenses that have not been issued by the organizing country do not pay entry fees.

25. RECONNAISSANCE

25.4.5 Shakedown / Qualifying Stage

It is mandatory to include Shakedown and Qualifying Stage in the reconnaissance schedule

SHAKEDOWN – QUALIFYING STAGE**29. SHAKEDOWN****29.2 RUNNING OF SHAKEDOWN**

29.2.5 The shakedown shall be run in groups of minimum one hour's duration.
The groups composition will be announced via the Bulletin.

30. QUALIFYING STAGE**30.1 GENERAL**

30.1.1 Optionally, the Organizer can arrange a Qualifying Stage in which the drivers entered in classes RC2 and RC2N will take part, so as to establish the start order of leg 1.

If the number of entrants justifies it and if the organizer considers this to be suitable, the qualifying stage only can be programmed for drivers registered in the RC2 class.

30.1.2 The first 10 classified drivers shall be entitled to choose their start position for leg 1 within the first 10 start places as long as there are more than 10 entrants in the mentioned classes.

Those positions do not correspond to a Super Special Stage that was scheduled as the beginning of the rally.

30.1.3 The participation in the Qualifying Stage is not mandatory, unless the organizer specifies otherwise in the supplementary regulations, detailing in this case the penalties for non-competition.

30.1.4 The Qualifying Stage should:

- be run as if it were a stage run during the rally, and comply with any appropriate safety requirements;
- be included in the rally schedule, but not in the rally results;
- be representative of the rally;
- be of distance comprised between 2.50 and 5 Km.

30.1.5 The tyres to be used should comply with the minimum 1.6 mm depth required by the regulations.

30.1.6 Any competitor who sustains on his/her car such damages as prevent him/her from proceeding with the Qualifying Stage and repairing his/her car before the start ceremony should nevertheless attend the start ceremony as provided for in Art. 43.

30.1.7 A competitor whose car breaks down during the qualifying stage shall nevertheless be required to attend the ceremonial start outlined Art. 43.

30.2 PREVIOUS SHAKEDOWN RUNNING

The drivers who have been classified to run the Qualifying Stage are allowed to have run the previous shakedown running within the timetable specified by the organizers.

The cars that take part in the shakedown and the Qualifying Stage should have complied with the previous scrutineering.

30.3 QUALIFYING STAGE RUNNING

30.3.1 The drivers who take part in the Qualifying Stage shall start running this Qualifying Stage in the order that has been assigned by the organizer, with a two minutes' interval from one car to another.

30.3.2 The entered driver and co-driver should be on board the car all over the Qualifying Stage.

30.3.3 The start order and the timetable shall be published in a Bulletin. There shall apply the procedures established for a special event start.

30.3.4 Should the Qualifying Stage be not run, for *force majeure* reasons, the order mentioned in Art. 45.3 shall be considered to be the result of said Classification Race for proceeding to select the start order of the 10 first crews for leg 1.

30.4 CAR FAILURES IN THE QUALIFYING STAGE

30.4.1 Any car sustaining any failure that prevents it from completing the linking race or stage shall be recovered and transferred to the parc fermé by the organizers, upon the end of the Qualifying Stage.

30.5 PARC FERMÉ UPON A QUALIFYING STAGE

Any service provided on a car upon the start of the Qualifying Stage is prohibited. All of the cars taking part in the Qualifying Stage should run the remainder of the route, arrive at the parc fermé as defined by the organizer, and remain there until they are released by the Stewards.

30.6 DEFINITION OF THE START POSITIONS

The competitors shall choose their start positions for the rally in the order of results provided by the Qualifying Stage as it is detailed in art.45.3.1

30.6.1 The driver who accomplishes the higher speed shall be the first to choose his/her position, the driver who accomplished the second higher speed shall be the second to choose his/her position, and so on.

30.6.2 The publication and the day and time for performing this procedure shall be specified in the Supplementary Regulations of the Rally.

30.7 DELAYED OR ADVANCED CHECK-UP

Any check-up delayed or advanced with regard to the check-up previous to the start of the Qualifying Stage (CHPC) shall be considered to be inappropriate participation and Art. 33.2.10 shall apply thereto.

30.8 FALSE START

Any false start during the Qualifying Stage, especially if occurring before the start signal has been shown, shall be considered to be inappropriate participation and Art. 37.6 shall apply thereto.

30.9 SERVICE

From the beginning of the shakedown schedule to the start time for the Qualifying Stage, service can be provided only at the main Service Park or at the Park Service designated by the organizer to that end.

SPECIAL STAGES

41. SUPER SPECIAL STAGE

41.4 FAILURE TO START SUPER SPECIAL STAGE SECTION 1, LEG 1

Crews who do not show up to start the super special stage that is included in section 1 of leg 1 (if any), undergo any failures while completing it, or were detained between the end of the super special stage and the service park or the overnight regrouping and are unable to reach it on their own, shall be allowed to make repairs and continue the rally from the exit time control of overnight regrouping.

The car may be repaired at the discretion of the competitor. However, the same must be reported to the overnight regrouping prior to the next section no later than one hour before the scheduled start for the first car.

In case of disputed more than one PSE the regulation is the same.

The time established for the super special stage shall be indicated in the supplementary regulations of the rally.

41.5 SUPER SPECIAL STAGE DURING THE RACE

The super special regime contained in the supplementary regulations shall apply to such crews who show their time cards at the time control and cannot start the stage, or those who undergo failures while completing it.

STARTS AND RESTARTS

45. START ORDER AND INTERVALS

45.3 NUMBERS AND START ORDER OF LEG 1

The car numbers shall be determined by the organizers and the FIA/Codasur, taking into account the competitors' priorities, their position in the Championship and the technical features of their cars.

For the first rally of the Championship, the final classification of the previous Championship will be taken into account.

In all rallies called "Regular Events" it takes who has been a FIA Codasur Champion in the previous year, him will use the number 1.

The start order of leg 1 will be as follows:

45.3.1 In the case the Qualifying Stage is run or was scheduled and could not be run, the 10 first places shall be assigned, according to the position that the participants may have chosen, In case the quantity is less than 10, also there will choose his position between the order 1 and 10 those who have realized it.

From the position 11, and covering also the places that have remained free one if they are less than 10, shall be assigned as determined by the clerk of the course and agreed upon by the Stewards.

45.3.2 In the case the Qualifying Stage had not been scheduled, the places shall be assigned as determined by the clerk of the course and agreed upon by the Stewards.

45.4 Besides described in the same article of the FIA Regional Sporting Regulation, for the start order of the legs, Class RC2 and Class RC2N drivers shall be arranged in a single group.

45.5 START INTERVAL

The first twenty (20) crews starting in each leg shall be two (2) minutes' distanced from each other. The interval for the remainder of the crews shall be of at least one (1) minute.

46. RESTART AFTER RETIREMENT

46.1 GENERAL

A crew that has not completed a stage may participate in the rally from the start of the next stage only if it confirms its intention to the race director one hour before the publication of the start list of the subsequent stage. The contestant must notify the organizer of the reason for the abandonment (for example, accident, technical problems, etc.) and the intention of having the car inspected again.

This will also apply to any car that has been removed from the classification in the maximum allowed times or that has not been reported to the control.

Also will be able to do it the crews that have complied with the previous checks and that are included in the start list of the section 1 and for any motive do not appear to giving beginning to the rally

It will not be applied when the car has been disqualified by violation to the technical regulations, to incur infractions of traffic or for decision of the stewards

Any competitor integrated by this modality (re-engaged) will be considered in the final classification, and therefore will not be eligible for the championship score, except for the points you get in stage.

47. REPAIRS AND SCRUTINEERING

47.1 SERVICE LOCATION AND TIME ALLOWED

Any car which fails to finish a leg in accordance with the above can 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.

47.2 SCRUTINEERING OF REPAIRED CARS

The car must retain its original body shell and engine block as marked at pre-event scrutineering or in case of replace the one that was placed on having registered in the TC0. The competitor must present the car during this re-scrutineering at a time to be reported by the organizers.

SERVICE

49 SERVICE PARK

49.2 SERVICE PARK SCHEDULE

49.2.2 Thirty (30) minutes between two groups of stages.

FIA/Codasur has a flexible period of time of 15 minutes, which is prior to the entrance to intermediate service parks.

RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

56 RALLY PRIZE-GIVING

56.2 PRIZE-GIVING

The crews will have to present to receiving the prizes with the homologated overall and to use her in correct form.

The crews must comply with the conditions agreed between Codasur and the sponsors of the championship. Failure to comply will be informed to the stewards who may apply a sanction in accordance with what is mentioned in Article 12 of the CDI.

The conditions will be mentioned in the Supplementary Regulation or in a bulletin.

57. ANNUAL PRIZE-GIVING

57.1 FIA PRIZE-GIVING

List of FIA Codasur Titles

The following titles will be awarded by the FIA for each Championship season:

FIA Codasur Rally Champion (*)

() applicable for Driver and/or Co-Driver*

57.3 CODASUR PRIZE-GIVING

List of FIA Codasur Titles

The following titles will be awarded by the CODASUR for each Championship season:

FIA Codasur Rally Champion (*)

FIA Codasur Rally RC2 Champion (*)

FIA Codasur Rally RC2N Champion (*)

FIA Codasur Rally RC3 Champion (*)

FIA Codasur Rally RC4 Champion (*)

FIA Codasur Rally RC5 Champion (*)

FIA Codasur Maxi Rally Cup Champion (*)

FIA Codasur 2WD Cup Champion (*)

() applicable for Driver and/or Co-Driver*

TYRES AND WHEELS

60. GENERAL

60.1.13 Codasur tyres

The characteristics and tyres marks to be used in Codasur will be announced in a bulletin to be published before 01/02/2019.

If an agreement regarding the use of tyres is determined for any championship event, it must be detailed in the Supplementary Regulations.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.1 ENGINE REPLACEMENT

63.1.1 In the case of engine failure between scrutineering and the first time control, (TC0), the change of

engine is allowed, without penalty

This action will have to be verified for the technical delegate prior the time control mentioned

63.2 TURBOCHARGERS

63.2.3 In Codasur they do not seal turbochargers are not sealed in the previous technical verification. They will be sealed during the event if they are used.

63.3 TRANSMISSIONS

63.3.2 In Codasur they do not seal transmissions are not sealed in the previous technical verification. They will be sealed during the event if they are used.

65. ADDITIONAL CAR REQUIREMENTS

65.2 TRACKING SYSTEM

For the FIA/Codasur Rally Championship, the use of an on-board electronic safety tracking system is not mandatory, though strongly recommended.

2019 FIA Regional Rally Sporting Regulations APPENDICES

INDEX

APPENDIX I CONTROL SIGNS

APPENDIX II STANDARD DOCUMENTS

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

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

- Safety plan
- Maps
- Programmes
- Organisation handbooks
- Internal documents
- Helicopter information (if applicable)

APPENDIX III SAFETY

APPENDIX IV : **PODIUM CEREMONY**
see FIA World Rally Championship Regulations
(optional for Regional Championships)

APPENDIX V TYRES















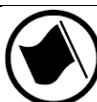













APPENDIX VI : **ENTRY FEES, ADMINISTRATIVE PACKAGE AND PERMANENT PASSES**
see FIA World Rally Championship Regulations

APPENDIX VII : **START LIGHT SEQUENCE**
see FIA World Rally Championship Regulations

APPENDIX VIII : **JUNIOR WRC**
see FIA World Rally Championship Regulations

APPENDIX IX : **ORGANISATIONAL REQUIREMENT SPECIFICATION**
(for organisers' only – no regulatory value for competitors)

APPENDIX X FIA RGT CUP

APPENDIX I			
Control type	CONTROL ZONE (Diameter of signs : about 70 cm)		
Direction of travel	⇨	⇨	⇨
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	 ⇨ 25 m min →	 PC ⇨ 25 m →	
TIME CONTROL	 ⇨ 25 m min →	 TC ⇨ 25 m →	
TC AT SERVICE PARK ENTRANCE	 ⇨ 5 m →	 TC ⇨ 5 m →	
TC AT SERVICE PARK EXIT	 ⇨ 5 m →	 TC Usually leads to RZ and/or TZ ⇨ 5 m →	
TIME CONTROL AND SS START	 ⇨ 25m min →	 TC ⇨ 50-200m →	 SS START ⇨ 25 m →
END OF SS	 ADVANCE INDICATION ⇨ 100 m →	 FLYING FINISH LINE ⇨ 100-300 m →	 STOP CONTROL ⇨ 25 m →
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: about 70 cm)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE or BLUE SYMBOL on a BLUE or WHITE BACKGROUND *	
TYRE MARKING/ CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
SERVICE ZONES		 One sign for service operations (service, light fitting zone)	
RADIO POINT	 WARNING SIGN ⇨ 100 m →	 RADIO POINT (See also Article 40.6)	
MEDICAL VEHICLE POINT	 WARNING SIGN ⇨ 100 m →	 MEDICAL VEHICLE POINT	

Distances shall be respected as near as practically possible.

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

RALLY CONTROL SIGNS

Time Control



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

SS Start



Colour: **RED**

Flying Finish Line



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

Stop Control



Colour: **RED**

End of Control Area



Colour: **BEIGE**

Passage Control



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

Begin of Refuel Zone



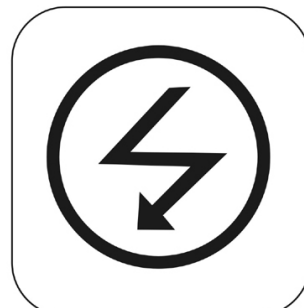
Colour: **BLUE**

End of Refuel Zone



Colour: **BLUE**

Radio Point



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

Medical Vehicle Point



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

Begin of Tyre Marking/Checking



Colour: **BLUE**

End of Tyre Marking/Checking



Colour: **BLUE**

APPENDIX II

STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS

Each rally must produce supplementary regulations (Article 20 of the Code).

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

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

The supplementary regulations must be printed in A 5 format (compulsory in ERC, optional for the other Regions) and appear on the official rally website according to the FIA Regional Rally Sporting Regulations.

Printed versions must be distributed at least to rally officials.

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

CONTENT

INDEX

1. Introduction

1.1 Text similar to:

'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2019 FIA Regional Rally Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards)

*Additional information will be published in the Rally Guide, issued on.... [Date of publication]
The 2019 FIA Regional Rally Championships Sporting Regulations can be found at... [FIA website]'*

1.2 Road surface

1.3 Overall SS distance and total distance of the itinerary

2. Organisation

2.1 FIA titles for which the rally counts

2.2 Visa numbers – FIA and ASN

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

2.4 Organisation committee

2.5 Stewards

2.6 FIA Delegates & Observer

2.7 Senior officials

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

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

- Publishing of the supplementary regulations
- Closure date of entries at reduced fee (if applicable)
- Closure date of entries
- Publication date of entry list
- Issuing of the road book, map and Rally Guide
- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)

- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Collection of tracking systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Team managers and/or Drivers’ briefing (if applicable)
- Helicopter pilots’ briefing (if applicable)
- Shakedown and time-schedule
- Free Practice and Qualifying time-schedule (if applicable)
- Publication of starting order and TC arrival times for Qualifying (if applicable)
- Date, time and location of procedure for the selection of start positions (if applicable)
- Pre-rally Press Conference
- First Stewards’ meeting
- Publication of start list for Ceremonial start (if any) and Leg 1
- Ceremonial start (if any)
- Rally start, place and time
- Finish of Leg 1, place and time
- Publication of start lists for subsequent Legs
- Start of the following Leg
- Podium Ceremony/Prize-giving
- Post-rally Press Conference
- Final scrutineering
- Time of Publication of Provisional Classification
- Time of Publication of Final Classification

4. Entries

- 4.1 Closing date for entries
- 4.2 Entry procedure
- 4.3 Number of competitors accepted and classes
- 4.4 Entry fees / entry packages for Private Competitors
- 4.5 Payment details (including details of any applicable taxes)
- 4.6 Refunds

5. Insurance

6. Advertising and Identification

7. Tyres

- 7.1 Tyres specified for use during the rally

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

In addition to complying with the 2019 Regional Rally Sporting Regulations, the following quantities and type of tyre are confirmed for use.

Type of car	Driver Priority	Max. no. of tyres	Extra for shakedown	Total for rally

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

8. Fuel (if applicable)

- 8.1 Ordering procedure
- 8.2 Closing date for ordering fuel
- 8.3 Distribution for non-priority drivers

9. Reconnaissance

- 9.1 Procedure for registration

- 9.2 Specific and/or national restrictions – speed limit on the special stages
- 9.3 Location of collection of speed control checking devices

10. Administrative Checks

- 10.1 Documents to be presented:
 - Competitors license
 - Driver and Co-driver competition licenses
 - Driver's and Co-driver's valid driving licence
 - Driver and Co-driver passports or identification
 - ASN authorisation, for all foreign competitors and/or drivers
 - Completion of all details on the entry form
 - Car insurance cover certificate
 - Car insurance registration papers
- 10.2 Timetable

11. Scrutineering, Sealing and Marking

- 11.1 Scrutineering venue and timetable
- 11.2 Mud flaps (Appendix J Article 252.7.7)
- 11.3 Windows/Nets (Appendix J Article 253.11)
- 11.4 Driver's safety equipment
- 11.5 Noise level
- 11.6 Special national requirements
- 11.7 Installation of Safety Tracking System

12. Other procedures

- 12.1 Ceremonial start procedure and order
- 12.2 Finish procedure (only if different from the Regulations)
- 12.3 Permitted early check-in
- 12.4 Super special stage procedure and running order (if applicable)
- 12.5 Any special procedures / activities including the organisers' promotional activities
- 12.6 Official time used during the rally

13. Identification of Officials

14. Prizes

15. Final Checks

- 15.1 Final checks – who is required to attend from teams and location
- 15.2 Protest deposit fees
- 15.3 Appeal deposit fees

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CROs and their schedules

Appendix 4 Decals and positioning of supplementary advertising

Appendix 5 Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements

Appendices 6, 7, etc. Items at the organisers' discretion.

2. BULLETINS

Bulletins are defined in Article 2.2 of these regulations.

They may be issued either:

- By the organisers, up to the commencement of scrutineering with the approval of the FIA. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA
- or
- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of the delayed posting of the Provisional Classification may be issued by the clerk of the course.

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

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

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

A bulletin may only be published after the approval of the FIA or after being issued by the stewards of the meeting (where applicable).

3. RALLY GUIDE

The concept is to have all rally paperwork in one document whether for media, officials or competitors. The Rally Guide may be published as electronic document at least 3 weeks before the start of the rally. **It is optional for the organisers to print the Rally Guide.**

* Supplementary Regulations fully detailed in Appendix II-1

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

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

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

Organisers may consider use of forms for the following:

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

Check list for Service Park plans:

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

4. ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY**1 – FREE PRACTICE (FP) / QUALIFYING STAGE (QS) / SHAKEDOWN (when applicable)**

The schedule for the Free Practice before QS must ideally be incorporated within a 2 hours window and must appear in the program of the rally.

Free Practice / Qualifying							Thursday 20 June 2019
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Qualifying
TCFP	Start of Free Practice					8:00	
FREE PRACTICE CLOSSES AT 10:00							
TCQS						10:30	
RZQS	Refuel for Qualifying Stage						
QS	Qualifying Stage	3.86	-	-	-	10:38	
TCPF	Parc fermé IN (early check-in permitted)	-	6.50	10:36	0:18	10:56	
Start order selection at XXXXXX (give location)						12:00	
Shakedown							
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Shakedown
	(Anytown Pavilion)						
	Shakedown Start		3.55	3.55		16:00	
SD	Shakedown Stage	3.48				-	
	(Anytown Pavilion)	-	6.50	9.98			
Totals		3.48	10.05	13.53			

2 - SSS TO START THE RALLY

Start (Section 1)			Thursday 20 June 2019			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start - (Anytown Pavilion)					18:15
RZ	Refuel - All competitors					
1	Distance to next refuel	(2.06)	(24.98)	(27.04)		
1		-	10.49	10.49	00:25	18:40
SS1	SSS Trotting Track 1	2.06	-	-	-	19:00
1A	Parc fermé IN	-	14.49	16.55	0:30	19:30
Overnight regroup						
Re-Start (Sections 2,3,4.....)			Friday 21 June 2019			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé OUT - Service IN	-	-	-	0:30	06:00
	Service A - Anytown Pavilion	(2.06)	(24.98)	(27.04)	0:15	
1C	Service - OUT	-	-	-	-	06:15
RZ	Refuel – All competitors					
2	Distance to next refuel	(50.68)	(99.16)	(149.84)		

NOTES

- Boxes showing visits to service park and remote service zones should have a thick black surround and, when printed in colour, a light blue infill shade.
- Boxes showing regroupings or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

3 - TYPICAL SERVICE DURING A DAY

SS10 Vesuvius 1		22.80				11:40
10A	Regroup & Technical Zone IN	50.68	73.48	01:25	13:05	
10B	Regroup OUT - Service IN			00:15	13:20	
Service E (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:30)	
10C	Service OUT				13:50	

Section 4

5

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.15). When there is no regroup involved, there should be a 3 minute Technical Zone before the service park entrance.

4 - REMOTE SERVICE & REFUEL

Start (Sections 1,2)		Friday 18 October 2019				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start - Skrunda	-	-	-		06:00
RZ 1	Refuel - City					
	Distance to next refuel	-	(136.00)	(136.00)		
RZ 2	Remote Refuel (FIA fuel)		[136.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1 Talsi 1		32.14	-	-	-	09:25
2		-	3.17	35.31	0:38	10:03
SS2 Pampal 1		5.13	-	-	-	10:06
3		-	5.79	10.92	0:15	10:21
SS3 Roja 1		27.88	-	-	-	10:24
RZ 3	Remote Refuel (FIA fuel)		[23.50]			
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone - IN	-	53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone - OUT / Service - IN	-	0.03	0.03	0:10	12:07
Remote Service A - Dundaga		(65.15)	(227.49)	(292.64)	0:15	
3C	Remote Service - OUT	-	-	-	-	12:22
RZ 4	Remote Refuel (FIA fuel)		[27.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

Section 1

Section 2

NOTES

For the procedure in and the setup of a remote service please refer to Article 52

5 - TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

SS13	Vesuvius 2	22.80			16:35	Section 5
13A	Parc Fermé & Technical Zone IN	50.68	73.48	1:25	18:00	
13B	Parc Fermé OUT - Flexi Service IN			0:10 (min.)		
Flexi Service F (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:45)	
13C	Flexi Service OUT - Parc Fermé IN					
All cars must be returned to Parc Fermé no later than					21:00	
Saturday totals		145.18	322.12	467.30		

NOTES

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

6 - TYPICAL END OF RALLY

17B	Regroup OUT				11:45	Section 9	
18		-	14.12	14.12	0:17		12:02
SS18	Roja 2 (Power Stage)	7.25			12:05		
18A	Regroup & Technical Zone IN	65.13	81.38	1:15*	13:20		
18B	Regroup OUT - Service IN			00:03	13:23		
Service J (Football Stadium)		(79.97)	(188.53)	(268.50)	(00:10)		
18C	Service OUT - Finish - Holding IN				13:33		
	Podium				14:00		
Sunday totals		79.97	188.53	268.50			

TOTALS OF THE RALLY				
	SS	Liaison	Total	%**
Friday 18 October Sections 1, 2	136.21	292.98	429.19	31.7%
Saturday 19 October Sections 3, 4, 5	145.18	322.12	467.30	31.1%
Sunday 20 October Section 6	79.97	188.53	268.50	29.8%
Total - 18 SS	361.36	803.63	1164.99	31.0%

* Allow for extra time in road section for any TV presentation at end of stage.

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

A table as above should conclude the final itinerary page.

5. ROAD BOOK

1. GENERAL REQUIREMENTS

- The road book must be distributed according to the FIA Rally Sporting Regulations.
- There may be one book for the entire rally or a different book for each Leg. If different books are used, there should be an obvious method of distinction.
- The road book shall be A5 size (NACAM: legal size) and bound on the left side with a metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness of 90 gsm or greater.
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the “Direction” column (see example).
- Headings shall be in English and the national language (optional).
- The time allowed for each section should be expressed in hours and minutes.
- There shall be no more than 6 instructions per page. (In case of 6 instructions per page the header must be smaller as in the example)
- All road book pages must be numbered to have the possibility to check the completeness of the book.

2. FIRST PAGES

- The road book shall contain a page giving the **accident procedure** and:
 - List of hospitals / medical centres
 - Telephone numbers for rally HQ and emergency services
- A page of all the symbols used must appear in the front of the road book.
- Instructions for tripmeter calibration must be included.
- The itinerary in ‘portrait’ format and maps (including a scale and direction “north”) for the entire rally must appear in each road book. It is recommended that the page with the itinerary of a particular Leg appears opposite the corresponding Leg map.

3. INSTRUCTION PAGES

When a rally route is exactly duplicated (i.e. 2 identical sections l) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC’s, stage and section numbers. If there is any variation between two passages there should be no common set of route instructions.

- Each road book should include at least one Service Park plan. Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location.
- Layout plans of Remote Service, Tyre and/or Light Fitting Zones and Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for shakedown and/or Free Practice / Qualifying (if applicable), ‘return to start’ loop (if any) and road sections from/to the service park.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).

- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed.
- Individual stage maps shall include:
 - A scale
 - The direction North
 - Reconnaissance route (only in case if there is no separate reconnaissance road book.)
 - Alternative route
 - Location of start/finish and all emergency vehicle points.
- The GPS location of the start and finish of each special stage and of the regroupings and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379' (WGS84).
- Photographs or diagrams of control locations may be included.
- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be on the outside edge i.e. opposite the bound edge of the page, visible from the side look to the road book. The number should appear only on pages relating to the special stage.
- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- Road numbers shall be included where relevant.
- A variation in the thickness of the lines of the direction signs should be used to indicate a smaller / wider road, not the direction to be taken.
- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The distance between TC and SS start must be placed in the Information box (see example)

4. FINAL PAGES

- Alternative routes must be included as a section at the end of the road book on paper with a different colour.
- Other requirements at the end of the road book:
 - Retirement form
 - Enquiry form

5. CHANGES

In case of a change in the road book (e. g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A5 to be inserted into the road book

6. OTHER USEFUL INFORMATION

- A tripmeter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
- A competitor's time record page
- Advice to the next junction at the base of each page when junctions on the following page are in rapid succession.
- Helicopter points should be mentioned.

Example:

Scheduled Time

Total KM from TC to TC

SS Information

SS Number

TC	SPECIAL STAGE	DISTANCE	REVISÉ ROUTE	DAY	SECTION	TIME ALLOWED	DISTANCE REGR.	INFORMATION	
								DIRECTION	REGR.
TC 8/12	Neunkirchen	24,00 km	8/12	2	3/4	30 min	2007		
TC 9/13	Freisen	16,95 km	16,95 km						
ST. WENDELER LAND 1/2									
		TOTAL							
		15,88	0,90					Asphalt	8,12
		16,52	0,64					Gravel	7,48
		16,91	0,39					KMs to Stage Finish	7,09
		16,95	0,04					Deleted Photo	7,05
		17,19	0,24					Delete line ≤200 m	6,81
FINISH/ZIEL SSWP 8/12 ST. WENDELER LAND 1/2 16,95 km									
TURN QUICKLY !!									

1 **2** **8**

Turn quickly the page over ≤200 m

Liaison Information

Distance to start

TC	SPECIAL STAGE	DISTANCE	AVERAGE	DAY	SECTION	TIME ALLOWED	DISTANCE REGR.	INFORMATION	
								DIRECTION	REGR.
TC 7/11	Hermeskeil	41,51 km	62,27 km/h	2	3/4	40 min			
TC 8/12	Neunkirchen	38,48	3,21					Selbach	3,03
		39,23	0,75					Nohfelden 10 km Bostalsee St. Wendel 14km Oberthal 6km Moley 7km	2,28
		40,53	1,30					Neunkirchen/Nahe	0,98
		41,10	0,57					(Hirschfelderweg) Eiweiler 4 km	0,41
		41,51	0,41					TC 8/12 NEUNKIRCHEN	0,00
									(0,06)

Distance to start

6. STANDARD FIA TIME CARDS

1. GENERAL

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

2. DESIGN

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

Logo of Rally	Car No.	Free Practice & Qualifying 14 Jan 2012																	
TC QS	<p>Free Practice 5.48 km</p> <p style="text-align: right;">FINISH TIME</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p>PROVISIONAL START FREE PRACTICE</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td> </tr> </table> <p>ACTUAL START</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #cccccc;">H</td><td style="background-color: #cccccc;">M</td> </tr> </table> <p style="text-align: right;"></p> <p style="text-align: center;">STOP</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p style="text-align: center;">TIME TAKEN</p>			H	M	S	1/1000	H	M	H	M	M	S	1/1000					
H	M	S	1/1000																
H	M																		
H	M																		
M	S	1/1000																	
SSS QS	<p>Free Practice 5.48 km</p> <p style="text-align: right;">FINISH TIME</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p>PROVISIONAL START FREE PRACTICE</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td> </tr> </table> <p>ACTUAL START</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #cccccc;">H</td><td style="background-color: #cccccc;">M</td> </tr> </table> <p style="text-align: right;"></p> <p style="text-align: center;">STOP</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p style="text-align: center;">TIME TAKEN</p>			H	M	S	1/1000	H	M	H	M	M	S	1/1000					
H	M	S	1/1000																
H	M																		
H	M																		
M	S	1/1000																	
TC QS	<p>Qualifying Stage</p> <p style="text-align: center;">ARRIVAL TC QS</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #cccccc;">H</td><td style="background-color: #cccccc;">M</td> </tr> </table>			H	M														
H	M																		
SSS QS	<p>Qualifying Stage 5.48 km</p> <p style="text-align: right;">FINISH TIME</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p>PROVISIONAL START QS</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>H</td><td>M</td> </tr> </table> <p>ACTUAL START</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #cccccc;">H</td><td style="background-color: #cccccc;">M</td> </tr> </table> <p style="text-align: right;"></p> <p style="text-align: center;">TARGET TIME</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="font-size: 2em;">00</td><td style="font-size: 2em;">48</td> </tr> </table> <p style="text-align: center;">STOP</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>M</td><td>S</td><td>1/1000</td> </tr> </table> <p style="text-align: center;">TC PF</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #cccccc;">H</td><td style="background-color: #cccccc;">M</td> </tr> </table> <p style="text-align: center;">TC PF</p>			H	M	S	1/1000	H	M	H	M	00	48	M	S	1/1000	H	M	COMPETITOR USE
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H	M																		
H	M																		
00	48																		
M	S	1/1000																	
H	M																		
TC PF																			

Logo of Rally	Car No.	Timecard A 15 Jan 2012									
TC 0	Start		COMPETITOR USE								
TC 1	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p style="font-size: 8px;">ACTUAL START</p> <table border="1" style="width: 40px; height: 20px; margin: 0 auto;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> <p style="font-size: 8px;">TC 0</p> </div> <div style="font-size: 24px; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p style="font-size: 8px;">TARGET TIME</p> <table border="1" style="width: 40px; height: 20px; margin: 0 auto;"> <tr><td style="width: 15px; height: 15px;">01</td><td style="width: 15px; height: 15px;">10</td></tr> </table> <p style="font-size: 8px;">TC 1</p> </div> <div style="text-align: center;"> <p style="font-size: 8px;">DUE TIME</p> <table border="1" style="width: 40px; height: 20px; margin: 0 auto;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> <p style="font-size: 8px;">TC 1</p> </div> </div>		H	M	01	10	H	M	COMPETITOR USE		
H	M										
01	10										
H	M										
TC 1	SS 1 Stage Name 23,76 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 5px;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 1</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>FINISH TIME</p> <table border="1" style="width: 60px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> </div>		H	M	H	M	H	M	S	1/10	COMPETITOR USE
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TC 2	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 1</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TARGET TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">00</td><td style="width: 15px; height: 15px;">35</td></tr> </table> </div> <div style="font-size: 8px;"> <p>DUE TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		H	M	H	M	00	35	H	M	COMPETITOR USE
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TC 2	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>STOP</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TIME TAKEN</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		M	S	1/10	H	M	COMPETITOR USE			
M	S	1/10									
H	M										
TC 2	SS 2 Stage Name 11,79 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 5px;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 2</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>FINISH TIME</p> <table border="1" style="width: 60px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> </div>		H	M	H	M	H	M	S	1/10	COMPETITOR USE
H	M										
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H	M	S	1/10								
TC 3	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 2</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TARGET TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">01</td><td style="width: 15px; height: 15px;">05</td></tr> </table> </div> <div style="font-size: 8px;"> <p>DUE TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		H	M	H	M	01	05	H	M	COMPETITOR USE
H	M										
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TC 3	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>STOP</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TIME TAKEN</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		M	S	1/10	H	M	COMPETITOR USE			
M	S	1/10									
H	M										
TC 3	SS 3 Stage Name 34,19 km <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 5px;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 3</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>FINISH TIME</p> <table border="1" style="width: 60px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> </div>		H	M	H	M	H	M	S	1/10	COMPETITOR USE
H	M										
H	M										
H	M	S	1/10								
TC 3A	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>PROVISIONAL START SS 3</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>ACTUAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TARGET TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">01</td><td style="width: 15px; height: 15px;">30</td></tr> </table> </div> <div style="font-size: 8px;"> <p>DUE TIME</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		H	M	H	M	01	30	H	M	COMPETITOR USE
H	M										
H	M										
01	30										
H	M										
TC 3A	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>STOP</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">M</td><td style="width: 15px; height: 15px;">S</td><td style="width: 15px; height: 15px;">1/10</td></tr> </table> </div> <div style="font-size: 8px;"> <p>TIME TAKEN</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		M	S	1/10	H	M	COMPETITOR USE			
M	S	1/10									
H	M										
TC 3A	Regroup/TechZone		COMPETITOR USE								
TC 3B	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p style="font-size: 8px;">TARGET TIME MIN</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">00</td><td style="width: 15px; height: 15px;">03</td></tr> </table> <p style="font-size: 8px;">MAX</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">00</td><td style="width: 15px; height: 15px;">13</td></tr> </table> </div> <div style="font-size: 24px; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p style="font-size: 8px;">PROVISIONAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		00	03	00	13	H	M	COMPETITOR USE		
00	03										
00	13										
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TC 3B	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="font-size: 8px;"> <p>PROVISIONAL START</p> <table border="1" style="width: 40px; height: 20px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> </div>		H	M	COMPETITOR USE						
H	M										

Logo of Rally	Car No.	Timecard B 15 Jan 2012																																																				
TC 38	Regroup/TechZone OUT/Service IN		COMPETITOR USE																																																			
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TC 6B	Flexi Service A		COMPETITOR USE
TIME AT TC TC 6B		▶	TARGET TIME TC 6C
<input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/> <input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/>		<input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/> <input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/>	<input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/> <input style="width: 30px; height: 30px; border: 1px solid black;" type="text"/>
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TC 6C		TC 6C	
TC 6C			COMPETITOR USE

Logo of Rally	Car No.	Restart	FIA
		15 Jan 2012	
TC 6B	Parc Fermé OUT/Service IN		COMPETITOR USE
ACTUAL START Parc Fermé OUT		▶	TARGET TIME Parc Fermé IN
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Parc Fermé OUT		Parc Fermé IN	
TC 6C			COMPETITOR USE

7. STANDARD ENTRY FORM**RALLY/
ASN
LOGO****Name of the Rally****FIA
Championship
LOGO****INDIVIDUAL ENTRY FORM**

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

DETAILS OF THE CAR

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

TYPE OF ENTRY

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

ENTRY FEES

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

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

SEEDING INFORMATION
(to be completed by competitor)

Driver Name		Car		Class	
Current FIA Priority	Yes / No	Previous FIA Priority	Year		
Current National Seeded	Yes / No	Previous National Seeded	Year		
Title of any Championship won			Year		

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

DECLARATION OF INDEMNITY

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

ACKNOWLEDGEMENT AND AGREEMENT

By my signature, I declare that all the information contained on the entry form is correct and that I acknowledge and agree in full to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this rally.

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

ASN Stamp *	Signature of Competitor	Signature of driver	Signature of Co-driver
-------------	-------------------------	---------------------	------------------------

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

Date _____

8. ENTRY LISTS

1. DRAFT ENTRY LIST FOR EUROPEAN CHAMPIONSHIP ONLY

Upon the close of entries as in the supplementary regulations, the organiser shall send a **Draft Entry List** in numerical order by priority group to the FIA for checking, before the prior to publication on the organiser's website. The FIA shall then reply with any comments. After acceptance by the FIA, the Entry List may be published.

- 1) The **Draft Entry List** may be published on the event website with a footnote 'Subject to FIA approval'. That list should be in numeric order by priority group.
- 2) This **Draft Entry List** will be sent to the FIA for checking.
- 3) The FIA shall then reply with any comments and will submit the approved list of the ERC Priority Drivers within three days to the organiser.

2. ENTRY LIST

The Entry List shall include:

- The allocated competition number
- The competitor's full name (not nationality)
- Driver's/Co-driver's names and their nationalities (according to their licences)
- The make and model of the car entered
- The class and group of the car entered
- The driver's FIA priority status. The order of non-priority drivers is left to the organiser.

9. START LISTS & RESULTS AT THE RALLY

INTRODUCTION:

Start lists and results can be posted earlier than the times mentioned in the supplementary regulations or in a bulletin. However, the times mentioned on the lists **MUST ALWAYS** be as mentioned in the supplementary regulations or in a bulletin. If the publication of any 'timed' list is delayed, the clerk of the course shall publish a communication with the new scheduled time for posting.

1. FREE PRACTICE / QUALIFYING STAGE (WHEN APPLICABLE)

Start list for the Qualifying Stage

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course after approval by the stewards and published at time in supplementary regulations
- Gives TC arrival start times (or at least intervals between cars) for all eligible competitors
- Footnote denotes 'Subject to re-scrutineering'

2. CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering
- Signed by the clerk of course after approval by the Stewards of the meeting and published at the time mentioned in the supplementary regulations.
- Gives start times (or at least intervals between cars) for all competitors

or

Start list for Leg 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering or after post qualifying selection of start position (where applicable)
- Signed by the clerk of the course after approval by the stewards of the meeting and published at time in supplementary regulations
- Gives start times for all competitors – which may be paired times
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

and/or

Start list for Leg 1 (no SSS) or Start list for Leg 1 / Section 2

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

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

a) Unofficial classification after final SS (not including SSS)

- Produced for examination by the Stewards unsigned.

b) Start list for the following Leg

Proposed by the clerk of the course. Stewards may reposition.

- Signed by the clerk of the course and published at the time mentioned in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing rescrutineering for all retiring car(s) No....'

c) Partial Unofficial Classification after Leg 'x'

- Signed by the clerk of the course and issued with actual posting time.
- Produced when all penalties are known.

3. FINAL LEG OF THE RALLY

d) Provisional Classification

- Includes all competitors who have **completed the rally**
- Signed by the clerk of the course after approval by the Stewards and published at the time mentioned in supplementary regulations
 - 'Subject to the results of final scrutineering' (for the whole classification)
 - 'Subject to the results of routine fuel analysis for the following cars....'
(should fuel results not be available at the rally)
 - 'Subject to further checks to be carried out by the FIA for car N°....'
 - 'Subject to Stewards' decision for car N°....'
 - 'Subject to the results of a complete engine inspection for car N°....'

e) Final Classification

Includes all competitors who have started the rally. (all competitors who have completed the rally, all retired competitors – marked with “ret”, all excluded competitors marked with “exc”)

- Approved and signed by the stewards and published after expiry of the protest time, if final scrutineering is not completed:
 - “Subject to the results of final scrutineering“
- Approved and signed by the Stewards and published once final scrutineering is completed.
 - 'Subject to the results of routine fuel analysis for the following cars:...'
(should fuel results not be available at the rally)
 - 'Subject to further checks to be carried out by the FIA for car N°....'
 - 'Subject to the result of the appeal lodged by the competitor of car N°...'
 - 'Subject to the results of a complete engine inspection for car N°...'
 - 'Subject to the results of the anti-doping tests for the following crews:...'

10. MEDIA SAFETY BOOK

There is need for a safety guide specifically for the visual media. The minimum recommended content of this book is listed below. The Media Safety Book should be distributed to the Media before the start of the rally.

In order to best prepare this book, the organiser should:

- 1) Invite an experienced professional motorsport photographer and/or a cameraman to inspect the special stages together with the Press Officer and the Safety Officer as soon as the rally route is decided.
- 2) Identify within each stage a number of safe areas ('photo areas') for use by photographers and TV crews. Where possible, there must be dedicated tabard media parking as close as possible to these locations, as well as at stage ends. Where access is not possible, due to restricted space and/or safety concerns, this must be clearly communicated in the Media Safety Book.
- 3) These 'photo areas' should be described on paper and accompanied by a photograph depicting the resulting image. There should be diagrams for each location indicating in detail:
 - The SS number and length
 - The SS road closing time for tabard media
 - The SS starting time for the first car
 - The road book reference and GPS reference
 - The specific zone of the photo areas
 - The spectator areas
 - The tabard media parking
 - The access roads
 - The distance, on the SS road, of the photo areas from the SS start/finish
 - The safety taping
- 4) All the proposed diagrams should be approved by the Safety Officer.
- 5) The approved diagrams will form one section of the Media Safety Book.
- 6) The book should also include:
 - The written description of which areas tabard holders may access and what kind of actions they may perform. At minimum, this section must be produced in English and the local language.
 - Example
 - They should be allowed to walk and stand immediately in front of the spectator tape / marker boundary, to walk from one point of the stage to another and/or cross the stage during the intervals between the passage of the rally cars, always in accordance with marshals' safety instructions. In addition, tabard media may be permitted to exit the special stages between the running of repeated stages, in the direction of the rally route. This will be permitted only when identified in the Media Safety Book and only after the stage commander has announced the opening of the road after the first passage of rally cars.
 - The specific photo areas, for the use of tabard holders only, must be properly taped, signed and with restricted access. Media marshals, especially briefed on media needs, duties and rights, should be identifiable at the photo areas.
 - Areas where marshals and police are standing are deemed as safe locations; tabard media are permitted to stand with these safety officials.
 - The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard and media parking.
 - A complete sample of all authorised passes, tabards (permanent and rally by rally) and media and tabard media car passes.
 - The identification and handling of the media (Media Safety & Identification), as stated in the appendices of the media facilities.

Organisers should take into account different levels of preparation required at each photo area, in accordance with local circumstances and the quantity of tabard media likely to be in attendance.

The Media Safety Book should be distributed to all tabard holders and to all stage commanders, safety and security personnel.

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

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

CONTENTS

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

5.1 GENERAL

The following recommendations should be respected, but need not be included in the Supplementary Regulations of the rally.

Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews.

The Clerk of the Course shall be ultimately responsible for applying these recommendations.

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

FIA Safety and/or Medical Delegates may be appointed for any other FIA Championship; in that case, their duties and authority shall be as specified in the FIA World Rally Championship (hereinafter WRC) sporting regulations and Supplement 8.

5.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

5.2.1 A safety plan must be drawn up and include:

- The location of the Rally Headquarters (Rally Control);
- The names of the various people in charge:
 - Clerk of the Course,
 - Deputy Clerks of the Course,
 - Chief medical officer (FIA approval required for World Championship competitions in accordance with Supplement 2),
 - Chief Safety officer,
 - Safety officers in each special stage.
- The addresses and telephone numbers of the various safety services:
 - Police,
 - Hospitals,
 - Emergency medical services,
 - Fire-fighting services,
 - Breakdown services,
 - Red Cross (or equivalent).
- The full itinerary with detailed road sections.
- The safety plan for each special stage, which should list all key officials, emergency services for that stage, telephone numbers, etc., plus a detailed map of the special stage.
- The organisers and the Clerk of the Course should make provision for an alternative route for each special stage, to be used in the event of cancellation (see 5.4.2.6).

Particular measures for the WRC:

See the WRC regulations specifying deadlines for the submission to the FIA of the safety plan and arrangements with the designated hospitals.

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

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

and includes:

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

5.2.3 In the event of a mass or repeated accident exceeding the capabilities of the medical service on site, contact should be made beforehand with the person in charge of the emergency plan drawn up according to the legal provisions of the country concerned.

The hospitals selected should be contacted in writing, no less than 15 days before the rally, requesting that the emergency services be placed on standby.

5.2.4 Chief Safety Officer

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

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

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

5.2.5 Special Stage Safety Officer

Each special stage will have a safety officer who will assist the Chief Safety Officer.

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

5.2.6 Officials and marshals

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

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

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

- Safety Marshals:
 - Orange
- Safety Officer:
 - Orange with white stripe and text
- Post Chief:
 - Blue with white stripe and text
- Media:
 - Green
- Stage Commander:
 - Red with text
- Competitor Relations Officer:
 - Red jacket or red tabard
- Medical:
 - White
- Radio:
 - Yellow with blue mark
- Scrutineer:
 - Black

5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICES

5.3.1 General

The medical and rescue services provided should comply with the prescriptions contained within this chapter. They must also fulfil the legal requirements in force in each country concerned. These prescriptions apply to all international competitions. For the WRC, the prescriptions indicated below are strictly mandatory and may on no account be of a conditional nature.

These prescriptions do not apply to private testing.

On the occasion of any international competition, the FIA has the power to check the organisation of the medical services at any time.

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

5.3.2 Personnel

At Rally Control

A Chief Medical Officer or his Deputy:

Both must be approved by the ASN and be placed under the authority of the Clerk of the Course. Their names must appear in the Supplementary Regulations of the competition.

The Chief Medical Officer has authority over all medical services at the rally, including the extrication teams as regards their recruitment, regular training and deployment, and over all rescue operations including evacuation. Consequently, all the medical and paramedical personnel, including those recruited directly or indirectly by the ASN, are concerned by his decisions.

The organisers are obliged to provide him with all the material and administrative means necessary for the performance of his duties.

The necessary documents for the training of personnel in charge of extrication are available from the FIA by email to medical@fia.com.

A Deputy Chief Medical Officer may be appointed to help him and be delegated to take over certain duties, or replace him in case of force majeure.

Save in exceptional circumstances, during the running of a competition, the Chief Medical Officer remains at rally control in order to facilitate dialogue and collaboration with the Clerk of the Course in the event of an accident. He may be replaced temporarily by his deputy. In all cases, it should be possible to contact him.

Before the competition:

The Chief Medical Officer is responsible for the medical part of the Safety Plan, or for the Medical Safety Plan, as are the Clerk of the Course and the Safety Officer.

He must go into all the special stages well ahead of the rally, with the Safety Officer and/or the Clerk of the Course, in a car similar to the medical intervention car to establish the right position for the start and intermediate points, and to make sure that all the medical and safety facilities will be correctly positioned in accordance with the regulations.

He must confirm the viability and quality of the ambulances, the medical helicopter and fire vehicles.

He must check meticulously that the equipment and supplies in the medical and rescue cars are in perfect working order.

He must check that none of the drugs are past their use-by date.

He is responsible for the capacity and the quality of the hospitals designated to cover the rally. He must therefore choose no more than one or two hospitals, if possible, which would be used for drivers and co-drivers. These hospitals may be granted FIA approval and be a reference point for future national, regional and FIA competitions.

During the competition:

Each evening he must examine all drivers and co-drivers who had an accident during the day, even if no medical intervention was necessary, to be sure that they can start the next day (as the Technical Delegate does for the cars to be able to run in Super Rally).

After the competition:

During the two weeks following the rally, the Chief Medical Officer must send the FIA, for the attention of the Medical Delegate and the Medical Commission, a report on all the medical interventions on drivers, officials and spectators. This report must explain the circumstances of the incident or accident, the timing of the interventions, the initial medical status, the treatment and the medical follow-up.

Particular measures for the WRC:

This championship includes the presence of an FIA Medical Delegate. His role is defined in Supplement 8. The Chief Medical Officer and the Deputy Chief Medical Officer are appointed according to the provisions of Articles 2.7.1, 2.7.2.1, 2.7.2.2 of Appendix H.

To be specified:

They should hold a qualification of Doctor of Medicine and be authorised to practise in the country in which the competition is being organised. They must have a good command of spoken English. Their accreditation is subject to the provisions of Supplement 2.

5The Chief Medical Officer must send the Medical Questionnaire (available from the FIA) to FIA Sport (medical@fia.com), under the ASN's responsibility. Deadline: no later than 2 months before the date of the competition. Failure to respect this deadline or the requirements specified in the Medical Questionnaire may result in the imposition of penalties commensurate with the gravity of the infringement (see Supplement 9).

The Chief Medical Officers and Deputy Chief Medical Officers are obliged to attend the biennial Chief Medical Officers' seminar. Except in cases of force majeure, any absence will result in the withdrawal of the FIA's approval accreditation.

When an FIA Chief Medical Officers' seminar is scheduled to take place prior to their accreditation, each applicant for the position of Chief Medical Officer or Deputy Chief Medical Officer must attend it.

For medical intervention vehicles and treatment / resuscitation units:

- **doctors proficient in resuscitation** and experienced in the pre-hospital treatment of accident victims;
- **paramedics** whose proficiency in cardiovascular and respiratory resuscitation and the practice of intubation is proven by an official diploma awarded in the country in which they practise (they may replace the doctors at the intermediate points of the special stages, and only at those points, and on condition that any casualty is examined by a doctor proficient in resuscitation before being transferred to a hospital);
- **drivers**, who may be members of these teams;
- personnel trained in casualty extrication.

Particular measures for the WRC:

At each medical point, at least one member of staff must have a good command of the English language.

An FIA Medical Delegate, whose role is defined in Supplement 8, is required in every case.

5.3.3 Intervention vehicles

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

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

Two solutions are recommended:

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

The medical intervention vehicle transporting:

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

The technical intervention vehicle transporting:

- a technical team trained in the procedures and techniques for extricating casualties with equipment in conformity with Supplement 3,
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with Rally HQ,
- a warning siren,
- suitable identification,
- a kit of basic rescue equipment determined by the Chief Medical Officer in collaboration with the chief scrutineer, based on Supplements 7 (Extrication) and 3 (Disincarceration).

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

This carries on board:

- all the equipment foreseen for technical intervention;
- the medical personnel (at least 3 people trained in extrication and the handling of technical equipment.) and equipment foreseen for medical intervention.

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

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

For the intervention cars, a safety rollbar may be recommended according to the nature of the terrain, and all the members of the team are also advised to wear a helmet.

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

5.3.4 Ambulance equipped for resuscitation

Ambulance equipped for treating vital distress, whether neurological, respiratory or circulatory. The crew comprises a driver, a doctor proficient in resuscitation and/or a paramedic who may be the driver.

*Particular measures for the WRC (recommended in other cases):
Its equipment must be in conformity with Supplement 4, Article 2, part B.*

5.3.5 Treatment unit

The choice of equipment must be made according to local preferences and practices. All personnel must be familiar with, and trained for the use of, the selected equipment.

The medical centres and resuscitation units are above all intended for the treatment of any person who is the victim of injuries sustained in the course of the motor sport competition in question. Nevertheless, it could be possible to treat individuals, drivers, team members, officials and spectators for general medical problems.

They must therefore be equipped to treat a range of general medical conditions, whether or not they are the result of trauma (equipment chosen by and under the responsibility of the Chief Medical Officer). Particular attention must be paid to local medical conditions, whether they are caused by climatic conditions (for example, a medical issue due to heat or cold), or not.

*Particular measures for the WRC (recommended in other cases):
A resuscitation unit in the form of a temporary or permanent construction, designed for use in the service park and equipped in accordance with Supplement 4.*

5.3.6 Evacuation ambulance

An ambulance, complying with the regulations of the country concerned, equipped for transporting casualties, with or without a doctor on board. For transporting a casualty requiring resuscitation, the presence of a doctor proficient in that discipline would be necessary.

5.3.7 Medically equipped helicopter

When provided for, it should meet the requirements specified by the aviation authorities of the country concerned and be equipped with a fixed stretcher.

*Particular measures for the WRC:
It is mandatory for all rounds of the WRC.*

For the medical equipment, see Supplement 5.

In all cases, the doctor taking part in the evacuation should be proficient in resuscitation. He may be assisted by a proficient paramedic. Where applicable, the helicopter should be equipped for missions in rugged terrain.

It should be reserved exclusively for the rally throughout the duration of the competition.

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

5.3.8 Means of communication

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

5.4 SAFETY OF THE PUBLIC

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

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

5.4.1 Educational film (recommended for all competitions)

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

5.4.2 Control of Spectators

- a) Measures should be taken as described in Article 5.4.5 to warn spectators and, where necessary, ensure that any spectators who are in dangerous places are removed from those areas.
- b) Any dangerous areas should be identified in the safety plan. The organisers, with the assistance of the public order authorities where necessary, should identify and delimit danger zones in conformity with the safety plan, well before the arrival of the public.
- c) The Clerk of the Course should take into consideration the recommendations of the Chief Safety Officer, as well as the crews of the zero cars (and of the FIA Safety and Medical Delegates if present), in order to ensure that a special stage is cancelled if dangerous conditions exist.
- d) When large numbers of spectators are expected for a special stage or a super special stage, they should be protected by special means and a propore Zone should be prepared for this venue.
- e) The public should be prevented from moving along the route of the special stage whilst the stage is open for competition (after the zero car and before the sweeper car).
- f) Safety instructions should be distributed to the public along the special stage and also at all access points.
- g) Adequate numbers of marshals or public order authorities (police, military etc.) should be present to ensure public safety during the special stage.
- h) Marshals should wear a clearly identifiable tabard as recommended in Article 5.2.6.
- i) Special stages should be situated and scheduled to allow the safe movement of spectators between them.
- j) Access of spectators to special stages should be recommended only in spectator zones.
- k) Emergency roads should be guarded by police officers and/or marshals/security guards, from the point where they join the main roads leading to the stages.
- l) All access roads should be indicated with special signs and additional information.
- m) Where possible, media parking areas should be provided near the photographers' areas. Special marshals should be available to assist photographers and to prevent spectators from approaching these venues.
- n) Spectator zones should be marked out with fences or signs. Where appropriate, these zones should be far from the road, in order to keep spectators within safe areas.

5.4.3 Refuelling and Servicing

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

5.4.4 Zero Cars and Sweeper Cars

- a) The organisers' zero cars should have a panel 36 cm x 50 cm on the bonnet and the two front doors, bearing the word SAFETY (or SECURITE) with a number 000, 00 or 0.
- b) Each zero car should be equipped with a warning roof light and a siren.
- c) Zero cars should not be driven by any FIA priority driver (1st /2nd or A/B), or by a driver who has retired from the rally.
- d) The drivers and co-drivers of the zero cars must have considerable rally experience, enabling them to drive in complete safety at moderate speeds, and should be able to give the Clerk of the Course full information and comments concerning the conditions along the route. Zero cars should also check time clocks and the marshals' familiarity with time card procedures.
- e) A course car ("Sweeper Car") should pass through each special stage after the last competitor. These cars should carry a panel a panel 36 cm x 50 cm on the bonnet and the two front doors, showing a chequered flag.

5.4.5 Information

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

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

5.4.6 Medical services

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

5.5 SAFETY OF THE COMPETING CREWS

5.5.1 Deployment of the safety services

- a) At the start of each special stage (including shakedown where applicable):
 - one or more medical intervention vehicles should, at each post, be stationed close to the technical intervention (disincarceration, fire-fighting, etc.) vehicles;
 - one ambulance equipped for resuscitation,
 - possibly an evacuation ambulance,

Particular measures for the WRC:
The above measures are obligatory.

- one doctor proficient in resuscitation, experienced in the pre-hospital treatment of accident victims and trained in extrication,
- one or even two paramedic(s) trained in extrication,
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with HQ.

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

- b) At the intermediate points on the route (see below):
 - one or more medical intervention vehicles,

- one evacuation ambulance,
- one doctor proficient in resuscitation and trained in extrication, or possibly one paramedic proficient in resuscitation and trained in extrication,
- suitable communications equipment to maintain contact with HQ.

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

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

Furthermore, if the nature of the terrain, the weather conditions or particular circumstances so require, this distance may be amended on the joint proposal of the Chief Medical Officer and the Chief Safety Officer (FIA Medical Delegate and FIA Safety Delegate in the case of FIA World Championship rallies) when approving the safety plan.

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

c) At the stop point of each special stage:

- two (minimum) 4 kg fire extinguishers with operator(s).

Particular measures for the WRC:

A fire fighting vehicle will be situated at the end of the special stage when the stage is longer than 35 km.

d) In the service park (obligatory for WRC competitions) or a central location less than 15 km by road from the special stages concerned:

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

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

5.5.2 Dispatching of the rescue service

5.5.2.1 All rescue operations requiring the dispatching of a medical vehicle are initiated by the Clerk of the Course in consultation with the Chief Medical Officer and with information to the stage director. Any evacuation by land or air to the selected hospitals shall be carried out using the routes determined in advance (see Articles 5.2.2 and 5.5.3 a).

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

Particular measures for the WRC:

The above provisions pertaining to the medical personnel are obligatory.

5.5.3 Evacuation

a) An evacuation route should be planned for each special stage and clearly shown in the safety plan (by map or diagram).

b) The emergency services of all hospitals near the route should be on standby (see Article 5.2).

c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor proficient in resuscitation.

d) If evacuation by helicopter is foreseen, the following parameters should be respected:

- when weather conditions prevent the use of a helicopter, on the joint decision of the Clerk of the Course and the Chief Safety Officer, a special stage may be interrupted or cancelled if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the Chief Medical Officer;
- the presence of a helicopter does not remove the obligation to plan land evacuation with, for a casualty needing intensive care during transport, the presence of a doctor proficient in resuscitation, possibly assisted by a proficient paramedic;
- the evacuation time by helicopter or by ambulance should not exceed around 60 minutes. See also Article 5.3.7.

Particular measures for the WRC:

All the measures mentioned in Article 5.5.3 are mandatory.

5.5.4 Supervision of the road and signalling

5.5.4.1 Marking of Special Stages

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

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

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

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

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

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

- a) A red flag must be available at each stage radio point (situated at intervals of approximately 5 km).
- b) The red flag will be displayed to crews only.
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in Article 5.2.6 above, and on which the radio point symbol is marked. The time of deployment of the flag will be recorded and notified to the stewards by the Clerk of the Course.
- c) During reconnaissance, a sign bearing the symbol specified in point 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.
- d) During reconnaissance, a sign bearing the symbol specified in point 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.
- e) No flag other than the red flag may be deployed in a special stage.
- f) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

5.5.4.4 A radio network (set up approximately every 5 km), unique to each special stage, should be established to allow the vehicles to be tracked and the running of the rally to be supervised. Each radio point shall be identified in the Road Book and by a sign at least 70 cm in diameter, bearing the radio point symbol, a black spark on a blue background. Any medical vehicle within a stage shall be located at a radio point. An additional sign (red or green cross on a blue background) should be located beneath the radio point sign at this point. In addition there should be warning signs 100 m to 200 m prior to the SOS radio and medical points, with the same designs as above but on a yellow background.

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

Each organiser must establish, and show in the safety plan, this procedure for tracking vehicles and must also list the procedures to be followed in the event of a missing competitor.

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

5.5.5 SOS / OK Signs - Competitor safety

- a) Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.
This triangle must be set in place even if the stopped car is off the road.
- b) The Road Books shall contain a page setting out the accident procedure, which should include instructions in case of an accident involving a member of the public.
- c) The procedure, recommended, for the display of "SOS" or "OK" signs by competitors having had an accident is given in the FIA WRC and Regional Championship regulations.
- d) Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply may be subject to a penalty at the stewards' discretion.

5.6 ACCIDENT REPORTING

5.6.1 Accident involving a member of the public

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this as specified in the Road Book.
The laws of the country in which the competition is conducted must also be complied with in relation to procedures at accidents.

5.6.2 Accident investigations

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

2019 Sporting Regulations APPENDIX V Homologation of tyres

The following applies to:

- FIA World Rally Championship
- FIA Regional Rally Championships
- FIA International Series (Rally)

List of Homologated tarmac tyres:

- The list of homologated tyres is available on the FIA website, under the Regulations section.

At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in a rally in order to obtain the FIA homologation.

A / TARMAC TYRE REGULATIONS

1. WRC cars in the World Rally Championship:

- For WRC cars in the World Rally Championship, tyres must comply with Article 60.2 of the FIA WORLD RALLY CHAMPIONSHIP regulations (List n°2 ONLY).

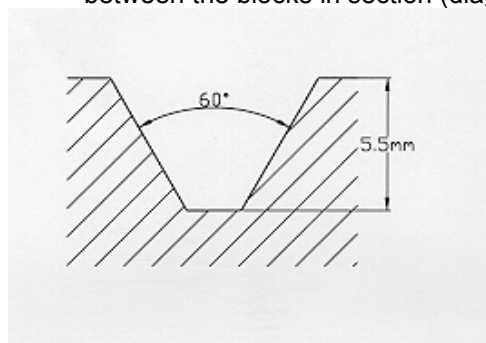
2. Other cars:

Homologation (tread pattern and size):

- 2.1 All Tyres proposed must meet all applicable legal requirements to be used for motor sport competition.
- 2.2 Tread pattern must be moulded.
- 2.3 Control Area:

Width of rim/tyre assembly	Length x Width	Surface	17% Rate	21.5% Rate	27.5% Rate
	mm x mm	mm ²	mm ²	mm ²	mm ²
between 8.5" and 9"	170 x 140	23800	4046	4998	6545
between 8" and 8.5"	161 x 140	22540	3832	4733	6199
between 7.5" and 8"	148 x 140	20720	3522	4351	5698
between 7" and 7.5"	142 x 140	19880	3380	4175	5467
between 6.5" and 7"	133 x 140	18620	3165	3910	5121
narrower than 6.5"	124 x 140	17360	2951	3646	4774

- 2.4 In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17% of the total surface.



- 2.5 In the control area, the surface taken up by grooves at least 1.8 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 21.5% of the total surface.
- 2.6 In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16 mm.
- 2.7 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm wide.
- 2.8 At least 2 circumferential lines / Minimum total width of circumferential lines = 12 mm.

- 2.9 At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.
- 2.10 Each tyre must have a specific permanent moulded barcode number supplied by an approved FIA barcode supplier.

B. / WET TARMAC TYRE REGULATIONS (18" rims only)

- In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 27.5% of the total surface.
- In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16mm
- In the control area, the sum of the width of the grooves encountered by a circumferential line must be at least 4mm
- At least 2 circumferential lines / Minimum total width of circumferential lines = 12
- At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern
- Each tyre must have a specific permanent moulded barcode number and a RFID Tag supplied by an approved FIA barcode supplier.

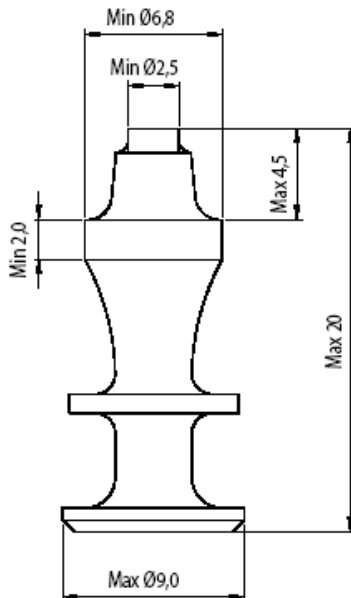
C. / SNOW TYRE REGULATIONS

SNOW TYRES

- SNOW tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).

7" x 15" rims

The stud dimensions for ice tyres mounted on a 7" x 15" rim are as follows:



Studded tyres may be used during the event. They must be in conformity with the following regulations :

- The studs shall be solid, cylindrical and flatcut
- The cross section of the studs must form a full circle at every point
- The stud is not allowed to be tubular at any point
- The body of the stud must be homogenous and is not allowed, under any circumstances to form a tube or hole.
- Maximum diameter of the flange is 9 millimetres

- Minimum diameter of the metal core in the middle of the stud is 2,5 millimeters. It must be cylindrical, homogenous and flatcut
- The length of the stud is limited to 20 millimeters
- The weight of the stud is limited to 4 grams
- The studs must be mounted in to the tyre from the outside
- The number of studs must not exceed 20 per any decimeter of the wheel circumference.

Measurement will be carried out with a pattern, on a non-pressured part of the tyre. The length of the pattern is 30 cm, and within the pattern there must not be more than 60 studs.

If the number of studs is more than 60 in a 30 cm sections, a further check will be carried out in the next 30 cm section and the total number of studs in both sections must be maximum 120.

8" x 18" rims

The stud dimensions for snow tyres mounted on an 8" x 18" rim must respect the following:

- Only the cylindrical single point studs introduced through the outside of the tread are permitted. They shall in no way go through the tread.

They shall imperatively adhere to the following:

- maximum base diameter: 6.5 mm, tolerance included. Weight: 2 gr;
- stud protrusion beyond the surface of the brand new tyre: maximum 2 mm;
- total stud height including point: 15 mm. Tolerance MAX. 0.5 mm;
- surface density covered;
- the number of studs must not exceed 10 per any decimetre of the wheel circumference apart from a central band of 47 mm that must remain free.
- manual or mechanic removable studs are forbidden.

D. / GRAVEL TYRE REGULATIONS

- Gravel tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).

APPENDIX IX

ORGANISATIONAL REQUIREMENT SPECIFICATIONS

The following regulations are for organisers only and don't have any regulatory value for competitors. **However, the organisers must respect all provisions of Appendix IX.**

The numbering of the articles refers to the FIA Regional Rally Sporting Regulations.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards of the meeting (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 following delegates may be appointed by the FIA and each of them will draw up a report covering his/her responsibilities at the rally:

3.2.1 FIA Sporting delegate

The FIA Sporting delegate will liaise with the clerk of the course and all other appointed FIA officials and delegates.

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

3.2.3 FIA Safety delegate

The FIA Safety delegate is specifically responsible for monitoring the safety of the public and media. He has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions are not satisfactory.

3.2.4 FIA Media delegate

The FIA Media delegate will be in charge of all the media matters including pre-rally and post rally FIA Press Conferences.

3.2.5 FIA Medical delegate

The FIA Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

3.2.6 FIA Observer/s

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

3.3 ENTRY OF FIA DELEGATES TO SPECIAL STAGES

When carrying out their duties, the entry of FIA officials and delegates onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FIA Safety delegate may have a later time for entry to the special stages. If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 QUALIFICATION OF A RALLY

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

5.6 CANCELLATION OF A CHAMPIONSHIP RALLY

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

5.7 REPORTS

5.7.1 For each rally, a report will be drawn up by the FIA in association with FIA officials, and reviewed by the relevant FIA Commission.

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

5.8 CANDIDATE RALLIES

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

5.9 REGIONAL CHAMPIONSHIP RALLIES WITHIN WORLD RALLY CHAMPIONSHIP

Organisers of FIA Regional Championship rallies must advise the FIA should they plan to incorporate a round of that Regional Championship within the structure of a World Rally Championship rally.

12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

12.5 GENERAL

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

12.6 PROCEDURE FOR ERC

An electronically transmitted version of the itinerary and maps is to be submitted to the FIA at least 4 months before the start of the rally. The deadline for any comments or major modifications is 2 weeks after submission to the FIA.

12.7 INSPECTION (NACAM ONLY)

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

STANDARD DOCUMENTS AND FIA VISA

14. FIA STANDARDISED DOCUMENTS

14.1 CHAMPIONSHIP LOGO

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

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

14.4 SUPPLEMENTARY REGULATIONS

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

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

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

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

14.5 RESULTS - OFFICIAL FINAL CLASSIFICATION

In order to check the minimum number of participations of competitors/drivers during the year, not only in a rally classified competitors/drivers will be shown in the Official Final Classification, but also the competitors which have been retired or exclude during the rally will be published below the list of the classified competitors/drivers (see also Appendix II-8).

15. ISSUING OF AN FIA VISA

Before issuing a visa, the FIA will evaluate the following documents:

15.1 SUPPLEMENTARY REGULATIONS

See Appendix II.

SCRUTINEERING CHECKS

23. FINAL CHECKS

23.4 FINAL PARC FERMÉ - CLASSIFICATIONS

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

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

23.5 TIME AVAILABLE FOR FINAL CHECKS

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

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS (NACAM ONLY)

25.6 TIMING EQUIPMENT

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

25.7 CONTROL SIGNS

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

SPECIAL STAGES

31. SPECIAL STAGE START

31.2 START PROCEDURE

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

SERVICE

49. SERVICE PARKS

49.5 LAYOUT OF SERVICE PARKS

49.5.3 Organisers are encouraged to maximise promotional opportunities and viewing for spectators in the service park. Where possible, this shall include competitor access to their allocated service area from the back to enable the public to have access to crews and teams.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

53. MINUTES & CLOSING REPORT

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

APPENDIX X**2019 FIA RGT CUP****1. ANNOUNCEMENT**

The FIA RGT CUP is an FIA Cup as described in Article 1 of the 2019 WRC Sporting Regulations and 2019 Regional Rallies Sporting Regulations, for drivers and co-drivers taking part in the qualifying rallies as in Article 4 of this Appendix using eligible cars as in Article 256 of Appendix J.

2. PARTICIPATION**2.1 GENERAL**

2.1.1 In order to be eligible for points in the FIA RGT Cup, competitors must participate in an event as listed in Article 4 and use a car of Class RGT which has a valid FIA Passport.

2.1.2 The number of qualifying rallies in the RGT Cup is 8.

2.1.3 If fewer than 5 competitors have been classified at the end of the Cup, the FIA reserves the right to suspend the Cup.

3. POINTS**3.1 GENERAL**

3.1.1 The RGT Cup winner titles will be awarded to the driver and co-driver who have scored the highest total number of points in 6 of the qualifying rallies.

3.1.2 Points will be awarded according to a separate classification for RGT Cup drivers and co-drivers which will be drawn from the general classification of each RGT Cup event. Points scored in the 2019 RGT Cup shall be in the name of the driver and co-driver respectively.

3.1.3 All the results of each registered driver or co-driver will count towards the final classification of the RGT Cup.

3.2 RALLY POINTS

3.2.1 Points for each round will be awarded to eligible drivers and co-drivers based on the RGT Cup Overall Classification as follows:

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

3.2.2 The RGT Cup classification will be drawn from the final overall classification of a rally. Results will be published in line with Article 54 of the FIA WRC Sporting Regulations.

3.3 RESOLVING TIES

Any tie in the RGT Classifications shall be resolved in accordance with the 2019 FIA WRC Sporting Regulations, Article 10.

4. CALENDAR

Qualifying RGT Cup rallies for 2019 will be:

Date	Rally	Rally Organiser's Website
24-27 January 2019	Rally Monte-Carlo	www.acm.mc
28-31 March 2019	Tour de Corse	www.tourdecorse.com
12-14 April 2019	Rally di Sanremo	www.rallyesansremo.it
07-08 June 2019	Zagreb Open 45. INA Delta Rally	www.ak-inadelta.hr
28-29 June 2019	Renties Ypres Rally	www.ypresrally.com
19-21 July 2019	Rally di Roma Capitale	www.rallydiromacapitale.it
22-25 August 2019	ADAC Rallye Deutschland	www.adac-rallye-deutschland.de
16-19 October 2019	Rallye International du Valais	www.riv.ch

In the event of an RGT Cup Rally being cancelled, a replacement event may be nominated.

5. MARKING AND SEALING OF MECHANICAL COMPONENTS

For each car in the RGT Cup, the engine block and the transmission equipping the vehicle will be sealed during pre-event scrutineering. Each competitor may have one spare transmission and one spare turbo sealed during pre-event scrutineering. The FIA may request that other parts be sealed or marked.

6. SCRUTINEERING

The FIA Technical Delegate, or his assistant, has the power to carry out a detailed inspection of the vehicle before, during and after a Rally. Tampering with or removal of seals fitted to the car or to individual components is forbidden.