# 2012 FIA World Rally Championship Sporting Regulations

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# 2012 FIA World Rally Championship Sporting Regulations

## GENERAL PRINCIPLES

## 1. GENERAL CHAMPIONSHIP CONDITIONS

The FIA organises the FIA World Rally Championship (the Championship) which is the property of the FIA. The World Rally Championship is governed by the FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to one or more of the following specific Championships/Cups:

* FIA World Rally Championship for Drivers
* FIA World Rally Championship for Co-drivers
* FIA World Rally Championship for Manufacturers
* FIA Production car World Rally Championship for Drivers
* FIA Production car World Rally Championship for Co-drivers
* FIA Production car Cup for Drivers of 2WD Cars
* FIA Super 2000 World Rally Championship for Drivers
* FIA Super 2000 World Rally Championship for Co-drivers
* WRC Academy Cup for Drivers
* WRC Academy Cup for Co-drivers

The Championship is comprised of the number of rallies entered on the FIA annual calendar.

### 1.1 APPLICATION

**1.1.1** Only the FIA may grant waivers to these regulations.

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

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

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

### 1.2 OFFICIAL LANGUAGE

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

### 1.3 INTERPRETATION

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

### 1.4 DATE OF APPLICATION

These regulations come into force on 1 January 2012.

## 2. DEFINITIONS

### 2.1 BULLETIN

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

### 2.2 COMMUNICATION

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

### 2.3 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.

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

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

**2.6 END OF THE EVENT**
The event ends upon posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

**2.7 EUROPE**
For the purpose of these regulations, 'Europe' shall be considered to include the countries of the EU, EFTA and Turkey.

**2.8 LINKS**
A minimum of two (2) rallies joined for the purposes of limiting the use of engines or transmissions or components.

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

**2.10 PARC FERMÉ**
An area in which any intervention of the car is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

**2.11 PROHIBITED SERVICE**
The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in Art. 48.2.

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

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

**2.14 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.

**2.15 ROAD SECTION**
Each part of the rally between two consecutive time controls or the start of a special stage and the subsequent time control.

**2.16 SECTION OF THE RALLY**
Each part of the rally separated by a regroup.

**2.17 SERVICE**
Any work on a competing car except where limited in Art. 48.

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

**2.19 SUPER SPECIAL STAGE**

Any variation from the running of a special stage as described in Arts. 36 to 41 of these regulations and detailed in the Event Supplementary Regulations.

**2.20 TESTING**

The combined presence of a competitively driven World Rally Car, or an S2000 car, or any car prepared to Group A specification belonging to the same family as a World Rally Car, by a team registered for the Manufacturers' Championship or personnel employed by or contracted to that team, when outside the itinerary of a rally.

**2.21 TIME CARD**

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

## 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 are appointed by the FIA and each of them will draw up a report covering his/her responsiblities 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.

**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-event and post event 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-event briefings.

**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. There must be at least one CRO at each rally who must be easily identified by the competitors.

## ELIGIBLE CARS

## 4. CARS ELIGIBLE TO ENTER WRC EVENTS

- World Rally Cars complying with 2012 Appendix J.
- Group A cars including S2000 cars conforming to 2012 Appendix J Art. 254A and Art.255A.
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc.
- Group RGT cars conforming to 2012 Appendix J Art. 256
- Group R cars.
- Group N cars.

## 4.1 ADDITIONAL REQUIREMENTS FOR WORLD RALLY CARS

**4.1.1** The homologation of a World Rally Car will be completed only after a Manufacturer has registered for the Championship for Manufacturers.

**4.1.2** Exceptionally, in the first Championship year of homologation, a new Manufacturer may register as a WRC Team under Art. 7.3 and score Manufacturers' points on a maximum of 7 nominated rallies.

## 4.2 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA SUPER 2000 WORLD RALLY CHAMPIONSHIP (SWRC)

All cars must comply with the 2012 FIA Appendix J regulations for:

- Super 2000-Rally cars (Art**.** 254 A only) using a normally aspirated engine with a cylinder capacity of less than 2000 cc. or
- Group R4 cars
  Super 2000-Rally cars (complying with Art. 255A) fitted with a restrictor complying with the Art. 255A-5.1.1-b except following points:
  a) the maximum internal diameter of the restrictor is 30 mm,
  b) The external diameter of the restrictor at its narrowest point must be less than 36 mm, and must be maintained over a distance of 5 mm to each side.

These diameters may be revised by the FIA at any time without notice.

## 4.3 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA PRODUCTION CAR WORLD RALLY CHAMPIONSHIP (PWRC)

All cars must comply with the 2012 FIA Appendix J regulations for:

- Group N cars (Art. 254) or
- Group R cars (Art. 260 and Art. 260D).

## 4.4 CLASSES OF CARS

| Classes | Groups |
|---|---|
| **WRC** | WRC (2011): 1.6 T engine with WRC kit |
| **1** | S2000-Rally: 1.6 T engine with a 33mm restrictor |
| **2** | S2000-Rally: 1.6T engine with a 30mm restrictor |
| | S2000-Rally: 2.0 Atmospheric |
| | Group R4 |
| **3** | Group N car over 2000cc (current N4) |
| **4** | RGT Cars |
| **5** | Group A car over 1600cc and up to 2000cc |
| | Super 1600 |
| | R2C (over 1600cc and up to 2000cc) |
| | R3C (over 1600cc and up to 2000cc) |
| | R3T (up to 1600cc / nominal) |
| | R3D (up to 2000cc / nominal) |
| **6** | Group A car over 1400cc and up to 1600cc |
| | R2B (over 1400cc and up to 1600cc) |
| | kit-car over 1400cc and up to 1600cc |
| **7** | Group A car up to 1400cc |
| | kit-car up to 1400cc |
| **8** | Group N car over 1600cc and up to 2000cc |
| **9** | Group N car over 1400cc and up to 1600cc |
| | R1B (over 1400cc and up to 1600cc) |
| **10** | Group N car up to 1400cc |
| | R1A (up to 1400cc) |



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## CHAMPIONSHIPS & POINTS

# 5. THE CHAMPIONSHIP REQUIREMENTS

### 5.1 CANDIDATE RALLIES

In order to be considered a World Rally Championship event, the following outline shall be respected. More details on this complete process are available from the FIA.

**5.1.1** To be considered as an Applicant event, the ASN of the event shall express its interest to the Championship Promoter (the Promoter) and register that interest with the FIA.

**5.1.2** The Applicant Event shall then submit a confidential business plan to the Promoter with a copy to FIA.

**5.1.3** After agreeing the business plan with the Promoter the title of 'WRC Candidate Event' may be used and details of the proposed itinerary shall be submitted to the FIA.

**5.1.4** At a mutually agreed time, the FIA will send appropriate delegates to inspect the proposed route and facilities. The costs of this inspection will be charged to the ASN.

**5.1.5** Within 18 months of inspection, the Candidate Event shall run under observation of the FIA. The costs of this once only observation shall be borne by the ASN.

**5.1.6** Candidate events may run either as a stand-alone event or as a qualifying round of a Regional Championship.

**5.1.7** Following a successful candidate event, the organiser shall enter into a contract with the Promoter before possible calendar inclusion.

**5.1.8** When a Regional Championship rally is a candidate for the WRC, the regulations of the WRC shall be followed as far as reasonably possible.

**5.1.9** The observation process will involve reports by FIA appointed delegates.

### 5.2 REPORTS

**5.2.1** For each rally, a report will be drawn up by the FIA in association with FIA officials, and reviewed by the relevant FIA Commission.

**5.2.2** Any Championship rally shown by the 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.

### 5.3 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.

### 5.4 ATTRIBUTION OF CHAMPIONSHIP POINTS

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

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

**5.4.2** Should one of the rallies counting towards the Championship not be able to be run in its entirety, full points shall be awarded based on the established classification.

**5.4.3** For the World 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 13.3.

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

### 5.5 REGIONAL CHAMPIONSHIP EVENTS WITHIN WORLD RALLY CHAMPIONSHIP

Organisers of FIA Regional Championship events must advise the FIA should they plan to incorporate a round of that Regional Championship within the structure of a World Rally Championship event.

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

### 6.1 QUALIFYING RALLIES

The FIA World Rally Championships for Drivers and Co-drivers comprise the same rallies as those counting for the World Rally Championship for Manufacturers.

### 6.2 CLASSIFICATIONS

The classification will be established taking into account the total number of rallies. The driver and the co-driver having totalled the highest number of points at the end of the year will be declared World Rally Champion Driver or World Rally Champion Co-Driver.

## 7. FIA WORLD RALLY CHAMPIONSHIP FOR MANUFACTURERS

### 7.1 ANNOUNCEMENT

A Manufacturer or a WRC Team may compete in the Championship. The Championship consists of the same rallies as those counting for the World Rally Championships for Drivers and for Co-drivers. All the results will be taken into account when drawing up the final classification of the Championship. The Manufacturer or WRC Team having totalled the greatest number of points at the end of the year is declared Champion World Rally Manufacturer.

### 7.2 PARTICIPATION – MANUFACTURER

**A Manufacturer:**

**7.2.1** Undertakes to take part in all the rallies of the Championship with a minimum of two (2) World Rally Cars.

**7.2.2** Wishing to score points in the Championship must register for the Championship with the FIA no later than 19 December 2011 using a registration form available from the FIA.

**7.2.3** Will be awarded points according to Art. 5.4 of these regulations. For any one Manufacturer, only 2 nominated drivers (see Art. 7.2.6) will score points according to their relative position.

**7.2.4** Must pay the registration fee of 300,000 €.

**7.2.5** Must give the name of the entrant at the time of registration. This name must include the name of the car manufacturer.

**7.2.6** Must inform the FIA of the name of the first driver entered for the season at the time of registration for the Championship. This driver may change only after the agreement of the World Rally Championship Commission. The driver of the second car may be changed for each of the rallies in the Championship. The name of the second driver must be notified to the FIA before the closing date of entries of the rally concerned.

**7.2.7** Which does not take part in a Championship event will be fined the amount of the registration fee and must pay each organiser the due entry fee per event missed and will be excluded.

### 7.3 PARTICIPATION – WRC TEAM

**A WRC Team:**

**7.3.1** Undertakes to take part in a minimum of 7 nominated rallies including two outside Europe with one, two or more World Rally cars of the same make.

**7.3.2** Will be eligible to score Manufacturer's points only if cars of the same homologation are used as those of a Manufacturer under Art. 7.2 or as a new Manufacturer under Art. 4.1.2.

**7.3.3** Wishing to score points in the Championship may register at any time before the closing of entries of the 5$^{th}$ event of the Championship, using a registration form available from the FIA. Points will accrue only from those events nominated following registration.

**7.3.4** Which wishes to score points may do so provided such events are nominated at the time of registration.

**7.3.5** Will be awarded points according to Art. 5.4 of these regulations. For any one WRC Team, a maximum of 2 nominated drivers (see Art. 7.3.8) will score points according to their relative position.

**7.3.6** Must pay the registration fee of 21,000 € for one car or 42,000 € for two cars in order to score Manufacturers points, irrespective of the number of the events entered.
**7.3.7** Must give the name of the entrant at the time of the registration. When entering two cars, this name must be the same for both cars.
**7.3.8** Must inform the FIA of the names of the driver/s of either the one or two cars nominated for the purpose of scoring points before the closing date of entries of the rally concerned.
**7.3.9** Which does not take part in a Championship event it has nominated will be fined the amount of the registration fee and must pay each nominated event organiser the due entry fee per event missed and will be excluded from the classification of the Championship.

# 8. FIA SUPPORT CHAMPIONSHIPS (FIA PRODUCTION CAR WORLD RALLY CHAMPIONSHIP, FIA SUPER 2000 WORLD RALLY CHAMPIONSHIP)

## 8.1 ANNOUNCEMENT

**8.1.1** The FIA Super 2000 World Rally Championship (SWRC) 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 Production car World Rally Championship (PWRC) is a Championship for drivers and co-drivers taking part in the qualifying rallies using eligible cars as in Art. 4.3.
**8.1.3** Hereafter, “the Support Championships” denotes rules which are common to PWRC and SWRC.

## 8.2 PARTICIPATION

**8.2.1** In order to score points in the Support Championships, entrants must register with the FIA no later than 19 December 2011. Later applications may be accepted subject to FIA agreement. Registration for each Championship, set at 1,470 €, may be made in the name of a driver or in the name of a team.
**8.2.2** The number of qualifying rallies in the PWRC is 8. At the time of registration, the entrant must nominate 6 rallies in the Championship in which he will participate to score points.
**8.2.3** The number of qualifying rallies in the SWRC is 8. At the time of registration, the entrant must nominate 7 rallies in the Championship in which he will participate to score points.
**8.2.4** Registration in a Support Championship shall be considered as participation in at least the nominated rallies. Failure to do so will result in penalties being applied by the FIA.
**8.2.5** If fewer than 10 entries for each Support Championship have been received by the closing date of registration, the FIA reserves the right to suspend the Championship.
**8.2.6** A team entered in each Support Championship must name its driver before the close of entries for each nominated rally.
**8.2.7** The entry in individual rallies must be in the name of the entrant as stated on the license used to register in each Support Championship.
**8.2.8** A team must pay the entry fees for all the nominated rallies in either Support Championship to the Promoter before its first nominated event.

## 8.3 POINTS

**8.3.1** For the awarding of points, a separate classification of the registered drivers will be drawn from the general classification. Points scored in the Support Championships shall always be in the name of the driver and co-driver.
**8.3.2** The Production car World Rally Champion and the Super 2000 World Rally Champion titles for drivers and co-drivers will be awarded to the driver and co-driver who have scored the highest number of points from the first 6 (PWRC), 7 (SWRC) rallies in which they have participated. On the remaining rallies they may neither score nor detract points from other registered drivers.
**8.3.3** For each PWRC rally, a separate classification for the drivers with 2WD Cars entered in the PWRC will be drawn from the general classification and points will be awarded for the FIA Production car Cup according to the same scale as for the Championship. The Production car Cup will be awarded to the Driver who has scored the highest number of points from the results obtained.
**8.3.4** Should fewer than 5 entrants contest the FIA Production car Cup the FIA reserves the right to suspend the Cup.

## 8.4 NON-PARTICIPATION

**8.4.1** Except in cases of force majeure, any registered driver, or team which does not take part in one of its nominated rallies will be excluded from the respective Support Championship classification and will be reported to the FIA. The points will not be redistributed to those remaining in that Support Championship.
**8.4.2** In order to be considered as force majeure, the entrant must notify an event organiser in writing stating the reason for intended non-participation. As evidence all necessary documentation must be lodged

with the organisers before the start of the rally for consideration by the Stewards. If force majeure is granted, the nominated event may not be replaced by another rally.

**8.4.3** If the competitor claims force majeure on medical grounds, the following documents must be sent to the organiser as soon as possible:

- Medical certificate(s) giving a precise diagnosis and description of injuries, prepared by the relevant specialist(s) (orthopaedic, neurosurgeon, sports doctor, etc.).
- Relevant para-clinical documents (X-rays, scans, etc.) to support the diagnosis.
- A signed statement from the driver authorising an FIA Medical delegate to discuss the case with the relevant specialist(s) who prepared the medical certificate(s).

All documents must be in English (or accompanied by a certified translation), typed and legible. The authenticity of any document, translation, and/or copies must be certified. The FIA may request that the driver be examined by an FIA Medical delegate.

**8.4.4** A driver shall be excused from participation in a nominated event when contesting the rally concerned as either a P1 or a P2 driver.

### 8.5 GUEST DRIVER

**8.5.1** Each organiser of a Support Championship rally may nominate 2 drivers (holding a licence issued by their ASN) not registered in the Championship to take part in the rally organised on the territory of that ASN.

**8.5.2** These two drivers will be known as "Guest drivers", must comply with the regulations of the Support Championship and may score Championship points in accordance with Art. 8.3.2, even if not registered for the Championship.

## 9. WRC ACADEMY

All regulations concerning the FIA WRC Academy are contained in Appendix VIII.

## 10. DEAD HEAT IN THE CHAMPIONSHIP

### 10.1 DRIVERS AND CO-DRIVERS

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

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

**10.1.2** According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7$^{th}$ place being worth more than any number of 8$^{th}$ places, one 8$^{th}$ place being worth more than any number of 9$^{th}$ 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 WRC TEAMS

The rule for deciding between registered Manufacturers or WRC 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 of each Manufacturer or WRC Team, taking into account only the highest place per rally for each Manufacturer or WRC Team.

**10.2.2** According to the number of 9$^{th}$ places, 10$^{th}$ places, etc., one 9$^{th}$ place being worth more than any number of 10$^{th}$ 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 WRC Teams on the basis of whatever other considerations it thinks appropriate.

## 11. CRITERIA FOR PRIORITY DRIVERS

### 11.1. FIRST PRIORITY DRIVERS (P1)

Drivers of World rally cars, who are or have been:

**11.1.1** Nominated by a registered Manufacturer or WRC Team for the purpose of scoring points for the FIA World Rally Championship for Manufacturers.

**11.1.2** Entered by a Manufacturer or WRC Team but not for scoring points in the Manufacturers' Championship.
**11.1.3** Classified among the first ten in a World Championship Rally during one of the two previous Championship years or during the current Championship year.

### 11.2 SECOND PRIORITY DRIVERS (P2)

Drivers of World rally cars who are or have been:
**11.2.1** The winner of a support Championship in either of the two previous Championship years.
**11.2.2** Proposed by an organiser to the FIA and whose entry is supported by a letter from the drivers' ASN and whose results justify P2 inclusion.

### 11.3 THIRD PRIORITY DRIVERS (P3)

**11.3.1** Drivers who are eligible to score points on rallies of the Support Championships.
**11.3.2** Exceptionally, drivers of Classes 2 or 3 cars proposed by an organiser to the FIA and whose entry is supported by a letter from the drivers' ASN and whose results justify P3 inclusion. As directed by the FIA, these drivers must then comply with the rules pertaining to SWRC or PWRC.

### 11.4 ROUTE NOTE CARS

**11.4.1** For sections of a rally run entirely on asphalt, one route note car may be used for each driver nominated to score points in the FIA World Rally Championship for Manufacturers.
Such cars shall:
- Contain no more than 2 persons.
- Comply with the requirements for reconnaissance cars as in Art. 25.1.
- Carry any required FIA signage on each front door including 'Safe Drive' logos.
- Operate the speed control device as used during reconnaissance.
- Respect the speed limit for the special stages which will be announced by the clerk of the course.
- Operate within a schedule issued by the organisers and run under the authority of the clerk of the course.
- Respect the list of route note exchange points which may be issued by the clerk of the course.
- Cover no more than one passage of each special stage.
- In no way interfere with the schedule of the rally.

**11.4.2** The rally organisation may also run its own route note car to provide advisory route notes for the other competitors

## 12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

### 12.1 GENERAL

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

### 12.2 FIA INSPECTION

**12.2.1** The route of any rally new to the Championship must be inspected by the FIA as required in WRC Art. 5.1.4. Thereafter, the selection of stages in future WRC rounds remains the responsibility of the organiser who may request the FIA to send a safety observer (at the organisers cost).
**12.2.2** Should an event report comment adversely on the stages of an itinerary, the FIA may require an inspection prior to the next edition of the rally. Such inspection shall be at the organiser's expense.
**12.2.3** An FIA inspection report or the inclusion of any stage in a Championship event in no way guarantees or implies that a stage can be considered safe.

### 12.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

**12.3.1** Except in a case of force majeure, the clerk of the course must ensure that the itinerary is respected.
**12.3.2** No objections made immediately, before or during the running of the rally will be taken into consideration unless approved by the FIA Safety delegate.
**12.3.3** After the start of the competitive element of the rally, the relaying of information between competitors concerning the condition of special stages is forbidden. Any transgression will be reported to the Stewards.

# 13. EVENT CHARACTERISTICS

## 13.1 EVENT CONFIGURATION

**13.1.1** The surfaces of an event may be mixed but must remain the same between two overnight regroups (minimum 45' service). Within a special stage the road surfaces must not be mixed.
However for the use of limited sections of asphalt on gravel stages, a waiver may be sent to the FIA.

**13.1.2** The total distance of the special stages shall be between 300 km and 500 km.

- There shall be no single special stage minimum or maximum distance however there shall be no more than 80km of special stages between visits to service parks or remote service zones.
- No one stage or part of a stage may be run more than twice in a rally, super special stages excluded.

## 13.2 PROGRAMME 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 an event shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the start of reconnaissance)
- Scrutineering
- Shakedown (as detailed in Art. 29)
- Free Practice / Qualifying Stage for P1 and P2 (as detailed in Art. 30)
- Ceremonial Start
- Rally concluding with a mandatory 'Power' stage as in Art. 13.3
- Podium Ceremony

**13.2.2** Events may competitively run over 2, 3 or 4 days, including section starts or section finishes.

**13.2.3** Events must finish on a Saturday or, preferably, a Sunday.

**13.2.4** The arrival of the first car into final service shall be subject to agreement between the FIA, the organiser and the Promoter.

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

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

## 13.3 'POWER' STAGE

### 13.3.1 Announcement:

On each World Rally Championship event, the organiser shall include one special stage called a 'Power Stage' with the purpose of enhancing TV coverage.

### 13.3.2 Characteristics

This stage shall:

- Normally be the last stage of the rally.
- Run as a stage of the event for all classified competitors.
- Competitors shall run in the order of the previous section except for those cars identified by the Promoter to run in a different order.
- Ideally be of a distance between 4 and 8 km.
- Be preceded by a regroup of at least 30 minutes.
- Be run at a time co-ordinated with the Promoter in order to maximise international TV coverage.
- Be timed to the elapsed millisecond, however the results will show only tenths of a second.
- Be chosen in consultation with and after the approval of the FIA and the Promoter.

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

### 13.3.4 Attribution of 'Power Stage' points.

Points will be awarded according to scale as described in Art. 5.4.3.
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 definitely stopped before all P1 and P2 drivers eligible to start the Power Stage have had the opportunity to complete the stage, the FIA may decide that no points are awarded for the Power Stage.

## 13.4 PRESS CONFERENCES

### 13.4.1 Pre-event Press Conference

At each Championship rally, a maximum of 6 WRC drivers/co-drivers/team personnel and 3 Support Championship drivers will be selected by the FIA Media delegate to attend a press conference. This will take place in the media centre at a time agreed between the organiser and the FIA Media delegate, as detailed in the supplementary regulations.


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**13.4.2 Post-event Press Conference**

The top 3 crews, a representative of the winning entrant and the winning Support Championship crew(s) must attend a press conference to take place in the media centre after the finish of each Championship rally.

**13.4.3 'Meet the Crews'**

The top 3 crews classified at the end of each section before an overnight regroup, except the final section of the rally, must attend a 'Meet the Crews' session for media and spectators. This will take place in the service park (usually the 'WRC stage') at a time and location advised to the relevant teams by the FIA Media delegate. Other selected drivers and team personnel must make themselves available to attend these sessions if requested by the FIA Media delegate.

**13.4.4 Autograph Signing Session**

At the end of each section before an overnight regroup, up to 5 crew or team members must make themselves available for a 15 minute autograph signing session. Those selected will be advised of the time and exact location.

**13.4.5 Organiser's Promotional Activities**

Organisers may liaise with the Promoter to organise the participation of crews and team members in reasonable promotional activities during reconnaissance or the rally. Adequate time for such requests must be allowed for in any schedules and those involved must be notified at least 15 days before the start of the event.

## STANDARD DOCUMENTS AND FIA VISA

# 14. GENERAL

### 14.1 FIA STANDARD DOCUMENTS

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 & 2 (electronic format)
- Itinerary (electronic and printed format)
- Road Book (printed format)
- Time card (printed format)
- Standard 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)

Documents which are published electronically shall not be amended once published on the organisers' website unless all entrants 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

All the crews will receive a road book containing a detailed description of the itinerary. This itinerary and the road direction diagrams must be followed. 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** The absence of a stamp or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control will result in the exclusion of the crew concerned pronounced by the clerk of the course at the end of a section.

**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

Before issuing a visa, the FIA will evaluate the following documents:

### 15.1 ITINERARY

**15.1.1** An electronically transmitted version of the itinerary and maps is to be submitted to: The FIA, the FIA Sporting delegate, the FIA Safety delegate, the registered Manufacturers, the WRC Teams, the Promoter and to the tyre and fuel suppliers at least 5 months before the start of the event. If an organiser wants to apply for a possibility to relocate a service park during a rally, as per Art. 49.1, a request must be submitted to the FIA and to the Promoter at least 7 months before the start of the event.

**15.1.2** New special stages (including those run in the opposite direction) are to be identified.

**15.1.3** New special stages are to be described from the point of view of safety.

**15.1.4** The deadline for any comments or major modifications is 2 weeks after submission to the FIA.

### 15.2 SAFETY PLAN

**15.2.1** An electronically mailed or hard copy draft of the safety plan must be submitted directly to the FIA, the FIA Medical delegate and to the FIA Safety **d**elegate at least 3 months before the start of the event.

This draft shall include:

- The complete rally itinerary
- Precise detail of the areas admitted and prohibited to the public on the special stages.
- A proposed date and time for a pre-rally medical briefing and a pre-rally extrication training exercise.
- Any special safety plans made for stages run in darkness

A reply shall be given within the following four weeks.

**15.2.2** The presence of a medically equipped helicopter is required. The draft plan shall detail the positioning sites for such helicopters.

### 15.3 MEDICAL QUESTIONNAIRE

**15.3.1** 2 months before the start of the rally, a fully completed FIA medical questionnaire must be sent to the FIA. Any change of receiving hospital(s) less than 2 months prior to the event must be notified to the FIA.

**15.3.2** No less than 21 days prior to the rally, the chief medical officer must write to the hospitals selected requesting that the emergency services be placed on standby, and must receive a written reply.

**15.3.3** For candidate events, preliminary inspection requirements by the FIA Medical delegate of the rally medical services and selected hospitals are detailed in Appendix H – Supplement 8.

### 15.4 SUPPLEMENTARY REGULATIONS

See Appendix II.

# 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, the FIA and the officials of the rally (description of the risks and sums covered).

### 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). A total minimum of €10 million Public Liability cover is recommended.

**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 event.

**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 competition element until the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted shall not be considered to have permanently retired.

**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

**17.1 PRIORITIES 1 & 2 (P1 & P2)**

The World Champion driver of the previous season is allocated number 1. The second driver of the World Champion's team is allocated number 2. Using the same system, the numbers are then allocated by the FIA according to the classification of the previous year's Manufacturers' Championship. Remaining P1 & P2 drivers, other than those using a number under Art. 17.3 shall be allocated sequential numbers by the organiser up to number 30.

**17.2 PRIORITY 3 (P3)**

**17.2.1** The FIA will allocate a permanent competition number between 31 and 50 (or greater if the number of entries requires) to each driver registered in the Support Championships.

**17.2.2** At events qualifying for PWRC and SWRC, PWRC permanent competition numbers shall be preceded by '1', ie: '131'.

**17.2.3** The FIA will allocate 2 permanent numbers for Guest Drivers.

**17.2.4** Remaining P3 drivers shall be allocated sequential numbers by the organiser up to number 50 (or greater if the number of entries requires).

**17.3 NUMBER REQUESTS**

**17.3.1** P1 drivers may request a specific number which differs from the above provided that:

- The application is endorsed by the Promoter.

## 18. COMPETITION NUMBERS AND ADVERTISING

**18.1 GENERAL**

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

**18.1.2** Any advertising within this identification is obligatory and may not be refused by the competitors/entrants.

**18.2 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 top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 $cm^2$ 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 of 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

**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.

### 18.6 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 Art**.** 18.2.3
- It does not interfere with the crew's vision through the windows.

**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, if in an official bulletin, before the closure 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/entrant if the competitor refuses such advertising.

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

**18.8.4** Optional advertising shall not be imposed on cars driven by P1 drivers.

### 18.9 WINDSCREEN ADVERTISING

An advertising space (10 cm high and the full width of the windscreen) will be reserved for the Promoter below the existing 10cm high reservation for Competitors at the top of the windscreen on condition that it complies with the national laws of the country of the event. The Promoter must firstly obtain the agreement of the competitors to use this advertising space.

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

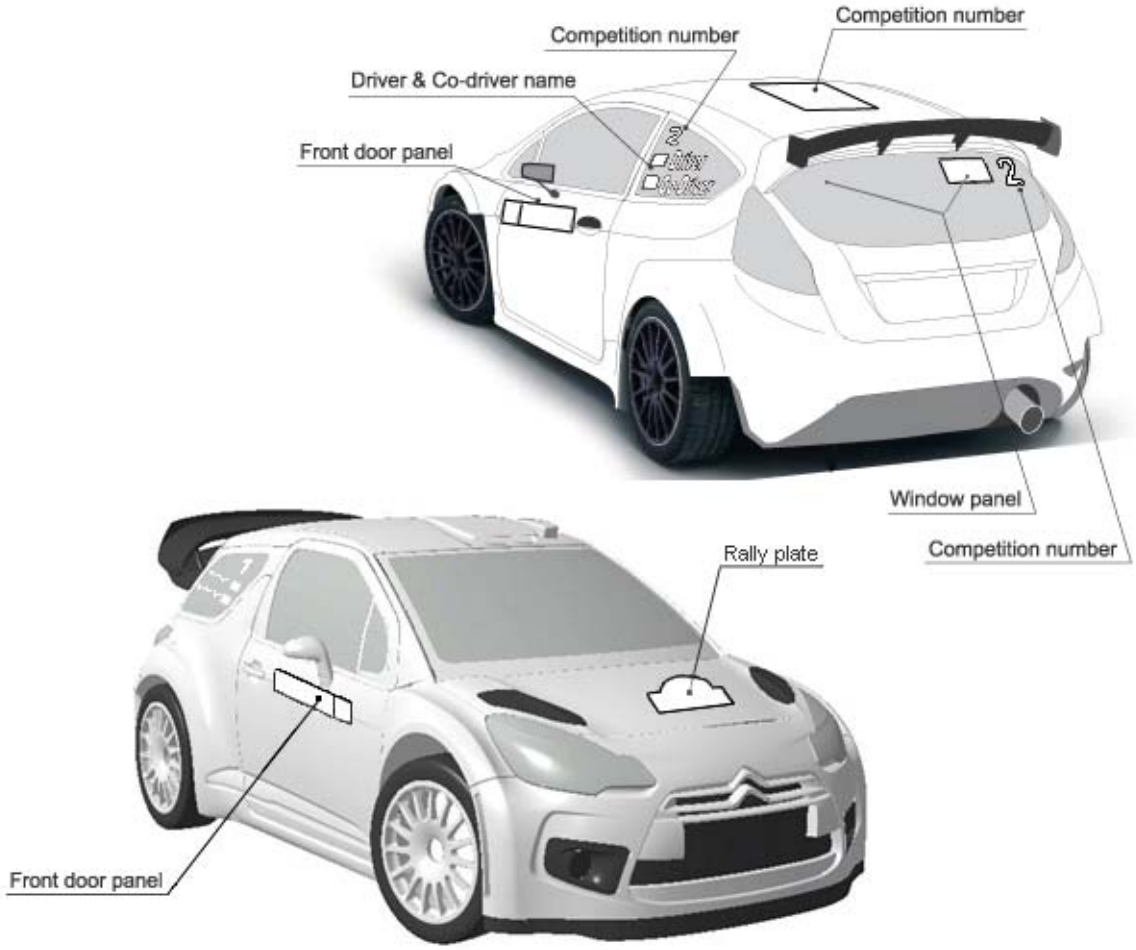
### 19.1 REAR SIDE WINDOWS

The first initial(s) and surname of both driver and the co-driver, followed by the national flags of their passport nationalities 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 AND COMPETITION NUMBERS




## DRIVING CONDUCT

## 20. BEHAVIOUR

### 20.1 GENERAL RULES

**20.1.1** Crews must always behave in a sporting manner.

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

**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 to solely effect a turn round) under pain of exclusion pronounced by the clerk of the course.

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

### 20.2 EXCESSIVE SPEED DURING RECONNAISSANCE

**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.

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

Per km per hour over the speed limit

P1 & P2 drivers € 25

P3 drivers € 15
Non priority drivers € 10

**20.2.3** The amount of the fine will be unaltered by any fine imposed by the police.

**20.2.4** The fine will be doubled in case of a second offence committed in the same rally.

### 20.3 EXCESSIVE SPEED DURING THE RALLY

**20.3.1** Speeding during a rally as the first traffic infringement will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit
P1 & P2 drivers € 25
P3 drivers € 15
Non priority drivers € 10

**20.3.2** The amount of the fine will be unaltered by any fine imposed by the police.

### 20.4 TRAFFIC LAWS

**20.4.1** Throughout the rally, both crew members must have a valid driving licence and must observe the national traffic laws. Infringements will be referred to the clerk of the course.

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

**20.4.3** 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 supplementary regulations of the rally, subject to the following:

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

**20.4.4** For the first infringement other than speeding: a penalty at the discretion of the clerk of the course.

**20.4.5** For the second infringement: a 5 minute time penalty.

**20.4.6** For the third infringement: exclusion applied only by the Stewards.

## ENTRIES

# 21. ENTRY PROCEDURE

### 21.1 SUBMISSION OF ENTRY FORMS

Any FIA competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations. If this application is sent by fax or electronically, the original must reach the organisers within 7 days following the close of entries.

### 21.2 AMENDMENTS ON THE ENTRY FORM

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

### 21.3 ASN AUTHORISATIONS

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

### 21.4 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)

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

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

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

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

### 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 event must be respected, irrespective of the Championship registration deadlines.

### 22.2 ENTRY CLOSING DATES

The standard closing date for entries shall be 4 weeks before the start of reconnaissance.

## 23. ENTRY FEES

### 23.1 PUBLICATION OF ENTRY FEES

**23.1.1** Entry fees must be specified in the supplementary regulations.

**23.1.2** Reference to Appendix VI of these regulations shall be made for priority drivers.

### 23.2 ACCEPTANCE OF ENTRY FORM

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

### 23.3 REFUND OF ENTRY

Entry fees will be refunded in full:
- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

### 23.4 PARTIAL REFUND OF ENTRY

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 does not correspond as presented to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the scrutineers.

# RECONNAISSANCE

## 25. RECONNAISSANCE

### 25.1 RECONNAISSANCE CARS

Common requirements for all cars used for reconnaissance:
- 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:

**25.1.1 Standard Cars**
- Totally unmodified standard cars as offered for sale to the general public with two-wheel drive and a normally aspirated petrol or turbo diesel engine having a maximum cylinder capacity of 2000cc
- SUV type vehicles of less than 180 HP.

#### 25.1.2 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 Arts. 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:

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

### 25.3 RESTRICTION OF RECONNAISSANCE

Any driver, or his co-driver, who is, or who in the last two years has been a priority driver, who has entered or intends to enter a WRC rally and who wishes to drive on any road which is or might be 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. The written permission must then be sent to the FIA. 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 within 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 event Supplementary Regulations.

#### 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. 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 or by use of GPS recorders to be carried at least in the cars of Priority drivers. The use of such recorders may involve a fee.

#### 25.4.5 Shakedown or free practice stage

For gravel rallies only, it is mandatory to include shakedown or free practice stage in the reconnaissance schedule for P1 and P2 drivers.

#### 25.4.6 Service during reconnaissance

During the reconnaissance timetable, service of reconnaissance cars may only be provided by a maximum of 2 technicians per team using a car complying with Art. 25.1 of these regulations and carrying all necessary service equipment on-board.

A car pass will be issued by the organiser for this purpose.

This vehicle may travel on the special stages only to recover their reconnaissance car.

#### 25.4.7 Crew

During each passage through a special stage, a maximum of 2 persons (the crew) are permitted in the car.

### 25.5 PARTICIPATION IN RECONNAISSANCE ONLY

Any driver holding the appropriate international license may apply to take part in reconnaissance for a rally. The regulations on reconnaissance must be respected in their entirety, the organiser must approve the application and if a fee applies, it shall be mentioned in the supplementary regulations.

# SCRUTINEERING CHECKS

## 26. BEFORE THE START

### 26.1 GENERAL

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

**26.1.2** At scrutineering competitors must produce all items of clothing including helmets and head retaining device intended to be used. Compliance with Appendix L Chapter III will be checked.

**26.1.3** All cars must have their sump guards removed for sealing of gearboxes and differentials, and be kept with the car for the purpose of weighing.

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

**26.1.5** The Manufacturers or WRC Teams registered in the Championship may present a signed Certificate of Technical Conformity.

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

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

### 26.2 TIMETABLE

A timetable for sealing of components and checking the weight of cars entered by Manufacturers and WRC Teams shall be issued in the supplementary regulations or in a Bulletin.

## 27. DURING THE RALLY

### 27.1 ADDITIONAL CHECKS

Checks of safety items, including clothing, as well as of the car, may be carried out at any time during the event including Shakedown, Free Practice / Qualifying Stage when applicable.

### 27.2 RESPONSIBILITY OF THE CREWS

**27.2.1** The entrant is responsible for the technical conformity of his car throughout the rally.

**27.2.2** Should identification marks (see Arts. 26.1.6 and 63) be affixed, it is the responsibility of the entrant to see that these are preserved intact from pre-event scrutineering until the end of the rally. Should they be missing, this will be reported to the Stewards.

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

**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 opened at the instruction of the Stewards.

**28.1.2** The provisional official classification shall be published at the time specified in the Supplementary Regulations (or in a Bulletin) which shall be as soon as possible after the last car has checked in at the final control, even if final scrutineering remains in progress.

**28.1.3** When the protest time limit has expired, the Stewards may open the parc fermé, even if final scrutineering remains in progress.

### 28.2 SELECTION OF CARS

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

# SHAKEDOWN / FREE PRACTICE / QUALIFYING

## 29. SHAKEDOWN

### 29.1 RUNNING OF SHAKEDOWN

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

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

### 29.2 ASPHALT RALLY REQUIREMENTS

**29.2.1** For asphalt rallies a shakedown stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars.

**29.2.2** P1 and P2 drivers shall complete a minimum of 4 passages of the shakedown stage.

**29.2.3** For P3 and Non Priority drivers, participation is optional.

**29.2.4** The ideal timeframe shall allow: 2 hours for P1 & P2 drivers, a further 2 hours for all Priority drivers and an optional final 2 hours for all non Priority drivers.

### 29.3 GRAVEL RALLY REQUIREMENTS

For gravel rallies a shakedown stage may be organised:

- For all competitors on a different stage than the P1/P2 Free Practice / Qualifying stage.
- Or for all P3 and non-Priority drivers, after P1/P2 Free Practice / Qualifying.

### 29.4 DISCLAIMER

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

### 29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start as outlined in Art. 43.

### 29.6 TECHNICAL REQUIREMENTS

For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in Arts. 63 to 65 of these regulations must be sealed.

## 30. FREE PRACTICE / QUALIFYING – FOR GRAVEL RALLIES ONLY

### 30.1 GENERAL

**30.1.1** On gravel rallies a Free Practice / Qualifying stage will be organised for P1 and P2 drivers in order to establish the event start order until at least the first regroup following a 45 minutes service, always subject to Art. 45.1. This stage may become a shakedown stage for other competitors after Qualifying is complete.

**30.1.2** Participation in Qualifying is mandatory.

**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 as outlined in Art. 43.

### 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** P1 and P2 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 8am and 10am on the day after pre-event 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 recover the car to the end of the stage after the free practice session has finished.

**30.4 DISCLAIMER**

Any person 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, P1 and P2 drivers will start the Qualifying stage in the order of the current World Rally Championship classification for Drivers with a 2 minutes gap interval between each car.

**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 World Rally Championship for Drivers.

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

**30.6 BREAKDOWN DURING QUALIFYING STAGE**

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

**30.6.2** Any driver who does not correctly complete the Qualifying stage will chose his position last. If more than one driver does not complete the stage, 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**

Competitors 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** The location and time of day of this procedure must be specified in the event 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. The number of personnel who may work on the car is limited as per Art. 48.3.1.

**30.12 TECHNICAL REQUIREMENTS**

For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in Arts. 63 to 65 of these regulations must be sealed.

**30.13 TIMETABLE FOR THE QUALIFYING STAGE**

It is recommended that the start time of the Qualifying stage be at 10.30am.

# CONTROLS

## 31. CONTROLS – GENERAL REQUIREMENTS

### 31.1 SIGNAGE OF CONTROLS

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

### 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 exclusion 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, under pain of exclusion pronounced by the clerk of the course.

**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

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 the personnel holding the appropriate pass.

### 31.8 ON-BOARD CAMERA TAPE EXCHANGE POINTS

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

Tapes may also be exchanged when in the presence of a member of the team in the media zone, in regroups or parc fermés and at the exit of remote refuel zones.

## 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 time allowed to complete the road section to the start time for the road section, 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 (see Art**.** 37).

**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 the following road section.

## 34. EXCLUSION FOR LATENESS

### 34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on the target time between two time controls, or at the end of each section or an accumulative lateness exceeding 30 minutes in all the sections between overnight regroups, will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under the provisions of Art**.** 46. In calculating such exclusion, 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 the lateness counting towards exclusion.

### 34.3 NOTIFICATION OF EXCLUSIONS

Exclusion for exceeding the maximum permitted lateness 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 of 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

Except after an overnight regroup, 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 the Qualifying stage and "Power Stage", timing will be to the thousanths of a second.

### 36.2 FIA OFFICIALS AND DELEGATES

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.

### 36.3 EVACUATION BY HELICOPTER

If evacuation by helicopter is foreseen the following must be respected:

**36.3.1** When weather conditions prevent the use of a helicopter, a special stage may be delayed or terminated (on the joint decision of the clerk of the course and the chief safety officer) if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the chief medical officer.

**36.3.2** The presence of a helicopter does not remove the obligation to plan land evacuation in the presence of a doctor/paramedic qualified in resuscitation for a casualty needing intensive care during transport.

## 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

The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as either a countdown clock and/or a sequential light system. If the start light sequence is different from that in Appendix VII, it must be described in the supplementary regulations**.**

### 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 able to start from the start line within 20 seconds of the signal to do so will be excluded and the car immediately removed to a safe place.

### 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.

## 38. SPECIAL STAGE FINISH

### 38.1 FINISH LINE

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

### 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 neutralisation area or regrouping control.

## 39. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the clerk of the course may allocate each crew affected 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. It will be given the time which it actually set, if any.

## 40. COMPETITOR SAFETY

### 40.1 EQUIPMENT OF THE CREWS

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

### 40.2 SOS/OK SIGNS

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

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

**40.2.3** Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

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

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

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

**40.2.7** The road book shall contain a page giving the accident procedure.
**40.2.8** Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the **S**tewards' discretion.

### 40.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the procedure as laid down in Art. 40.2.3 must be followed.

### 40.4 RED TRIANGLE

**40.4.1** Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the Stewards.
**40.4.2** This triangle must be placed even if the stopped car is off the road.

### 40.5 THE USE OF YELLOW FLAGS

**40.5.1** On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.
**40.5.2** A crew which has been shown the yellow flag will be given a notional time for the stage, as in Art. 39.
**40.5.3** The yellow flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix H and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified **to** the clerk of the course who may allocate each crew affected a time which is judged to be the fairest.
**40.5.4** No flag other than the yellow flag may be deployed at any point in a special stage.
**40.5.5** A yellow flag must be available at each stage radio point (situated at approximately 5 km intervals).
**40.5.6** If different signalling systems (e.g. flashing lights) are used in super special stages, full details must be included in the supplementary regulations.
**40.5.7** In the case of a stage being interrupted or stopped and the crews are required to pass through the special stage, a yellow flag must be displayed at the start to inform the drivers how they must proceed.

### 40.6 YELLOW 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 running of a super special stage 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 yellow flags deployed by marshals or of yellow lights must be positioned to signal competitors to stop or slow. See also Art. 40.5.6.
**41.3.2** To ensure safety, the car of a competitor who fails to correctly complete the stage may be transported to the end of the stage by the organisers.

# PARC FERME

## 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 between two sections, 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 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 parc fermé 10 minutes before their starting time.

### 42.3 PUSHING A CAR IN PARC FERMÉ

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

### 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 and in the presence of a scrutineer, one team member may repair or exchange those FIA homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (ie. seat belt, extinguisher, etc.).

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

# STARTS AND RESTARTS

## 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. START AREA

### 44.1 RALLY START

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

### 44.2 SECTION START

Any crew reporting more than 30 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 as in Art. 141 of the Code.

## 45.3 START ORDER OF THE RALLY

### 45.3.1 P1 and P2 drivers

On gravel rallies, P1 and P2 drivers shall start the first section of the rally according to the position they have chosen following the qualifying stage.

On asphalt rallies, P1 and P2 drivers shall start the first section of the rally in the order of the provisional classification of the World Rally Championship for Drivers for the current year. For the first round of the Championship, the start order shall be that of the final classification of the previous year. The FIA shall decide the order of drivers who have not been classified in the previous World Rally Championship for Drivers.

### 45.3.2 P3 drivers

P3 drivers shall start the first section of the rally in the order of the provisional classification of their respective Championships for the current year. For the first round of the Championship, the start order shall be that of the final classification of the previous year. The FIA shall decide the order of drivers who have not been classified in the previous year.

### 45.3.3 Other drivers

All other drivers shall start as recommended by the organiser.

## 45.4 START ORDER FOR SUBSEQUENT DAYS

**45.4.1** The start order for the first section on subsequent days shall be based on the classification at the finish of the final special stage of the previous day excluding super special stages if run at the end of the day.

### 45.4.2 P1 and P2 drivers

On gravel rallies, P1 and P2 drivers will restart as a merged group in reverse order according to their provisional overall classification.

On asphalt rallies, P1 and P2 drivers shall normally restart as a merged group in the order of their provisional overall classification.

### 45.4.3 P3 drivers and all other drivers

P3 drivers and all other drivers shall normally restart as a merged group after the P1 and P2 drivers in the order of their provisional classification.

## 45.5 START INTERVALS

**45.5.1** P1 and P2 drivers on the start list and on the re-start lists will have an interval between their start times of at least 2 minutes.

**45.5.2** All other cars will start with an interval of at least 1 minute.

# 46. RE-START AFTER RETIREMENT / RALLY 2

## 46.1 GENERAL

**46.1.1** Unless stated differently in the event 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 completion of 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 exclusion under Art. 34 of these 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 concerned competitor 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 restart a time penalty will be applied. This time penalty will be as follows:

**46.2.1** For every stage or super special stage missed: 5 minutes.

**46.2.2** However, should the first time a special stage or a super special stage that is missed be that run as Section 1 when followed by an overnight regroup before Section 2 or 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 drivers' priority group (P1, P2, P3 split as SWRC, PWRC and PWRC 2WD) for each missed stage, which shall include the special stage or super special stage on which the crew has retired. For non-priority drivers, this time penalty will be added to the fastest time achieved in its class by a non-priority driver.

**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.

**46.2.5** In the case of Super Special stages, should two such stages each of less than 2.5 kms be run consecutively, any priority crew unable to complete either the first or the second passage of the SSS will be allocated the fastest aggregate times of the driver's priority group plus half the time penalty in Arts. 46.2.1 or 46.2.2 of these regulations for each special stage missed. In the case of non-priority drivers, this time penalty will be added to the fastest time achieved in its class by a non-priority driver.

## 47. REPAIRS PRIOR TO A RESTART

### 47.1 SERVICE LOCATION AND TIME ALLOWED

**47.1.1** The car of any FIA priority driver wishing to re-start must be serviced in the rally service park. After retirement, the vehicle must remain where it has retired until permission has been received from the clerk of the course to remove it directly to the parc fermé.

Service of retired cars of any FIA priority driver must respect all the relevant conditions of these regulations. The car may be removed once for service at any time from the parc fermé for a maximum of 3 hours (including the 45' flexi-servicing and any maximum lateness allowed between two time controls). However, all cars must be returned to the parc fermé at least 4 hours before the start of the next section after an overnight regroup.

**47.1.2** There are no restrictions on service of retired cars of other crews but their cars must be present in the parc fermé at least 4 hours before the time of the start of the next section after an overnight regroup.

### 47.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS

**47.2.1** Only when a repaired car has passed inspection by the scrutineers may it restart the next section as indicated above.

**47.2.2** The same engine block and bodyshell 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** Only those components which have been sealed at initial scrutineering may be used throughout the Rally. Such components must remain in their sealed state.

### 47.3 REPAIRS PRIOR TO RESTARTING SECTION 2

The following applies when a crew does not complete a stage or a super special stage run as Section 1 followed by an overnight regroup before Section 2.

**47.3.1 FIA Priority drivers:**

If the car cannot be repaired within the 3 hours of service or is not present in the parc fermé 4 hours before the start of Section 2 it will not be permitted to restart. However, as the car has already started, it will collect a penalty as detailed in Art. 46.2 for every stage missed in the remaining sections before the next overnight regroup. The car will then have additional service possible as per normal procedure and be permitted to start the following day. The car must remain in the parc fermé at all times except during the permitted service times.

**47.3.2 Non Priority drivers:**

If the car is not present in the parc fermé 4 hours before the start of Section 2, it will not be permitted to restart. However, as the car has already started, it will collect a penalty as detailed in Art. 46.2 for every stage missed in the remaining sections before the next overnight regroup. The car will then have additional service possible as per normal procedure and be permitted to start provided that it is present in the parc fermé 4 hours before the restart.

# SERVICE

## 48. SERVICING – GENERAL CONDITIONS

### 48.1 PERFORMING OF SERVICE

**48.1.1** From TC0, service of a competing car may be carried out only in service parks and remote service zones with the exception of repairs to retired cars of non-priority drivers 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
- In refuel 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 in service parks, remote service zones or whilst the cars are in a media zone.

### 48.3 LIMITATION ON NUMBER OF PERSONNEL

**48.3.1** Entrants of P1 drivers may have up to eight persons working on their cars plus one medical assistant who shall deal with medical and driver equipment matters. Except in the refuel and tyre marking zones, or when driving a car between parc fermé and the service park, these persons must wear armbands provided by the FIA.

**48.3.2** For P3 drivers see Art. 53.3.

## 49. SERVICE PARKS

### 49.1 SERVICE PARKS – GENERAL

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

### 49.2 SERVICE PARK SCHEDULES

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

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

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

**49.2.2** 30 minutes between two groups of stages

- Optional if remote service zone/s is/are used.
- Preceded by a 3-minute technical zone which may be within a regroup.

**49.2.3** 45 minutes at the end of each section before an overnight regroup except after the final section of the rally.

- Technical checks to be carried out in the parc fermé preceding flexi service.

**49.2.4** 10 minutes service 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. Failure to comply with this limit shall result in a penalty applied by the Stewards.

### 49.5 LAYOUT OF SERVICE PARKS

**49.5.1** 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.

**49.5.2** 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.

**49.5.3** Organisers are encouraged to work with the Promoter 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.

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

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

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

## 51. FLEXISERVICE - 45'

### 51.1 GENERAL

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

### 51.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

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

**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 entrant only once from the parc fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties,

**51.2.4** Early check-in at the time control after flexiservice is permitted without penalty.

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

## 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 using the equipment as in Art**.** 52.3.
- Incorporate a 3' technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Art. 52.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

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

**52.2.2** In the case of P1, and P3 drivers, identification armbands must be visible.

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

### 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

**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 a person without an armband. This person may not touch the car or any parts to be fitted to the rally car.

The cable must be connected and disconnected by a person wearing an armband.

**52.3.4** The installation of extra lights on or into the car is permitted at remote service zones. The extra lights 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.

## 53. SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS

### 53.1 SPACE ALLOCATED

The total space allocated to a competitor as in Art**.** 4**9**.5 will be no more than 100 square metres.

### 53.2 NUMBER OF ELIGIBLE SERVICE VEHICLES

Only 1 service vehicle or unit per registered driver is authorised in the service space allocated to a competitor.

### 53.3 NUMBER OF MECHANICS

The maximum number of mechanics allowed to work on one car at the same time is five in PWRC and SWRC.

### 53.4 MECHANICS' IDENTIFICATION

Each entrant will be issued with the appropriate number of armbands (or other identifying garment) which are unique to the car belonging to that entrant. To be eligible to work on the entrant's car, a mechanic must wear one of these armbands. Armbands may be exchanged between mechanics during a service period.

### 53.5 HANDOVER OF COMPONENTS

A mechanic wearing an armband may accept and fit components that are handed to him by anyone not wearing an armband.

### 53.6 EXCHANGE OF DATA

The exchange of data with the entrant's car by wire connection or memory card is allowed. Exchange of data with the car is considered work on the car thus the mechanic(s) undertaking such exchange must wear an armband.

# 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 and all the time penalties incurred on road sections together with all other penalties expressed in time. Stage times from the qualifying stage will not count towards the final results of the event.

**54.2 PUBLICATION OF RESULTS**

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

**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 section before an overnight regroup.

**54.2.3** Provisional Final Classification: classification published by the organiser at the end of the rally, subject to final scrutineering.

**54.2.4** Official Final Classification: classification approved by the Stewards.

**54.2.5** In the event of the time of publication of the Provisional Final Classification being delayed, this new time must be advised by a Communication on the official notice board(s).

**54.3 DEAD HEAT IN A CHAMPIONSHIP RALLY**

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

**54.4 FAIR AND IMPARTIAL COVERAGE**

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

## 55. PROTESTS AND APPEALS

**55.1 LODGING A PROTEST OR APPEAL**

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

**55.2 PROTEST FEES**

The protest fee 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.

**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 International Appeal Fee is € 12,000.

## 56. RALLY PRIZE-GIVINGS

**56.1 PODIUM CEREMONY**

The competitive element of the rally will finish at the "finish holding area Time Control IN". From there, the Championship podium ceremony (Appendix IV) must be followed.

**56.2 PRIZE-GIVING**

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

## 57. ANNUAL FIA PRIZE-GIVING

**57.1 ATTENDANCE REQUIREMENTS**

The attendance of the following is required at the annual FIA Prize-Giving Ceremony:

- The driver and the co-driver winning the Drivers' Championship

- The driver and the co-driver finishing second in the Drivers' Championship
- The driver and the co-driver finishing third in the Drivers' Championship
- The driver and the co-driver winning the Production car World Rally Championship
- The driver and the co-driver winning the Super 2000 World Rally Championship
- A senior representative of the Manufacturer winning the Manufacturers' Championship

**57.2 ABSENCE**

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

## FUEL – REFUELLING

## 58. REFUELLING PROCEDURES

**58.1 LOCATION**

**58.1.1** Except as detailed for the change of a fuel tank (Art. 50) competitors may refuel only in the designated refuel zones (RZ) or at commercial filling stations on the rally route (non priority driver use only) unless otherwise detailed in the supplementary regulations.

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 2 static RZ's between two overnight regroups, 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 appropriate safety measures is required to be arranged by the organiser at any refuel point.

**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 non priority drivers via a centralised system. Such refuel points must respect all the safety conditions.

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

**58.2 PROCEDURE**

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

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

**58.2.3** It is recommended that mechanics wear fire-resistant clothing.

**58.2.4** The responsibility for refuelling is incumbent on the competitor alone.

**58.2.5** Engines must be switched off throughout the refuelling operation.

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

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

## 59. FUEL USE

**59.1 TYPES OF FUEL**

**59.1.1** All priority drivers must use FIA fuel as provided by the FIA appointed supplier.

**59.1.2** Unless otherwise detailed in the rally supplementary regulations, non-priority drivers may use commercially available pump fuel dispensed from pumps at filling stations or from organiser distribution points, marked in the road book.

**59.2 ORDERING OF FIA FUEL**

**59.2.1** No later than 3 weeks prior to the day of the start of the event, competitors must notify their fuel requirements to the sole supplier at the address to be given in the supplementary regulations of the rally.

**59.2.2** Information about times and places of the distribution of FIA fuel throughout the programme of the rally will be given in Rally Guide 2.

**59.2.3** Competitors are responsible for settling direct with the supplier, or supplier's agent, all matters relating to supply and payment.

**59.3 TECHNICAL REQUIREMENTS**

**59.3.1** 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).

**59.3.2** All competitors are required to fit FIA specified refuel couplings, except non priority drivers using a car which retains the standard tank.

**59.3.3** The FIA cannot be held responsible for any consequences of use of non conforming fuel.

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

**59.3.5** Cars of priority drivers specifically must be fitted with FIA fuel sample couplings.

**59.3.6** The appointed supplier will notify the Championship registered Manufacturers whenever a new batch is introduced. It is the registered Manufacturers' responsibility to check conformity of the fuel before it is used in competition.

## TYRES AND WHEELS

## 60. GENERAL

**60.1 COMPLIANCE**

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

**60.2 MOULDED TYRES**

All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted. Only marked tyres may be used on special stages.

**60.3 CONTROL**

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

**60.4 TYRE MARKING ZONES**

A wheel**/**tyre marking and bar code reading zone shall be established at the exit of the service parks or RSZs. For the sole purpose of assisting the tyre marking/bar code reading procedure, one team member for each crew may access this zone. The tyre bar code must always be visible from outside the car.

**60.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE**

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

**60.6 ROAD SECTIONS**

Where no special stage is involved, non-registered pattern tyres may be used on road sections.

**60.7 STAGE DELAYS**

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor.
- In regroups when not followed by a road section before a special stage, super special stage or "Power Stage".

**60.8 STUDDED TYRES**

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

- Advised to the FIA nominated tyre suppliers with the draft itinerary (See Art. 15.1)
- Stated in the supplementary regulations.

**60.9 SPARE WHEELS**

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next 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.

**60.10 TREATMENT OF TYRES**

Any chemical and/or mechanical treatment of tyres including any device for heating the tyres is prohibited.

**60.11 RIMS**

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

**60.12 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT**

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

## 61. TYRE SUPPLY

**61.1 NOMINATED TYRE COMPANIES**

**61.1.1** The FIA will annually publish a list of nominated tyre companies. For 2012, the names and address of these tyre companies are:

| | |
|---|---|
| Michelin Competition,<br>36, Rue du Clos-Four<br>63040 Clermont Ferrand,<br>France<br>www.michelin.com<br><br>Contact: Mr.Jacques Morelli<br>Tel: +33(0)608011350<br>E-Mail: jacques.morelli@fr.michelin.com | DMack Tyres,<br>42 Millbrook Road,<br>Kingstown Ind. Estate,<br>Carlisle,<br>England<br>CA3 0EU<br>www.dmacktyres.com<br><br>Contact: Mr Dick Cormack<br>Tel: +44(0)1228 672100<br>E-Mail: dick.cormack@dmacktyres.com |

**61.1.2 For World Rally Cars**

Each tyre company must supply:

- For stages run on asphalt: One specification of tyre being of the same construction and pattern, supplied in two compounds at each applicable event. For Rallye Monte-Carlo only, a third compound plus a 8x18" snow type tyre will be permitted.

- For stages run on gravel: One specification of tyre being of the same construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each event.
- For rallies run on snow/ice: One specification of tyre in one compound suitable for mounting on a 7"x15" rim. Stud details must be given in the rally Supplementary Regulations.

**61.1.3 For all cars in Art. 61.2.1 except World Rally Cars:**

Each tyre company must supply:

- For stages run on asphalt: One specification of tyre of one construction and pattern, supplied in two compounds at each event. For Rallye Monte-Carlo only, a third compound plus a 8x18" snow type tyre will be permitted.
- For stages run on gravel: One specification of tyre of one construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each event.
- For rallies run on snow/ice: One specification of tyre in one compound suitable for mounting on a 7"x15" rim. Stud details must be given in the rally Supplementary Regulations.

**61.1.4** When specified by the event supplementary regulations, 10 tyres of the other compound may be used instead of the nominated compound.

**61.1.5** Each tyre company is authorised to register with the FIA one replacement asphalt and one replacement gravel specification once each season. These specifications shall replace one of the original specifications which thus may not be used concurrently or thereafter.

**61.1.6** Testing of a replacement tyre specification shall be limited to a maximum of 2 consecutive days and be included within the test duration limitations as in Art. 66.3.

**61.1.7** Each tyre must have a specific bar code number. These bar codes will be used to check that the same tyres remain fitted to a particular car between tyre changes.

**61.2 COMPETITOR REQUIREMENTS**

**61.2.1** All entrants of 4wd cars must use the specified tyres produced by the FIA nominated tyre companies except for 4wd 2litre turbocharged Gp.N cars driven by non priority drivers (see Art. 61.6).

**61.2.2** Competitors using tyres from the FIA list must order or obtain their tyres from the tyre company no later than 4 weeks prior to an event held in Europe and 10 weeks before the other events.

**61.2.3** All priority drivers may use only the maximum quantity of tyres detailed in the event supplementary regulations.

### 61.3 MANUFACTURERS & WRC TEAMS (P1 DRIVERS)

**61.3.1** Manufacturers or WRC Teams must nominate one tyre supplier for the 2012 season. At the time of application for entry, the Manufacturer or WRC Team must notify the name of the tyre supplier it has selected both to the FIA and to the tyre supplier concerned.

**61.3.2** Prior to scrutineering at each rally, each tyre company will provide the FIA with a list of bar codes on the basis of which there will be a random selection procedure (lottery) of the tyres overseen by the FIA. Following this selection procedure, the FIA will supply the Manufacturer or WRC Team with a list of bar codes of the tyres that may be used by each driver entered.

**61.3.3** A driver may only use a tyre that has been registered for his car.

**61.3.4** When using asphalt tyres, cars entered by a Manufacturer or WRC Team must be equipped with only new tyres (including spare wheels) at the exit of any tyre marking zone except when no special stage is involved.

**61.3.5** When using asphalt tyres, cars entered by a Manufacturer or WRC Team will have part of the tread area of the spare tyre(s) marked in the tyre marking zones. On return to service, if the spare tyres are found to be unused, these tyres will then be considered as “new”.

### 61.4 P2 & P3 DRIVERS OF 4WD CARS

**61.4.1** P2 & P3 drivers of 4wd cars must use FIA specified tyres supplied by the nominated tyre companies.

**61.4.2** If tyres used by P2 or P3 drivers are purchased before the event, such tyres must be presented to the supplier before pre-rally scrutineering for bar-code checking.

**61.4.3** At pre rally scrutineering, the tyre manufacturer will be recorded by the FIA.

**61.4.4** Tyres of the same tyre manufacturer or one substitute tyre manufacturer must be used when the same driver (or entrant in Support Championships) participates in further WRC rallies of the season where he is allocated Priority status. Having substituted a supplier, it will not be permitted to use the original tyre supplier.

**61.4.5** When using asphalt tyres, cars of P2 driver must be equipped with only new tyres (including spare wheels) at the exit of each service or remote service zone except when no special stage is involved.

**61.4.6** When using asphalt tyres, cars of P2 drivers will have part of the tread area of the spare tyre(s) marked in the tyre marking zones. On return to the service, if the spare tyres are found to be unused, these tyres will then be considered as “new”.

### 61.5 P3 DRIVERS OF 2WD CARS

P3 drivers of 2WD cars may use free tyres. Such tyres must be in conformity with Appendix J and Appendix V of these regulations.

### 61.6 NON-PRIORITY DRIVERS

When driven by non-priority drivers, all 2WD cars and 4wd 2litre turbocharged Gp.N cars may use free tyres. Such tyres must be in conformity with Appendix J and Appendix V of these regulations.

### 61.7 TYRE FITTING

For cars other than WRC cars, 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.

Important note: Compulsory for all cars as from 01.01.2013

## 62. TYRE QUANTITIES

### 62.1 TYRE QUANTITIES FOR 2012

The quantities of new tyres for use at each Championship event shall be detailed in event supplementary regulations and be based on the following:

- A maximum of 7 tyre changes on any one rally

| Driver priority | Max. no. of tyres per change | Max no. of extra tyres when shakedown or the Free Practice / Qualifying stage is undertaken |
|---|---|---|
| P1 | 5<br>(except Acropolis Rally = 6) | 5<br>(except Acropolis Rally = 6) |
| P2 | 5<br>(except Acropolis Rally = 6) | 5<br>(except Acropolis Rally = 6) |
| P3 drivers of 4WD cars<br>Non priority drivers of 4WD cars with WRC / S2000-Rallye / R4 | 4 | 5 |
| All other 4WD cars | 6 | Unrestricted |
| P3 drivers of 2WD Cars & Non priority drivers of 2WD cars | 6 | Unrestricted |

Rallye Monte-Carlo: will be detailed in the Supplementary Regulations.

### 62.2 TYRE QUANTITIES FOR 2013

**For 2013,** a reduction of the global quantity of the tyres respect to 2012 will be between 15% and 20% and will be further precisely defined rally per rally together with the 2013 rally calendar.

# MECHANICAL COMPONENTS

## 63. MECHANICAL COMPONENTS

### 63.1 ENGINE REPLACEMENT - ALL COMPETITORS

**63.1.1** In the case of engine failure between scrutineering and TC0 it is permitted to replace the engine but a 5-minute penalty will be applied.

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

### 63.2 TURBOCHARGERS – NON MANUFACTURER ENTRIES

**63.2.1** The turbocharger and compressor shall hereafter be referred to as 'compressor'

**63.2.2** The regulations in force concerning the air restrictor and marking remain applicable (Art**.** 254-6.1 & 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 at pre event scrutineering.

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

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

**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.

### 63.3 TRANSMISSIONS – NON MANUFACTURER ENTRIES

**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 the car's competition number (eg. Car No.1 – Gearbox 1, spare gearbox 1R).
**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 dismounted gearbox/differential(s) remain intact, the parts may be reused on the same car.
**63.3.8** The marking/sealing must remain intact from pre-event scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

## 64. MECHANICAL COMPONENTS – MANUFACTURERS AND WRC TEAMS

### 64.1 LIMITATION OF THE NUMBER OF ENGINES

**64.1.1** Each Manufacturer or WRC Team must use no more than 3 engines per seasonally allocated car number for the season. (see also Art. 64.2.3)
**64.1.2** Each engine will be assigned to a seasonally allocated car number.
**64.1.3** A Manufacturer Team or WRC Team may apply to the FIA for a waiver to use 1 additional engine per team during the year, giving full justification for the request. Once sealed, this engine will be assigned to a seasonally allocated car number.
**64.1.4** In the case of engine failure between scrutineering and TC0 it is permitted to replace the engine but a 5-minute penalty will be applied. In this case, the original engine may not be further used during the season.
**64.1.5** At any one time, no more than 2 engines may be sealed for seasonally allocated car number.

### 64.2 SEALING OF THE ENGINE

**64.2.1** The engine of each car entered by a Manufacturer or a WRC Team for the purpose of scoring points will be sealed at scrutineering at its first rally and should remain sealed until the end of the last rally of the season (except with the approval from the FIA Technical delegate).
**64.2.2** If a Manufacturer or WRC team has used the engines given in Art 64.1.1 and the seals are found to be destroyed without the written approval of the FIA Technical delegate, a 5-minute penalty will be imposed by the Stewards at the next rally.
**64.2.3** However, these seals may be destroyed without penalty in the following cases:
- When a car does not finish a rally, an extra engine per seasonally allocated car number may be allowed without incurring a penalty. No more than 2 extra engines per seasonally allocated car number and per season may be sealed without incurring any penalty.
When an extra engine is used, the engine which was fitted on a retired car (seasonally allocated car number) may not be used any further during the season (see Art. 64.1.4).
- If a WRC Team uses an engine previously used by a Manufacturer which is still sealed.

### 64.3 CHASSIS REPLACEMENT

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

### 64.4 RESTRICTIONS ON CHASSIS

**64.4.1** For Manufacturers and WRC Teams the use of chassis for both testing and competing in registered events without incurring a penalty will be limited as follows:
- 8 chassis for each Manufacturer.
- 8 chassis for each WRC Team which has nominated 10-13 rallies.
- 5 chassis for each WRC Team which has nominated 7, 8 or 9 rallies.
- 3 chassis for a WRC Team which enters only one car throughout the Championship.

**64.4.2** Should the maximum number of chassis be exceeded, a time penalty of 5 minutes will be imposed when each additional chassis is first used.

### 64.5 LIMITATION OF TRANSMISSION & SPARE PARTS

**64.5.1** For a Manufacturer or a WRC Team, a list of linked rallies intended to be run with the same transmission and spare parts must be notified to the FIA prior to the first rally in which they will take part as:

- 1 link of 2 rallies per car and 3 links of 3 rallies per per seasonally allocated car number for a Manufacturer or a WRC team which has nominated all Championship rallies.
- 4 links of 2 rallies per seasonally allocated car number for a WRC Team which has nominated 10-12 rallies.
- 3 links of 2 rallies per seasonally allocated car number for a WRC Team which has nominated 7, 8 or 9 rallies.

If a car does not finish a rally of a link, new transmission and spare parts may be sealed at scrutineering of the next rally.

**64.5.2** For rallies which are not linked, Arts. 64.7.2 & 63.3 will apply.

### 64.6 TRANSMISSIONS

For Manufacturers and WRC Teams 2 gearbox and differential assemblies per car will be sealed on the first rally of each link. Only these units must be used on the linked rallies. If 2 gearbox and differential assemblies have been used on the first rally of a link (and/or second rally of a link in case of link of 3 rallies), only once per season, 2 different gearbox and differential assemblies may be sealed without incurring a penalty. (Manufacturers and/or WRC Teams must inform the FIA before pre-event scrutineering of the second or third rally of the link).

### 64.7 SPARE PARTS

**64.7.1** For cars entered by a Manufacturer or a WRC Team registered in the Championship, the following parts will be sealed before the first rally of each link:

- 1 front subframe and 1 rear subframe fitted on the car.
- 2 spare front subframes and 2 spare rear subframes for a 2-car team.
- 1 spare front subframe and 1 spare rear subframe for a 1-car team.
- 1 steering rack fitted on the car.
- 2 spare steering racks for a 2-car team.
- 1 spare steering rack for a 1-car team.

**64.7.2** For the P1 drivers the following will also be sealed:

- 1 turbocharger fitted on the first driver's car.
- 1 turbocharger fitted on the second driver's car.
- 2 spare turbochargers (which may be used indiscriminately for the first or second driver).
- 1 spare turbocharger for a 1-car team.

**64.7.3** On the second or third rally of the link, the following sealed and marked parts will be added to the parts already sealed on the first rally:

- 2 additional front subframes and 2 additional rear subframes for a 2-car team.
- 1 additional front and 1 additional rear subframe for a 1-car team.
- 2 additional steering racks for a 2-car team.
- 1 additional steering rack for a 1-car team.
- 2 additional turbochargers (which may be used indiscriminately for the first or second driver).
- 1 additional turbocharger for a 1-car team.

**64.7.4** Before the second or third rally of the link, each team must remove as many parts as necessary, in order to have the same number of sealed parts as on the first rally.

**64.7.5** For Manufacturer and WRC Team drivers who are not eligible to score Manufacturer's points, the following will be sealed:

- 1 turbocharger fitted to the car
- 1 replacement turbocharger.

### 64.8 SHOCK ABSORBER AND SYSTEM OF CONNECTION TO THE HUB CARRIER (MANUFACTURERS ONLY)

For cars entered by a Manufacturer registered in the Championship, only 5 sets of shock absorbers and 5 sets of systems of connection to the hub carrier are authorised per rally for a 2-car team (1 set = 2 front + 2 rear).

The shock absorber itself will be sealed so that it is not possible to open it.

The strut may be disconnected from the shock absorber and the bearings may be changed.

## 65. ADDITIONAL CAR REQUIREMENTS

### 65.1 ON-BOARD CAMERAS

**65.1.1** If required by the Promoter, an entrant must carry an on-board camera or other recording device. This will be fitted by the Promoter.

**65.1.2** The entrant of any car which carries an on-board camera must have the prior agreement of the Promoter. 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 Promoter (accreditations@northonesport.com) at least one week before the start of reconnaissance: entrant name, car number, entrant address and use of footage.

### 65.2 TRACKING SYSTEM

All cars must be fitted with an FIA recognised safety tracking system which has been previously tested satisfactorily in the cars of the registered manufacturers. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser. The stage mode must be activated during the special stages. Any failure to comply will be reported to the Stewards. The mode must be de-activated on the road sections. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

### 65.3 ACCIDENT DATA RECORDERS

The Manufacturers and WRC Teams registered in the World Rally Championship must equip their cars with two accident data recorders (IWI type).

One of these recorders must be installed under the seat of each occupant.

It is the responsibility of each Manufacturer and WRC Team to obtain and install these recorders and to check that they are functioning correctly throughout the rally.

### 65.4 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

### 66.1 PERMITTED TESTING SITES

For Manufacturers or WRC Teams registered in the Championship, testing (as defined in Art. 2.20) is permitted:

**66.1.1** On a permanent testing site proposed by the Manufacturer or WRC Team before its first rally of the year and notified to the FIA. The permanent testing site must be located in the country where the Manufacturer or WRC Team rally cars are registered.

**66.1.2** During a calendar year, a P1 driver may use only one permanent testing site.

**66.1.3** In Finland, France, Germany, Greece, Italy, Portugal, Spain, Sweden and UK.

### 66.2 BANNED TESTING

For Manufacturers or WRC Teams registered in the Championship, testing (as defined in Art. 2.20) is banned:

**66.2.1** In all other countries.

**66.2.2** In the country of any World Rally Championship round from the start of reconnaissance until the end of the rally.

**66.2.3** On any road which is or might be used as a special stage of any current Championship rally.

**66.2.4** By permanently nominated P1 drivers other than for the team to which they are contracted.

**66.2.5** Teams organising press, media or PR functions who consider they may be contravening this regulation must first advise the FIA and the FIA Media delegate.

### 66.3 DURATION

**66.3.1** In order to comply with the limitations on testing Manufacturers or WRC Teams are required to complete the appropriate forms available from the FIA Technical delegate at least 5 days before the first day of test.

**66.3.2** In the case of a Manufacturer, a maximum of 42 days in any calendar year. This clause does not apply to testing as stated in Art. 66.1.1.

**66.3.3** In the case of WRC Teams, for a maximum of 15 days in any calendar year for a 2 cars team and a maximum of 10 days for a single car team. This clause does not apply to testing as stated in Art. 66.1.1.

## 66.4 TEST RESTRICTIONS FOR P3 DRIVERS

P3 drivers are prohibited from testing in a country of a Championship round during the three weeks preceding the rally except when:

- Such testing is mentioned in the supplementary regulations as part of the programme of the rally, or
- Approved in writing by the organiser to the FIA and open to all P3 drivers entered in the rally.

In either case, such testing shall be limited to one day at one venue unless otherwise approved by the FIA.

# 2012 FIA World Rally Championship Regulations
# APPENDICES

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**The title and logo of the event, the official WRC logo and the official FIA logo must appear on the top of any official documents. The event logo should be positioned to the left side and the WRC logo followed by FIA logo to right side.**

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The following additional documents are required, but are of free format:
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- Maps
- Programmes
- Organisation handbooks
- Internal documents
- Helicopter information

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# APPENDIX I

## RALLY CONTROL SIGNS

| 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 | ←100 m→ ADVANCE INDICATION | ←100-300 m→ FLYING FINISH LINE | STOP ←25 m→ STOP CONTROL |

| 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 | |
| RADIO POINT | ←100 m→ WARNING SIGN | 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.



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# APPENDIX II

## STANDARD DOCUMENTS

For calculating dates of issue of documents, the start of the rally shall be as in WRC Art. 2.18 (ie. day of administrative checks or start of reconnaissance).

## 1. SUPPLEMENTARY REGULATIONS

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

An electronic version of the supplementary regulations must reach the FIA at least 3 months before the start of the event.

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

The supplementary regulations must be both printed in A 5 format and appear on the official rally website at least 2 months before the start of the event.

Printed versions must be distributed at least to all competitors and rally officials within 2 weeks of website publication.

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 2012 FIA World Rally Championship 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 Rally Guide 2, issued on…. [Date of publication]*
*The 2012 FIA World Rally Championship Sporting Regulations can be found at… [FIA website]'*

1.2 Road surface
1.3 Overall SS distance and total distance of the itinerary
1.4 WRC Academy start and end dates, including overall SS distance and total distance of the itinerary (where applicable)

**2. Organisation**

2.1 FIA titles for which the rally counts
2.2 Visa numbers – FIA and ASN
2.3 Organiser's name, address and contact details (permanent office)
2.4 Organisation committee
2.5 Stewards of the Meeting
2.6 FIA Delegates
2.7 Senior officials
2.8 HQ location and contact details (tel. & fax.)
2.9 Official Notice Board location(s)

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

- Issuing of the road book, map and Rally Guide 2 (now e-version only)
- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)
- Rally HQ opening/closing
- Collection of material and documents
- Administrative checks
- Collection of tracker systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of FIA rally safety tracker systems from S1-Technology truck
- Scrutineering – sealing & marking of components
- Team managers' briefing (Manufacturers and WRC Teams)
- Helicopter pilots' briefing
- 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 for P1 and P2 drivers (if applicable)
- FIA Pre-event Press Conference
- Publication of start list for Ceremonial start (if any) and first Sections
- Finish of rally for WRC Academy (where applicable)
- Ceremonial start (if any)
- Rally start, place and time (including WRC Academy specifications, if different and where applicable)
- Publication of start lists for subsequent Sections following overnight regroups
- Podium Ceremony/Prize-giving
- FIA Post-event Press Conference
- Final scrutineering for WRC Academy (if applicable)
- Final scrutineering
- Time of Publication of Provisional Final Classification for WRC Academy (if applicable)
- Time of Publication of Provisional Final Classification

**4. Entries**

4.1 Closing date for entries
4.2 Entry procedure
4.3 Number of entrants accepted and classes
4.4 Entry fees / entry packages for Private Entrants
4.5 Payment details
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 Articles 61, 62 & 63 of the 2012 WRC Sporting Regulations, the following quantities are confirmed for use.*



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**Tyres:**

| FIA Nominated Tyre Manufacturer | Tyre | Compound |
|---|---|---|
| « Tyre Manufacturer's name » | « Tyre name with size » | *« H or S or H & S »* |
| « Tyre Manufacturer's name » | « Tyre name with size » | *« H or S or H & S »* |

| DriverPriority | Total for the entire event | Taken from: Soft / Hard(*) | Extra if shakedown undertaken |
|---|---|---|---|
| P1&P2 | XX | Hard = XX<br>Soft = XX | XX |
| P3 drivers of 4WD cars<br>Non priority drivers of 4WD cars with WRC / S2000-Rallye / R4 | XX | Hard = XX<br>Soft = XX | XX |
| All other 4WD | XX | Free | XX |
| P3 drivers of 2WD cars & Non priority drivers of 2WD cars | XX | Free | XX |

(*) For gravel rallies, only one compound will be available.

Tyre for the WRC Academy (where applicable):

| Tyre Manufacturer | Tyre | Compound | |
|---|---|---|---|
| Pirelli | « Tyre name with size » | *« H or S or H & S »* | |
| | | | |
| **Driver Priority** | **Total for the entire event** | **Taken from: Soft / Hard** | **Extra if shakedown undertaken** |
| WRC Academy | XX | Hard = XX<br>Soft = XX | XX |

7.2 Tyres for use on reconnaissance (if different from Art 25.2)
7.3 National laws or special requirements (if any)

**8. Fuel**
8.1 Ordering procedure
8.2 Closing date for ordering FIA fuel
8.3 Dispensing method for non-priority drivers (tank connections required)

**9. Reconnaissance**
9.1 Procedure for registration
9.2 Specific and/or national restrictions – speed limit on the special stages

**10. Administrative Checks**
10.1 Documents to be presented:
- Entrants license
- Driver and Co-driver competition licenses
- Driver and Co-driver valid driving licence
- Driver and Co-driver passports or identification
- ASN authorisation, for all foreign competitors
- Completion of all details on the entry form
- Car insurance cover certificate
- Car insurance registration papers

10.2 Timetable

**11. Scrutineering, Sealing and Marking**

11.1 Scrutineering venue and timetable
11.2 Mud flaps (Appendix J Article 252.7.7)
11.3 Windows/Nets (Appendix J Article 253.11)
11.4 Driver's safety equipment
11.5 Noise level
11.6 Special national requirements
11.7 Installation of Safety Tracking System

**12. Other procedures**

12.1 Ceremonial start procedure and order
12.2 Finish procedure (if different from WRC Appendix IV) including WRC Academy (where applicable)
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
12.7 Re-start after retirement – Rally 2 (if applicable), including WRC Academy (where applicable)

**13. Identification of Officials**

**14. Prizes**

**15. Final Checks** and Protests

15.1 Final checks – who is required to attend from teams & location
15.2 Protest fees
15.3 Appeal fees

**Appendix 1** Itinerary

**Appendix 2** Reconnaissance schedule

**Appendix 3** Names and photographs of CRO's & their itinerary

**Appendix 4** Decals and positioning of supplementary advertising

**Appendix 5** Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements.

**Appendices 6, 7, etc.**
Items are at the organisers' discretion.


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## 2. BULLETINS

Bulletins are defined in Article 2.1 of these regulations. They may be issued either:

Up to the commencement of scrutineering with the approval of the FIA. Exceptionally, modifications to the rally itinerary or to the reconnaissance programme from that approved at the time of Visa issue may be made by the organiser. Nevertheless, the FIA must be informed.

**Or**

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

Bulletins must be numbered and dated.

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

The entrants (or crew members) must confirm receipt of any Bulletin by signature, unless this is materially impossible during the running of the rally.

It is strongly recommended to electronically notify competitors of publication of any bulletin issued before or during the rally.

## 3. RALLY GUIDES 1 & 2

**Rally Guide 1**

Published on the official website of each rally at least 4 months before the start of the rally. The concept is to provide potential competitors with sufficient information to enter the rally make travel bookings and hotel reservations.

Notification (by e-mail) of the publication of RG1 should be sent to:

- WRC Manufacturers and Manufacturer Teams
- Entrants in previous years (optional)
- FIA
- FIA delegates
- Promoter
- Support series representatives
- Tyre manufacturers
- Fuel supplier
- Others on request

**Rally Guide 2**

The concept is to have all rally paperwork in one electronic or printed document whether for media, officials or competitors. Any new and/or supplementary information from Rally Guide 1 should be clearly identified.

Published as an electronic document and distributed immediately after entries close (4 weeks before the start of the rally) to the list as for RG1 plus:

- All entrants
- All permanent FIA-accredited media

***** Full detail in Appendix II-1

| CONTENT | | RG 1 | SR * | RG 2 |
|---|---|---|---|---|
| **Art.** | **Headings and Subheadings** | (4 months before rally) | (2 months before rally) | (1 month before rally) |
| **1** | **Introduction / welcome** | | | |
| | Introduction from top officials, chairman, etc | X | - | X |
| | "This document has no regulatory power – for information only" | X | - | X |
| **2** | **Contact details** | | | |
| | a) ***Permanent organisation contact details*** | X | X | - |
| | Postal and visitors' addresses, phone and fax | X | X | - |
| | E-mail and internet addresses | X | X | - |
| | Key contacts | X | X | - |
| | b) ***Rally HQ contact details*** | - | X | - |
| | Address, phone and fax | - | X | - |
| | Rally office opening hours | - | X | - |
| | c) ***Media contact details*** | X | - | - |
| **3** | **Programme and critical deadlines** | | | |
| | a) Schedule before the rally week SR & RG2 must quote identical times. | X<br>X | X<br>X | X<br>X |
| | b) Schedule during the rally week SR & RG2 must quote identical times. | | | |
| **4** | **Entry details** | | | |
| | Titles for which the rally counts | X | X | - |
| | List of entry fees | X | X | - |
| | Entry packages for non-FIA registered teams | - | X | X |
| **5** | **Service park(s) and Remote Service Zones if applicable** | | | |
| | Information about the service park(s), etc (only brief, location etc. in RG1) | X | - | X |
| | Facilities at service park | X | - | X |
| | Service park content – see list at the end of this Appendix | | - | X |
| | Environmental Requirements | | | X |
| **6** | **Two-way radio** | | | |
| | Application procedure | X | - | - |
| | Contact details to person / authority in charge | X | - | X |
| **7** | **Fuel / Tyres** | | | |
| | Information on requirements /availability | - | X | - |
| **8** | **Import of vehicles and spare parts** | | | |
| | National laws / customs clearance / agents | X | - | - |

| Art. | Headings and Subheadings | RG 1 | SR * | RG 2 |
|---|---|---|---|---|
| **9** | **Helicopters** | | | |
| | Registration procedure / information on hire companies | X | - | X |
| **10** | **Hospitality arrangements** | | | |
| | Contact details for person / company in charge of hospitality arrangements | X | - | X |
| **11** | **Hotel / accommodation reservation** | | | |
| | List of hotels or reservation services | X | - | X |
| | Contact details for reservations | X | - | X |
| **12** | **Reconnaissance** | | | |
| | GPS tracking collection & return point | - | X | - |
| **13** | **Scrutineering, sealing and marking** | | | |
| | Date, place and time-windows (individual times in bulletin) | - | X | - |
| | Preparations to be made before the car is brought to scrutineering | - | X | - |
| | Collection / return points for FIA safety tracking system | - | X | - |
| | Final scrutineering | - | X | - |
| **14** | **Shakedown** | | | |
| | General info & times (location, stage length, distance to service park, etc. in RG2) | - | X | X |
| | Free Practice / Qualifying (if applicable) | | X | |
| | General info & times (location, stage length, distance to service park, etc.) | | | X |
| **15** | **Start procedure** | | | |
| | Programme and instructions | - | X | - |
| **16** | **Finish Procedure** (incl. WRC Academy where applicable) | | | |
| | Programme and instructions | - | X | - |
| **17** | **PR activities** | | | |
| | Rally shows etc | - | - | X |
| **18** | **Media** | | | |
| | Contact before the event | X | - | X |
| | Accreditation procedure / criteria and deadline | X | - | X |
| | Accreditation desk – location and opening hours | - | X | X |
| | Media room – location and opening hours | - | X | X |
| | FIA Press Conferences – time and location | - | X | X |
| | Teams' media contacts | - | - | X |
| | Expected media coverage (TV & radio, times, channels and frequencies) | - | - | X |
| **19** | **Medical and Safety Service** | | | |
| | Emergency number | - | - | X |
| | Telephone numbers for: | - | - | X |
| | - Hospitals in the area | - | - | X |
| | - Police | - | - | X |
| | - Towing service | - | - | X |
| | - Pharmacies | - | - | X |
| **20** | **List of useful facts and services** | | | |
| | Climate | - | - | X |
| | Time zone | - | - | X |
| | Currency | - | - | X |
| | Hire car companies | X | - | X |
| | Airline companies and airports | X | - | - |
| | Copy service | - | - | X |
| | Mobile phone (Rental and service) | - | - | X |
| | Security companies | - | - | X |
| | Taxis | - | - | X |

| **APPENDICES**<br>Note: Format of Appendices is at the discretion of the organiser.<br>**Headings** | **RG 1** | **SR** | **RG 2** |
|---|---|---|---|
| **Itineraries** | | | |
| All Sections | - | X | X |
| Itinerary compared with previous years | - | - | X |
| Recce schedule | - | X | X |
| **Maps** *(A4 format)* | | | |
| Overview Maps | X | - | X |
| Special stage maps and recce maps | - | - | (optional) |
| Shakedown, Free Practice / Qualifying (if applicable) map | - | - | X |
| Relevant cities / towns (showing HQ, service park, hospitals etc) | - | - | X |
| ***Road books or regional maps, town maps, diagrams to explain how to travel:*** | | | |
| From airport to SP (or road connections) | - | - | X |
| Between HQ and service park | - | - | X |
| From service park to shakedown | - | - | X |
| Between service park and scrutineering | - | - | X |
| Between service park and remote / additional refuel zones (if any) | - | - | X |
| Between service park and remote service zone (if any) | - | - | X |
| Between HQ and media centre (if applicable) | - | - | X |
| ***Drawings and layouts*** | | | |
| Scrutineering & noise check area | - | - | X |
| Remote Service Zone (if applicable) | - | - | X |
| 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
Helicopter registration
Recce registration
Additional material order
Two-way radio form (if applicable)
Customs clearance form (if applicable)

## Check list for Service Park plans:

- Area for WRC Manufacturers and WRC Teams
- Area for other competitors (P2, P3, non-priority)
- Area for tyre manufacturers
- Area for Championship Promoter
- TC in / TC out (with numbers)
- Parc fermé (flexi-service / Rally 2)
- Technical zone
- Tyre marking zone
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out of SP with traffic circulation routes
- Position for emergency service, fire brigade medical centre, etc
- Auxiliary parking areas
- Press and VIP parking areas
- Parking area for officials
- Spectator parking
- Rally office / information centre
- Public toilets
- Water supply
- Rubbish area(s)
- Helicopter pad

## 4. ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY OF WRC RALLY

### 1 – FREE PRACTICE (FP) / QUALIFYING STAGE (QS)

**The schedule for the Free Practice before QS must be incorporated within a 2 hours window as a maximum and must appear in the program of the rally.**

**Qualifying** — **Thursday 28 June 2012**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **TCFP** | **Start of Free Practice** | | | | | ***8:00*** |
| | **FREE PRACTICE CLOSES AT 10:00** | | | | | |
| ***TCQS*** | | | | | | ***10:30*** |
| ***QS*** | ***Qualifying Stage*** | ***3.86*** | **-** | **-** | **-** | ***10:33*** |
| TCPF | Parc fermé **IN** (early check-in permitted) | **-** | 6.50 | 10:36 | 0:18 | ***10:51*** |
| **Start order selection at XXXXXX (give location)** | | | | | | **12:00** |

Qualifying

### 2 - SSS TO START THE RALLY

**Start (Section 1)** — **Thursday 28 June 2012**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **0** | **Start - (Anytown Pavilion)** | | | | | **18:15** |
| **RZ 1** | Refuel - All competitors<br>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** | | | | | | |

Section 1

**Re-Start (Sections 2,3,4……)** — **Friday 29 June 2012**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| 1B | Parc fermé **OUT** - Service **IN** | - | 0.00 | 0.00 | 0:30 | 06:00 |
| | **Service A - Anytown Pavilion** | **(2.06)** | **(24.98)** | **(27.04)** | 0:15 | |
| 1C | Service - **OUT** | **-** | **-** | **-** | - | 06:15 |
| **RZ 2** | Refuel – All competitors<br>Distance to next refuel | (50.68) | (99.16) | (149.84) | | |

Section 2

**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 regroups 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 2.14). 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 26 October 2012**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **0** | **Start - Skrunda** | (0.00) | (0.00) | (0.00) | | **06:00** |
| **RZ 1** | Refuel - City | | | | | |
| | Distance to next refuel | (0.00) | (136.00) | (136.00) | | |
| **RZ 2** | Remote Refuel (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**

- RZ2 identifies the zone as being for FIA fuel users only.
- See Article 59.1.2 about the number of RZ's per day.



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## 5 - TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

Section 5

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

**NOTES**

The Flexi-service facility is used principally by Priority driver teams who have restricted number of mechanics. 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'. Consider the requirement for FIA fuel availability, especially for competitors 're-entering' the rally, and the refuel schedule after the overnight regroup.

## 6 - TYPICAL END OF RALLY

Section 9

| | | | | | | |
|---|---|---|---|---|---|---|
| 17B | Regroup **OUT** | | | | | 11:45 |
| 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 26 October Sections 1, 2 | 136.21 | 292.98 | 429.19 | 31.7% |
| Saturday 27 October Sections 3, 4, 5 | 145.18 | 322.12 | 467.30 | 31.1% |
| Sunday 28 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

### CONTENT & DESIGN

- The Road book must be distributed at least 4 weeks before the start of the rally.

- Headings shall be in English and/or the national language (optional).

- There may be one book for the entire rally or a different book for each appropriate Sections. If different books are used, there should be an easy method of distinction.

- The itinerary for the entire rally must appear in each road book.

- A page of all the symbols used must appear in the front of the road book.

- When a rally route is duplicated (i.e. 2 identical loops) 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. Clear reference must be made to 'return to page X' for the second passage.

- Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location. Each road book should include at least one SP plan.

- Layout plans of Remote Service or Remote Refuel points should be included.

- 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, are recommended.

- Alternative routes may be included as a section at the end of the road book.

- Instructions for trip meter calibration may be included.

- The time allowed for each section should be expressed in hours and minutes.

- Other requirements:
    - Retirement form
    - Enquiry form
    - Accident procedure (see WRC Article 40.2.7).

- The road book shall be A5 size and bound on the left side with metal or other suitably strong binding capable of 360° opening.

- Printing should be double-sided, with a paper of thickness 90 gsm or greater.

- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the "Direction" column (see example). Alternative routes may use a different colour paper.

- Individual stage maps shall include:
    - A scale
    - The direction North
    - Reconnaissance route
    - Alternate route
    - Location of start/finish and all emergency vehicle points.

- 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).

- Where a road section is followed by a special stage, the diagram illustrating the start of the special stage must also be shown at the end of the road section as box 1.

- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed EXCEPT between TC and SS start.

- 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 number of the special stage shall be placed on the side of the page to enable easy location of the stage. When printing is double-sided this number should be the outside edge i.e. opposite the bound edge of the page. The number must appear only on pages relating to the special stage.

- All of the emergency vehicle and ambulance points must be indicated by the appropriate symbols.

- The GPS location of the start and finish of each special stage and of the regroups 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’.

- There shall be no more than 6 instructions per page.

- Photographs or diagrams of control locations may be included.

- Road numbers shall be included where relevant.

- A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.

**OTHER USEFUL INFORMATION**

- A trip meter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified.
- List of hospitals / medical centres
- Telephone numbers for rally HQ and emergency services
- Road book SS box numbers placed on the route
- A competitor’s time record page
- Advice of the partial distance to the next junction at the base of each page (especially when junctions are in rapid succession).

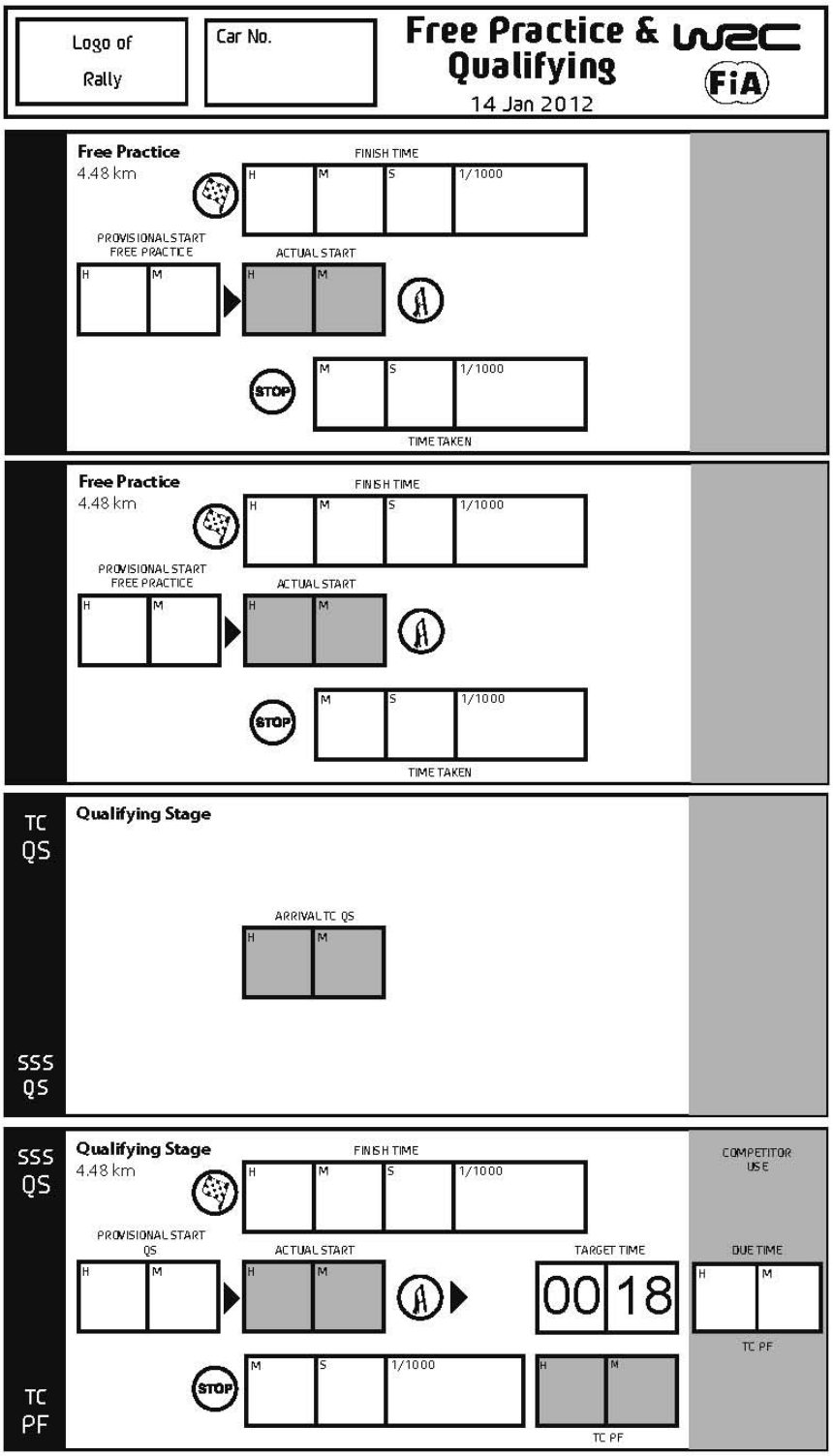
# 6. STANDARD FIA TIME CARDS

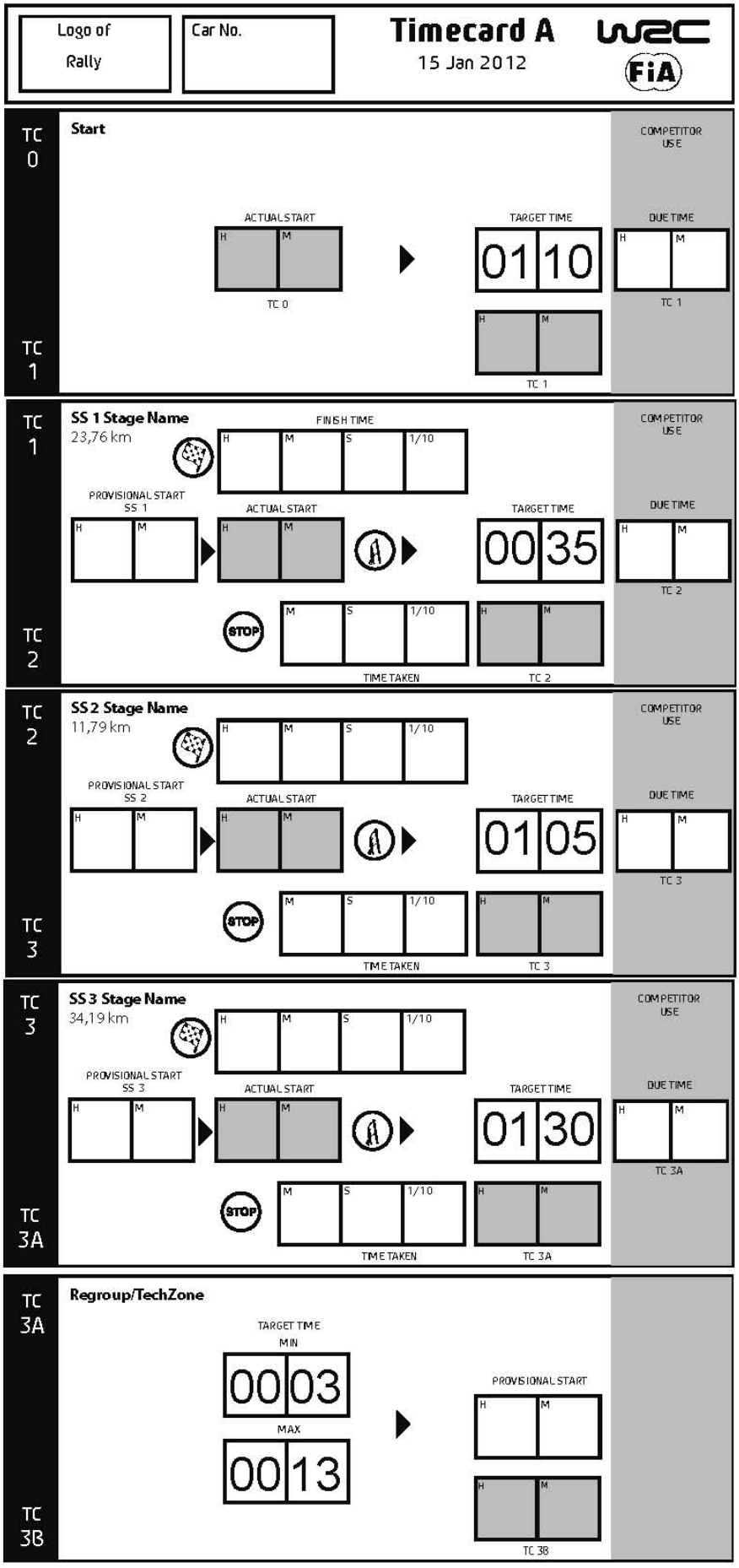
**GENERAL**

- A time card must be issued for the Qualifying stage (if applicable)
- A separate time card must be issued at least for each section of the rally.
- The target time for covering the distance between two consecutive time controls 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 are issued and collected at the end of each section. Used time cards then become available for the results teams to check.
- 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.

**DESIGN**

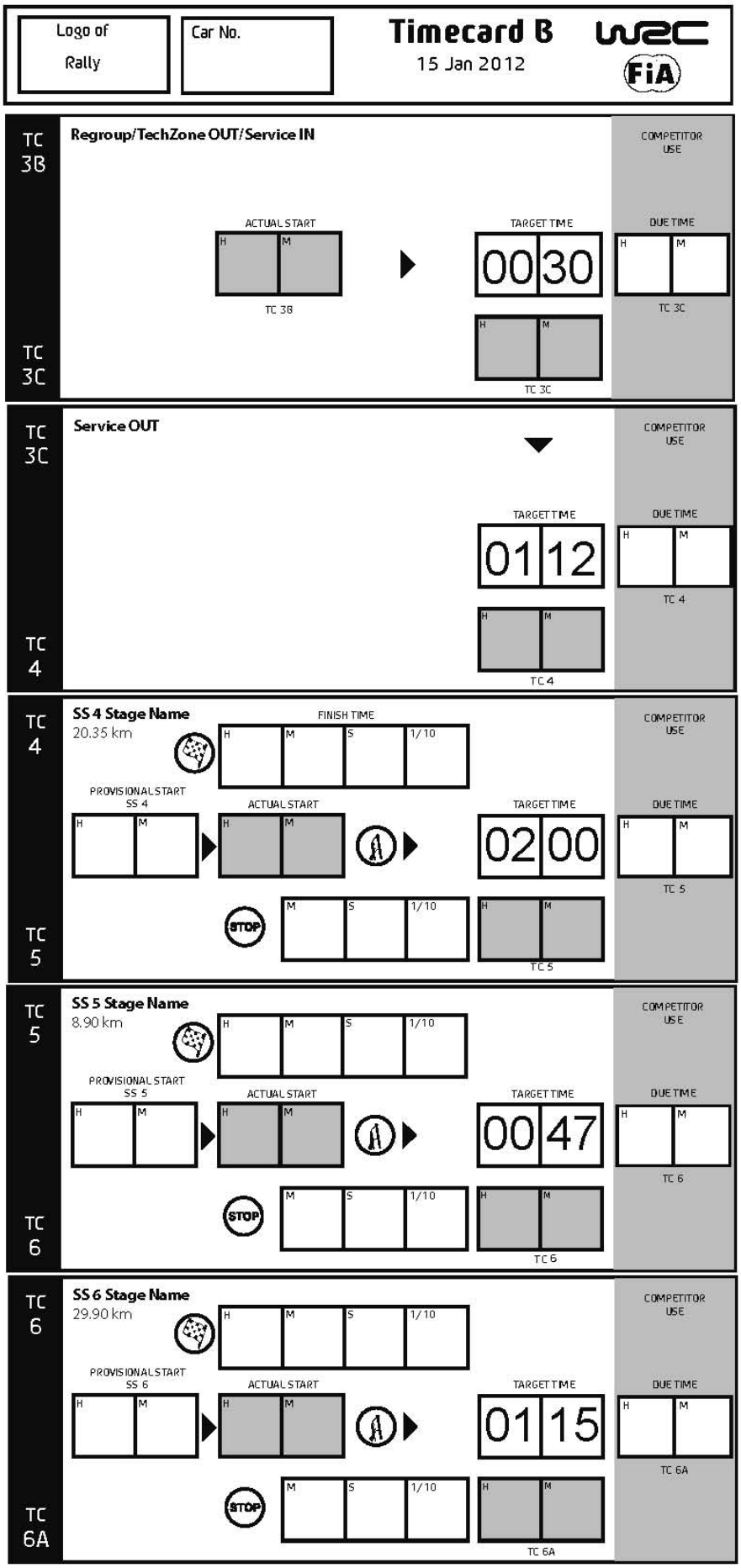
- See the following sample.
- The centre column is for completion by officials and right hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: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

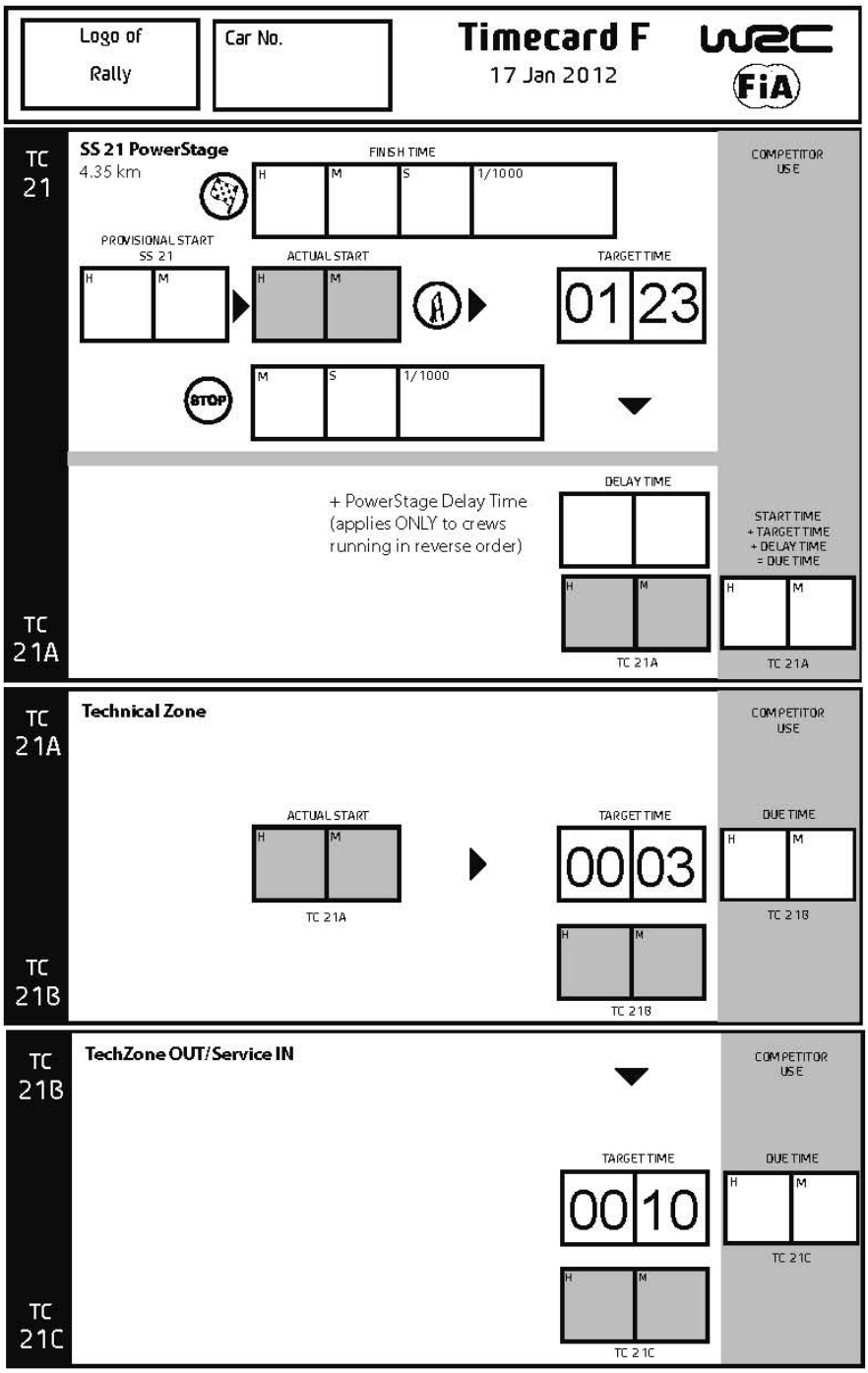

Logo of Rally
Car No.
Free Practice & Qualifying
14 Jan 2012
WRC
FIA
Free Practice
4.48 km
FINISH TIME
H
M
S
1/1000
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
Free Practice
4.48 km
FINISH TIME
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
TC QS
Qualifying Stage
ARRIVAL TC QS
SSS QS
SSS QS
Qualifying Stage
4.48 km
FINISH TIME
PROVISIONAL START QS
ACTUAL START
TARGET TIME
00 18
COMPETITOR USE
DUE TIME
TC PF
STOP
TC PF
TC PF





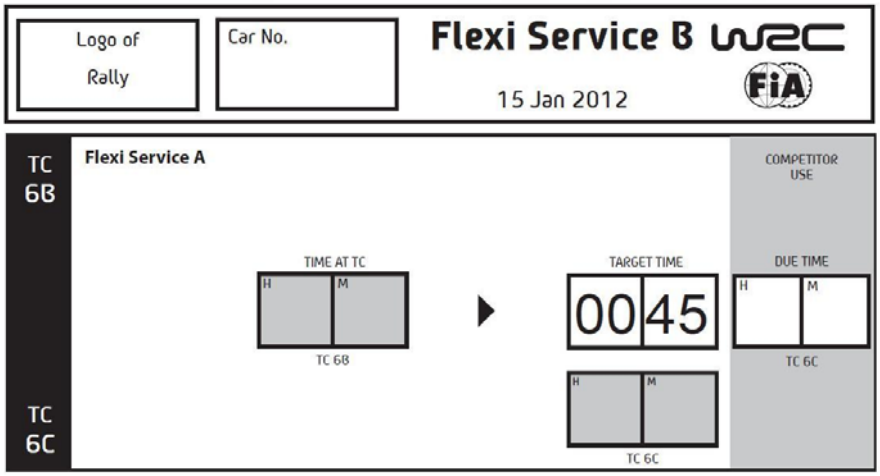

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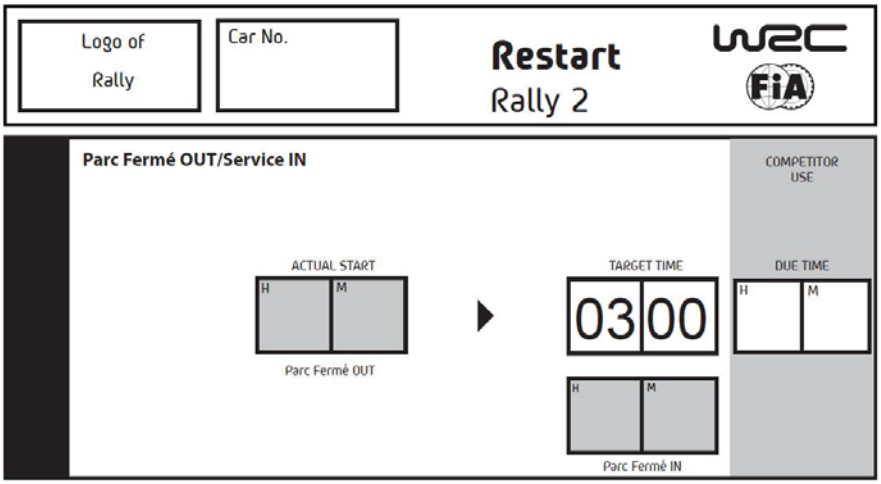

Logo of Rally
Car No.
Timecard B
15 Jan 2012
WRC
FIA
TC 3B
Regroup/TechZone OUT/Service IN
COMPETITOR USE
ACTUAL START
TARGET TIME
DUE TIME
H
M
00 30
TC 3B
TC 3C
TC 3C
Service OUT
TARGET TIME
01 12
TC 4
TC 4
SS 4 Stage Name
20.35 km
FINISH TIME
S
1/10
PROVISIONAL START SS 4
02 00
TC 5
STOP
TC 5
SS 5 Stage Name
8.90 km
PROVISIONAL START SS 5
00 47
TC 6
TC 6
SS 6 Stage Name
29.90 km
PROVISIONAL START SS 6
01 15
TC 6A
TC 6A






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Logo of Rally
Car No.
Flexi Service B
15 Jan 2012
TC 6B
TC 6C
Flexi Service A
COMPETITOR USE
TIME AT TC
H
M
TC 6B
TARGET TIME
00 45
TC 6C
DUE TIME
TC 6C


Logo of Rally
Car No.
Restart
Rally 2
Parc Fermé OUT/Service IN
COMPETITOR USE
ACTUAL START
Parc Fermé OUT
TARGET TIME
03 00
Parc Fermé IN
DUE TIME

## 7. STANDARD ENTRY FORM

| EVENT/ ASN LOGO | Name of the Rally | FIA Championship LOGO |
|---|---|---|

**INDIVIDUAL ENTRY FORM**

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

| DETAILS OF THE CAR | | | |
|---|---|---|---|
| Make | | Registration No. | |
| Model | | Cubic capacity (cc) | |
| Year of manufacture | | Chassis N° | |
| Group / Class | | Engine N° | |
| Homologation N° | | Predominant colour | |
| Country of registration | | Tech. Passport N° | |

| TYPE OF ENTRY | |
|---|---|
| Trade/Legal etc. | |
| Private/Amateur | |
| Organisers' proposed advertising accepted: | Yes / No |

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

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

**SEEDING INFORMATION**
**(to be completed by competitor)**

**Driver's palmares:**

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

**DECLARATION OF INDEMNITY**

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

**ACKNOWLEDGEMENT AND AGREEMENT**

By my signature, I declare that all the information contained on the entry form is correct and that I acknowledge and agree in full to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this event.

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

| ASN Stamp * | Signature of Entrant | Signature of 1st driver | Signature of Co-driver |
|---|---|---|---|
| | | | |

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

Date_____

## 8. ENTRY LISTS

### STEP 1: DRAFT ENTRY LIST

Upon closing of entries as in WRC Art 22.2, the organiser shall send a Draft Entry List in numeric order by Priority group to the FIA for checking, 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.

This Draft Entry List shall include:

- The allocated competition number
- The Entrant's full name (not nationality)
- Driver/Co-driver names and their nationalities
- The make and model of the car entered
- The class of the car entered
- The driver FIA Priority status. The order of non-Priority drivers is left to the organiser.

### STEP 2: START LIST

As described in WRC Art. 45.3 and Appx. VIII for the WRC Academy (if applicable).

## 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 (see also WRC Art. 54.2).

**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 times (or at least intervals between cars) for all eligible competitors
- Footnote denotes 'Subject to rescrutineering' (WRC Art. 47.2.1)

**CEREMONIAL START & SECTION 1**

**Start list for the Ceremonial Start**
- 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 start times (or at least intervals between cars) for all competitors

or

**Start list for Section 1** (SSS)
- Produced after post-qualifying selection of start positions (where applicable) or, for asphalt rallies 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 start times for all competitors – which may be paired times
- Footnote denotes 'Subject to rescrutineering' (WRC Art. 47.2.1)

and/or

**Start list for Section 1** (no SSS) or **Start list for Section 2**
- 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 start times for all competitors
- Footnote denotes 'Subject to rescrutineering' (WRC Art. 47.2.1)

**SECTIONS OF THE RALLY BEFORE AN OVERNIGHT REGROUP**

**Unofficial classification after final SS** (not including SSS)
- Produced for examination by the stewards unsigned.

**Start list for the section after an overnight regroup**
- Proposed by the clerk of the course. Stewards may reposition according to WRC Art. 45.2.
- Signed by the clerk of the course and published at time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally if re-start possibility is permitted by the event Supplementary Regulations (WRC Art. 46.1.1).
- Footnote denotes 'Subject to rescrutineering' for retired cars (WRC Art. 47.2.1), if applicable.

**Partial Unofficial Classification after the section before an overnight regroup**
- Signed by the clerk of the course and issued.
- Produced when all penalties are known.

## FINAL SECTION OF THE RALLY

**Provisional Final Classification**

- Includes all competitors who have completed the sections after the last overnight regroup (WRC Art. 46.1.4)
- Signed by the clerk of the course after approval by the stewards and published at time in supplementary regulations (WRC Art. 28)
- 'Subject to the results of final scrutineering' (for the whole classification)
- 'Subject to the results of routine fuel analysis for the following cars….' (should fuel results not be available at the event)
- 'Subject to stewards' Decision No… For Car No….'
- 'Subject to the results of a complete engine inspection for car No….'
- 'Subject to the results of the anti-doping tests for the following drivers/co-drivers.....'

**Official Final Classification**

- Approved and signed by the stewards, then published after the protest time following publications of the Provisional Final Classification
- 'Subject to the results of routine fuel analysis for the following cars….' (should fuel results not be available at the event)
- 'Subject to further checks to be carried out by the FIA for car No….'
- 'Subject to stewards' decision No… for car No...'
- 'Subject to any potential appeal by the entrant of car No… against the decision pronounced by the stewards'
- 'Subject to the results of a complete engine inspection for car No…'
- 'Subject to the results of the anti-doping tests for the following crews…'

## 10. MEDIA SAFETY BOOK

Rally Guide 2 contains a large media section and replaces the previous 'Media Guide'. There is however 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 FIA Accredited Media 2 weeks before the start of the rally.

In order to best prepare this book, the organiser should:

1) Invite an FIA photographer and / or a cameraman of the Championship Promoter to inspect the special stages together with the National Press Officer and the Safety Officer as soon as the rally route is decided. It is recommended that a local photographer only be used if he / she is an experienced professional or an FIA Credential Holder.

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 FIA Safety Delegate.

5) The approved diagrams will form one section of the Media Safety Book.

6) The book should also include:

   - The written description of where tabard holders may access and what kind of actions he / she may perform. At minimum, this section must be produced in English and the local language.
   - Example
     - They should be allowed to walk 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 only be permitted 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.
   - The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard 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 FIA Media Facilities and Operations Guide.

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 FIA Media Delegate is available to help the organisers in the production of the Media Safety Book, which should then be distributed to all tabard holders and to all stage commanders, safety and security personnel.

# APPENDIX III

## SAFETY

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

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

**CONTENTS**

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

### 5.1 GENERAL

The following recommendations should be respected, but need not be included in the Supplementary Regulations of the rally.
Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews.
The clerk of course shall be ultimately responsible for applying these recommendations.
The presence of FIA Safety and Medical Delegates is obligatory for events counting towards the FIA World Rally Championship.
FIA Safety and/or Medical Delegates may be appointed for any other FIA Championship; in that case, their duties and authority shall be as specified in the FIA World Rally Championship (hereafter "WRC") sporting regulations.

### 5.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

**5.2.1** A safety plan must be drawn up and include:

- The location of the Rally Headquarters (Rally Control);

- The names of the various people in charge:
  Clerk of course,
  Deputy Clerks of course,
  Chief medical officer (FIA approval required for World Championship events in accordance with Supplement 1),
  Chief safety officer,
  Safety officers in each special stage.

- The addresses and telephone numbers of the various safety services:
  Police,
  Hospitals,
  Emergency medical services,
  Fire-fighting services,
  Breakdown services,
  Red Cross (or equivalent).

- The full itinerary with detailed road sections.

- The safety plan for each special stage, which should list all key officials, emergency services for that stage, telephone numbers etc., plus a detailed map of the special stage.

- The organisers and the clerk of the course should make provision for an alternative route for each special stage, to be used in the event of cancellation as above.


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- For WRC events, see also the WRC regulations specifying deadlines for the submission to the FIA of the safety plan and medical questionnaire and arrangements with the designated hospitals.

**5.2.2** The safety plan specifically addresses issues in each of the following areas:
- safety of the public,
- safety of the competing crews,
- safety of the officials of the event.

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

**5.2.3** In all cases, contact should be made with the local authorities or, failing this, with a private organisation, in order to draw up a rescue plan to be implemented in the event of a major incident or incidents which do not fall within the scope of the medical service on site.
The hospitals selected should be contacted in writing, no less than 16 days before the rally, requesting that the emergency services be placed on standby.

### 5.2.4 Chief Safety Officer

A Chief safety officer will be appointed in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.
During the rally he will be in permanent communication with rally control, the chief medical officer and the start of each special stage (by telephone or radio).
He will be responsible for the implementation and enforcement of the safety plan.

### 5.2.5 Special Stage Safety Officer

Each special stage will have a safety officer who will assist the chief safety officer.
The special stage safety officer ensures that the special stage is inspected and certified in conformity with the safety plan prior to the passage of the 0 car.

### 5.2.6 Officials and marshals

Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.
It is the organiser's responsibility to ensure that officials are adequately trained in this regard.
The personnel should wear identifying tabards. The recommended colours are:

| | |
|---|---|
| Safety Marshals: | Orange |
| Safety Officer: | Orange with white stripe and text |
| Post Chief: | Blue with white stripe and text |
| Media: | Green |
| Stage Commander: | Red with text |
| Competitor Relations Officer: | Red jacket or red tabard |
| Medical: | White |
| Radio: | Yellow with blue mark |
| Scrutineer: | Black |

## 5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICE

### 5.3.1 General

The rescue services provided should comply with the prescriptions contained within this chapter. They should also fulfil the legal requirements in force in each country concerned. These prescriptions apply to all international events. They do not apply to private testing.
Technical medical information and essential practical instructions are provided in a recapitulative table at the end of this Appendix.

### 5.3.2 Personnel

**At Rally Control:**

**- A Chief Medical Officer or his assistant:**
Both must be approved by the ASN and be placed under the authority of the clerk of the course. Their names must appear in the supplementary regulations of the event.

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

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

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

**- An assistant chief medical officer:**
He assists the chief medical officer and is delegated for certain missions, or may even replace him.

**For medical intervention vehicles and treatment/resuscitation units:**

**- Doctors,** qualified in resuscitation according to the standards of the country concerned or, where applicable, the reference standards;

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

**- Drivers,** who may be members of these teams;
and, if need be:
**- Rescue** workers and personnel, trained in freeing casualties from crashed vehicles.
**- Extrication teams** (see Supplement 7).

### 5.3.3 Intervention vehicles

Their mission is to bring to the scene of the accident:
- on the one hand, the appropriate medical rescue;
- on the other hand, the necessary technical equipment.

**Two solutions are recommended:**

a) Two separate vehicles, one for the “medical” team, one for the “technical” team.
**The medical intervention vehicle transporting:**
- a medical team in conformity with Article 5.3.2.
- medical equipment in conformity with Supplement 3.
**The technical intervention vehicle transporting:**
- a technical team in conformity with Supplement 7:
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with Rally HQ,
- a warning siren,
- suitable identification.
- a kit of basic rescue equipment determined by the chief medical officer in collaboration with the chief scrutineer, based on Supplements 7 (extrication) and 8 (rescue);

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

**It carries on board:**
- all the equipment foreseen for technical intervention;
- the medical personnel and equipment foreseen for medical intervention.

A stretcher should be carried on board at least one of the vehicles mentioned above.
The vehicles should be suitable for the terrain and capable of moving rapidly in the special stage. The number of vehicles is determined according to the nature, length and difficulty of the special stage concerned.
For the intervention cars, a safety rollbar is recommended, and all the members of the team are also advised to wear a helmet.

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

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

#### 5.3.5 Treatment/Resuscitation unit
A resuscitation unit in the form of a temporary or permanent construction, designed for use in the service park and equipped in accordance with Supplement 4; two beds are necessary and sufficient. It should be suitable for treating both patients with minor injuries and patients requiring intensive care.
A doctor qualified in resuscitation is assigned to each unit.

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

#### 5.3.7 Medically equipped helicopter
When provided for, it should meet the requirements specified by the aviation authorities of the country concerned. Where applicable, it must be equipped for missions in hilly terrain, and in any case must carry on board a doctor qualified in resuscitation.
It should be reserved exclusively for accident intervention during special stages or road sections.
Organizers' attention is drawn to the FIA guidelines: "The organisation of helicopters for flight safety" and Article 5.5.3 d) below.

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

### 5.4 SAFETY OF THE PUBLIC
A major priority of the safety plan is to ensure the safety of the general public including spectators.
With the possible exception of 5.4.1, the following non-exhaustive measures should be applied for all international rallies of the 1st category.

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

#### 5.4.2 Control of Spectators
a) Measures should be taken as described in Article 5.4.5 to warn spectators and, where necessary, ensure that any who are in dangerous places are removed from those areas.

b) Any dangerous areas should be identified in the safety plan. The organisers, with the assistance of the public order authorities where necessary, should identify and delimit danger zones in conformity with the safety plan, well before the arrival of the public.

c) The clerk of the course should take into consideration the recommendations of the chief safety officer, as well as the crews of the zero cars (and of the FIA Safety and Medical Delegates if present) in order to ensure that a special stage is cancelled if dangerous conditions exist.

d) When large numbers of spectators are expected for a special stage or a super special stage, they should be protected by special safety equipment such as tyre walls, straw-bale walls, etc.

e) The public should be prevented from moving along the road of the special stage whilst the stage is open for competition (after the 0 car and before the sweeper car).

f) Safety instructions should be distributed to the public along the special stage and also at all access points.

g) Adequate numbers of marshals or public order authorities (police, military etc.) should be present to ensure public safety during the special stage.

h) Marshals should wear a clearly identifiable jacket bearing the word "SAFETY" and conforming to the regulations.

i) Special stages should be situated and scheduled to allow the safe movement of spectators between them.

#### 5.4.3 Refuelling and Servicing

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

#### 5.4.4 Zero Cars and Sweeper Cars

a) The three zero cars should have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word SAFETY (or SECURITE) with a number 000, 00 or 0.

b) Each zero car should be equipped with warning roof lights and a siren.

c) Zero cars should not be driven by any FIA priority driver ($1^{st}$ /$2^{nd}$ or A/B), or by a driver who has retired from the rally.

d) The drivers and co-drivers of the zero cars must have considerable rally experience enabling them to drive in complete safety at moderate speeds and should be able to give the clerk of course full information and comment concerning the conditions along the route. Zero cars should also check time clocks and the marshals' familiarity with time cards procedures.

e) A course car ("Sweeper Car") should pass through each special stage after the last competitor. These cars should carry a panel a panel 36 cm x 50 cm on the bonnet and the two front doors showing a chequered flag.

#### 5.4.5 Information

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

#### 5.4.6 Medical services

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

### 5.5 SAFETY OF THE COMPETING CREWS

#### 5.5.1 Deployment of the safety services

a) At the start of each special stage (including shakedowns where applicable):
- one or more medical intervention vehicle(s) should, at each post, be stationed close to the technical intervention (disincarceration, fire-fighting, etc.) vehicles;
- one ambulance equipped for resuscitation,

- possibly an evacuation ambulance,
- one doctor qualified in resuscitation,
- one paramedic,
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with HQ.

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

b) At the intermediate points on the route (see below):
- one or more medical intervention vehicles,
- one evacuation ambulance,
- one doctor qualified in resuscitation, or possibly one paramedic specialised in resuscitation,
- suitable communications equipment to maintain contact with HQ.

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

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

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

d) In the service park or a central location less than 15 km by road from the special stages concerned:
- one breakdown vehicle;
- suitable communications equipment to maintain contact with HQ;
- a treatment/resuscitation unit in conformity with Article 5.3.5;
- an evacuation ambulance

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

### 5.5.2 Dispatching of the rescue service:

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

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

### 5.5.3 Evacuation

a) An evacuation route must be planned for each special stage and clearly shown in the safety plan (by map or diagram).

b) The emergency services of all hospitals near the route should be on standby (see 5.2 above).

c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor qualified in resuscitation.

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

### 5.5.4 Supervision of the road and signalling

**5.5.4.1** Marking of Special Stages
Roads and access roads leading to stages must be closed to traffic. This should be done in the following manner:

a) Major or through roads, or any road along which traffic may be expected, to be blocked and manned by a marshal, police or other authority.

b) Short no-through roads (e.g. to farms, etc.) to be blocked or taped off, with a notice affixed to the barrier or tape advising of the conduct of the event and the danger of entry.
It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, for rectification prior to the commencement of the special stage.

**5.5.4.2** Marshals' posts will be positioned along the course so as to:
- keep the spectators out of prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers;
- as far as possible, warn crews of any obstructions on the route of the special stage.

**5.5.4.3** Should the use of yellow flags be required, the following procedure is to be adopted:
a) A yellow flag must be available at each stage radio point (situated at intervals of approximately 5 km).

b) The yellow flag will be displayed to crews only on the instruction of the clerk of the course and only at the radio points.
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in 5.2.6 above, and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.

c) During reconnaissance, a sign bearing the symbol specified in 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.

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

e) No flag other than the yellow flag may be deployed in a special stage.
f) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

**5.5.4.4** A radio network (set up approximately every 5 km), unique to each special stage, should be established to allow the vehicles to be tracked and the running of the rally to be supervised.
Each radio point shall be identified in the road book and by a sign at least 70 cm in diameter, bearing the radio point symbol, a black spark on a blue background.
Any ambulance within a stage shall be located at a radio point. An additional sign (red or green cross on a blue background) should be located beneath the radio point sign at this point.

In addition there should be warning signs 100 m to 200 m prior to the SOS radio and medical points, with the same designs as above but on a yellow background.

**5.5.4.5** The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart should be used, either on the special stage by the special stage safety officer or at rally headquarters. Each organiser must design, and show in the safety plan, this procedure for tracking vehicles and must also list the procedures to be followed in the event of a missing competitor.

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

### 5.5.5 SOS/OK Signs - Competitor safety

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

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

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

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

## 5.6 ACCIDENT REPORTING

### 5.6.1 Accident involving a member of the public

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this as specified in the road book.
The laws of the country in which the event is conducted must also be complied with in relation to procedures at accidents.

### 5.6.2 Accident investigations

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

# APPENDIX IV

## PODIUM CEREMONY

### 1. REQUIREMENTS

1.1 The finish ramp and podium ceremony shall take place within 1 hour of the arrival of the first car in to final service. The timetable of the first car arriving in to final service shall be subject to agreement between the FIA, Organiser and Championship Promoter

1.2 The organiser shall establish a finish holding area to ensure the crews transit the ramp in the correct order. Media and personnel holding the appropriate pass must be permitted access to this area.

1.3 The organiser must appoint an official (Master of Ceremonies) responsible for the procedure, which must be rehearsed beforehand. The name of the official responsible, and the scheduled rehearsal time must be notified to the FIA Media Delegate and the Championship Promoter prior to the event.

1.4 The finish ramp must incorporate an arch, clearly displaying the name and logo of the event and branding in accordance with the Brand Book available from the Championship Promoter. A photographers' tower must be placed in front of the ramp, located and set up as per the FIA Media Facilities and Operations Guide. The route leading to and departing from the ramp must be barriered with metal fencing to prevent public access.

1.5 The ramp arch should not obstruct the opening of car doors or the crews' exit from the vehicle when it is correctly positioned with the car nose dropped onto the ramp exit.

1.6 Behind or at the side of the podium shall be placed flag poles from which shall fly, from left to right when viewed from the photographers' tower, the ASN flag (optional), the national flag of the host country, the FIA flag (all flying continuously), and the national flags of the Priority 3 winner/s, the winning manufacturer, and the first three drivers' national flags from the overall classification. Additional national flags of other competitors may be displayed at the organiser's discretion (flying continuously).

1.7 The organiser must provide an 'Olympic-style' box podium for use by the third, second and winning crews in the overall classification only, positioned so as to allow photographers/TV crews to take pictures from the photographers' tower (as per the FIA Media Facilities and Operations Guide). If the podium has to be moved into position during the ceremony, location points should be marked on the ground beforehand.

1.8 Only one prize (cup or trophy) per person may be awarded, one to each crew member and one to the representative of the winning manufacturer. Before purchase of cups and trophies the design must be approved by the FIA Media Delegate and the Championship Promoter. The organiser is responsible for ensuring that those presenting the awards approach from the side of the podium and move away promptly.

1.9 A maximum of six persons may present the prizes. Other than these persons, only the official in charge of procedures will be allowed in the area of the ramp and podium. Clear written instructions, including guidelines for dress code, must be issued to each person presenting an award.

1.10 There should be an adjacent parking area (or the final Parc Fermé) for the three winning cars in the overall classification and the winning Priority 3 crew/s, and an undercover waiting area for the crews, in case of poor weather.

1.11 The organiser must provide transportation for a minimum of 12 drivers/co-drivers (WRC and Priority 3/s), one entrant's representative and the FIA Media Delegate, from the finish area to the press room for the final FIA Press Conference.

1.12 Teams involved in the podium ceremony and those required to present their cars at final scrutineering must have a representative available to take their car to parc fermé or final scrutineering.

1.13 It is the responsibility of the organiser to inform competitors of the finish procedure.

1.14 There must be a reserved area on one side of the ramp, outside the confines of the ramp and podium area, for the winning team/s to be able to attend the finish.

### 2. PROCEDURE (to be controlled by the official responsible for the ceremony)

#### Summary – Procedure

The ideal running order is as follows, but amendments can be made to this procedure in order to ensure the podium ceremony is executed as quickly as possible after the Power Stage and final service. Amendments should be discussed with the FIA Media Delegate and Promoter.

Highest national crew → P3 winner/s → Team to join winning crew, if requested and approved → Finishers 10th to 4th → 3rd → 2nd → 1st → Champagne spray (if not F1 style podium) → Team to join winning crew, if requested

Overall top three crews called → Presentations → Presentation to the Entrant → Anthems & flags → Champagne spray → Transport to FIA Press Conference (top 3, Manufacturer, P3 winner/s)



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2.1 An organiser is encouraged to arrange pre-finish ceremony entertainment and to have a public address system and mega TV screens showing images from the event (available free of charge from the Championship Promoter).

2.2 There must be no more than two VIPs on the ramp at any one time.

2.3 From the finish holding area (fenced and controlled with access permitted only to media and personnel holding the appropriate pass) the schedule shall be as follows:

2.4 Provided the timetable allows, the highest-placed national crew drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out and the driver is interviewed. The crew receives any award, departs and drives the car to Parc Fermé or final scrutineering.

2.5 The Priority 3 winner drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out, the driver is interviewed and receives any award. The crew then gets on to the bonnet where they receive two pre-opened bottles of champagne (if not F1 style podium where champagne is sprayed on a different podium), which are sprayed for the benefit of photographers and TV crews (no less than 20"). The crew may be joined by team personnel (maximum 30"), if agreed by the FIA Media Delegate in advance. The crew returns to the car and drives directly to the parking area or parc fermé (if adjacent). The winning Priority 3 crew then returns to the finish area on foot and awaits transportation to the press room for the final FIA Press Conference (same procedure for two P3 winners)

2.6 Crews positioned in the order 10$^{th}$ through to 4th in the overall classification drive to the top of the ramp, open doors, climb out, receive any award and then drive directly to parc fermé or final scrutineering.

2.7 Third in the overall classification drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. The crew gets out and stands either side of the car with the doors open and the driver is interviewed. The crew then drive off the ramp to the parking area or parc fermé (if adjacent), where the team representative takes care of the car. Crew returns to the waiting area on foot.

2.8 Second in the overall classification – same procedure as third overall.

2.9 The winning crew drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. Crew gets out, close doors and are interviewed by the official. The crew then climbs onto the bonnet and receives two pre-opened bottles of champagne which are sprayed (if not F1 style podium where champagne is sprayed on a different podium) for the benefit of photographers and TV crews (no less than 20"). The crew may be joined by team personnel (maximum 30"), if agreed with the FIA Media Delegate in advance. Team personnel leave and the car remains on the ramp until the closure of the podium ceremony.

2.10 If not already positioned, the podium is moved into position at ground level, in front of the ramp and winning car.

2.11 The winning crews are then called from the waiting area to stand behind the appropriate level of the podium.

2.12 Political dignitaries and/or sponsors (maximum of six) are invited to present the awards.

2.13 Crews invited to ascend to their places in order of third, second and winner. Starting with the third placed crew, the presenters make the award presentations individually crew by crew, finishing with the winners. Presenters immediately move back out of the view of photographers and TV crews.

2.14 After each crew has received their awards, a representative of the winning Entrant is invited to join the ceremony. The trophy is presented while standing in front of the winning crew, then the representative moves to one side.

2.15 Anthems of the winning driver (according to passport) and manufacturer (according to country of car homologation) are played. As the winning driver's anthem is played, the flags of the nations of the three first drivers are hoisted as per standard Olympic protocol.

Crews are not permitted to wear hats during the anthems. Sunglasses must not be worn. Immediately after, when the nationality of the winning manufacturer is different from that of the driver, the national anthem of the manufacturer is played while its flag is raised. Where the driver and manufacturer are the same nationality, the anthem need only be played once and all flags are raised simultaneously. The raising of the flags should take exactly the time as the playing of the anthem. After the anthems, there should be an additional spray with six bottles of pre-opened champagne.

2.16 Crews depart for transportation to the press room for the final FIA Press Conference.

2.17 The winning car is driven to parc fermé by a team representative.

2.18 The winning Priority 3 crew/s, the top three crews in the overall classification, the representative from the winning manufacturer and the FIA Media Delegate are taken to the press room for the final FIA Press Conference. Access to this transport should be free from spectators.

2.19 Other winning cars are then taken by technicians to parc fermé or final scrutineering under escort of the organiser.

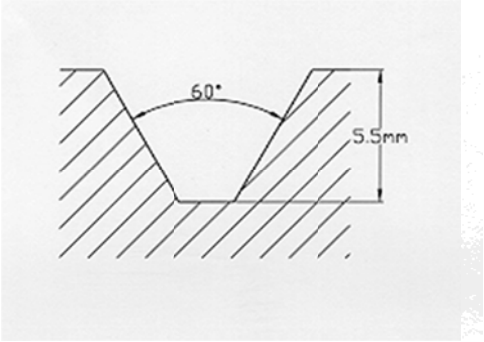
2.20 All other crews cross the ramp in due time / order, with emphasis given to crews at the organiser's discretion.

# APPENDIX V

## TYRE REGULATIONS

### 1. Definition of moulded tyres

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




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

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

### 2. Tyre homologation

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

**2.4** This article concerns only those tyres with a grooving rate of less than 25 %.

### 3. During the event

**3.1** At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.
**3.2** The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.
**3.3** Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.


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# APPENDIX VI

## STANDARD ENTRY FEES, PACKAGE AND PERMANENT FIA PASSES

| Fees for: | Manufacturer for scoring points | WRC Team for scoring points | | Manufacturer or WRC Team (Not for scoring points) | Support Championships (SWRC & PWRC) |
|---|---|---|---|---|---|
| Number of cars | 2 | 2 cars | 1 car | unlimited | - |
| Status | P1 | P1 | P1 | P1 | P3 |
| Registration fee | €300,000 | €42,000 | €21,000 | - | €1,470 |
| Event Entry fee | €35,000 | €12,750 | €6,375 | €3,750 | €3,750 (recommended) |
| Required to carry Optional advertising | No | No | No | No | Yes, unless additional fee is paid |
| **Vehicle Plates:** | | | | | |
| • VIP (or guest) plates | 10 | 8 | 4 | | 1 |
| • Service plates | 6 | 4 | 2 | | 1 |
| • Auxiliary plates | 12 | 8 | 4 | | 2 |
| • Route Note car plates (WRC Art.11.4.1) | 2 | 2 | 1 | | - |
| **Services:** | | | | | |
| • Area in Service Park | In agreement with Championship Promoter | | | | |
| • Toilets at team area | 2 | 1 | 1 | | - |
| • WLAN or similar network | 1 | 1 | 1 | | |
| • Water connection & waste removal | To be centrally managed by organiser within SP | | | | - |
| • Helicopter plate f.o.c | 1 | - | - | | - |
| **Printed material and Passes :** | | | | | |
| • Regulations | 10 (10) | 6 (6) | 3 (3) | | 2 (2) |
| • Road book sets | 12 (8) | 6 (4) | 3 (2) | | 3 (2) |
| • Route maps | 12 (10) | 8 (6) | 5 (3) | | 5 (2) |
| • Programmes | 12 (-) | 8 (-) | 4 (-) | | 5 (-) |
| • Results (Book / CD) | 1 (1) | 1 (1) | - | | 1 (1) |
| • Safety Plan (CD) | 1 (1) | - | - | | - |
| • Team Passes | 30 | 15 | 5 | | - |
| **Permanent FIA Passes*:** | | | | | |
| • Priority | 3 | 2 | 1 | | - |
| • Media/PR | 3 | 2 | 1 | | - |
| • Team | 30 | 20 | 10 | | - |

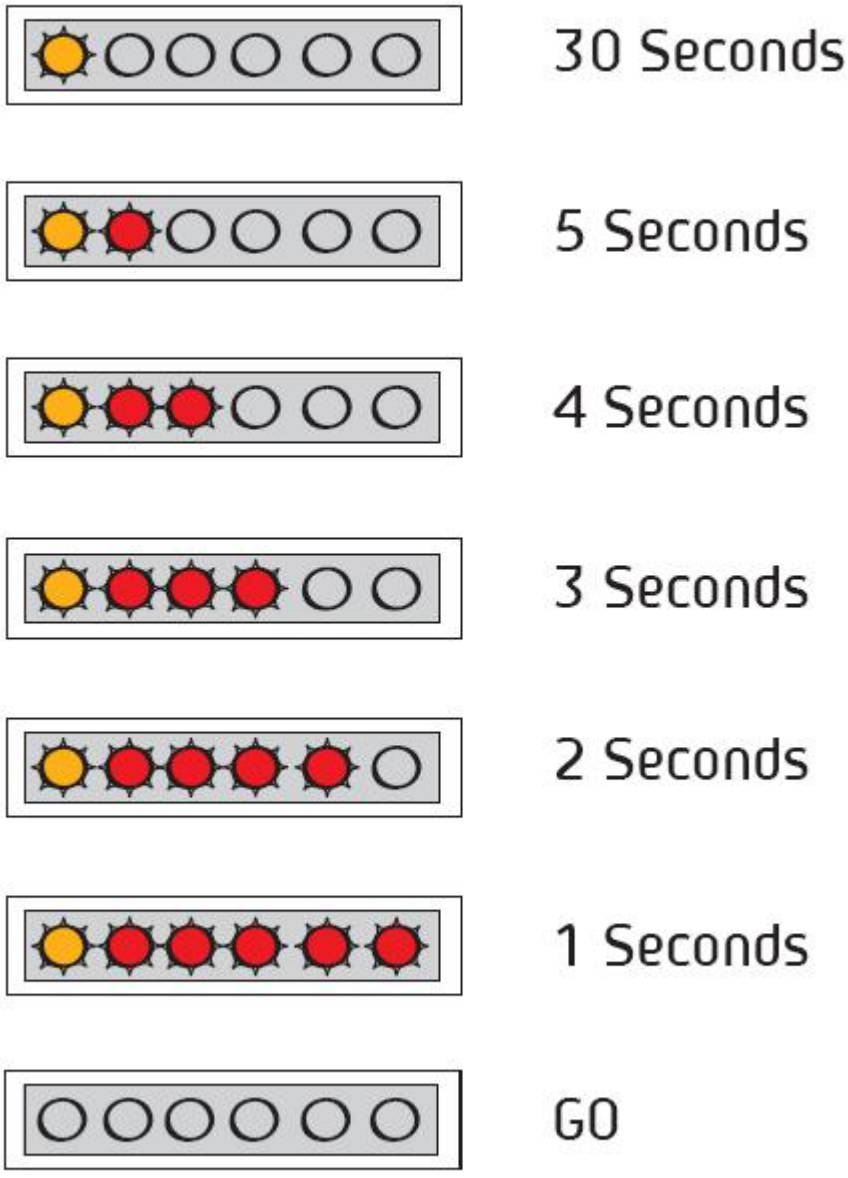
( ) = the number of copies to be mailed/couriered to Team Manager from the total figure.

Guest passes are subject to agreement between the entrant and the Championship Promoter.

# APPENDIX VII

## START LIGHT SEQUENCE

### Start Light Sequence:




Left hand light = orange
All other lights = red



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# APPENDIX VIII

## FIA WRC ACADEMY CUP

## 1. ANNOUNCEMENT

The FIA WRC Academy ("WRC Academy") is an FIA Cup as described in Art. 1 of the 2012 WRC Sporting Regulations, for drivers and co-drivers taking part in the qualifying rallies as in Article 6 of this Appendix using eligible cars as in Article 7.

## 2. PARTICIPATION

### 2.1 GENERAL

**2.1.1** In order to score points in the WRC Academy, drivers must register for the WRC Academy before the closing date for entries to the first event using the Application Form which can be found on the WRC Academy website: www.wrc.com/wrcacademy.
Later applications may be accepted subject to the agreement of the FIA.

The entry is always subject to approval by the FIA and to the driver signing and complying with the driver agreement with the WRC Academy promoter.

Registration for the WRC Academy Cup may only be made in the name of a driver.

Entry into individual events may be made:
- In the name of a driver or
- In the name of a team or sponsor or
- In the name of an ASN designated team.

**2.1.2** The number of qualifying rallies in the WRC Academy Cup is 6.
**2.1.3** Registration in the 2012 WRC Academy shall be considered as an entry in all qualifying rallies of the WRC Academy Cup. Failure to do so will result in penalties being applied as in Art 4.1.
**2.1.4** The maximum number of entries accepted in the WRC Academy Cup will be 24.

### 2.2 DRIVERS

**2.2.1** To be eligible to participate and score points in the WRC Academy, drivers must:
a) have been born on or after 14 November 1986;
b) not have competed as a priority driver in more than seven rallies of the FIA World Rally Championship before 1 January 2012;
c) not be a previous winner of the WRC Academy Cup.

**2.2.2** Only the driver registered to participate in the WRC Academy Cup may drive on the rally special stages.
**2.2.3** The winning driver shall become the 2012 WRC Academy Cup Winner. The WRC Academy Cup Winner shall receive a Scholarship worth €500,000 for the continuation of his/her rally career within events of the 2013 FIA World Rally Championship. This scholarship is subject to terms & conditions defined in the driver agreement.
**2.2.4** Substitute drivers may replace competitors who have withdrawn or been excluded or suspended from the WRC Academy. These substitute drivers may not score WRC Academy Cup points. However, the event finishing position of these drivers will be reflected in the overall WRC Academy classification for Drivers and the points normally allocated to their finishing position will not be reallocated.
**2.2.5.** As in Art.2.2.4, if a substitute driver wins a stage, stage points will not be reallocated.

### 2.3 CO-DRIVERS

**2.3.1** To be eligible to participate and score points in the WRC Academy, co-drivers must register for the WRC Academy before the closing date for entries to the first event in the 2012 WRC Academy Cup.
**2.3.2** The winning co-driver will be awarded the 2012 WRC Academy Cup for Co-drivers.
**2.3.3** A driver may change the co-driver during the season - subject to compliance with the WRC Sporting Regulations. Any points that have been scored by a co-driver remain with the co-driver.
**2.3.4** A co-driver may partner more than one driver during the course of the WRC Academy season.
**2.3.5** Co-drivers who register after the closing date for entries to the first WRC Academy Cup event are not eligible for WRC Academy points. However, the finishing position of these co-drivers will be reflected in the

overall WRC Academy classification for Co-Drivers and the number of points allocated to their finishing position will not be reallocated. If a non-registered co-driver wins a stage, stage points will likewise not be reallocated.

## 3. POINTS

### 3.1 GENERAL

**3.1.1** The WRC Academy Cup Winner titles will be awarded to the Driver and Co-driver who have scored the highest total number of points.

**3.1.2** Points will be awarded according to a separate classification of WRC Academy registered drivers and co-drivers which will be drawn from the general classification of each WRC Academy event. Points scored in the WRC Academy Cup shall be in the name of the driver and co-driver respectively.

**3.1.3** The 5 best results of each registered Driver or Co-driver will count towards the WRC Academy Cup final classification. Stage points and 'Power Stage' points, where applicable, may nevertheless be scored on all 6 events.

**3.1.4** The points of a driver or co-driver who has withdrawn or has been excluded or suspended from the WRC Academy will remain in the WRC Academy classifications.

### 3.2 RALLY POINTS

**3.2.1** Points for each round will be awarded to WRC Academy Drivers and Co-Drivers based on the WRC Academy Overall Classification as follows:

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

**3.2.2** A WRC Academy Classification will be drawn from the overall classification of a rally at the end of the last time control of the WRC Academy Itinerary. Results will be published in line with Article 54 of the FIA WRC Sporting Regulations.

### 3.3 STAGE POINTS

**3.3.1** For each stage of a WRC Academy Itinerary, one Stage Point will be awarded each to the WRC Academy Driver and Co-Driver who set the fastest stage time. Where two (or more) crews have set an equal fastest time, all crews who set this equal fastest time will receive one Stage Point.

**3.3.2** Stage Points will not be awarded to a WRC Academy crew who have been allocated a notional time. Stage Points will not be awarded in the event of a tie between two (or more) crews when one (or more) of the crews concerned have been allocated a notional time.

**3.3.3** Stage Points will not be awarded when more than 50% of WRC Academy crews have been allocated a notional time on a particular stage.

**3.3.4** Any crew which has retired from the final day of the WRC Academy Itinerary will not be classified, but may retain any Stage Points hitherto accrued.

### 3.4 'POWER STAGE' POINTS

When a 'Power Stage' is included in a WRC Academy Itinerary, 'Power Stage' points will be awarded to WRC Academy Drivers and Co-drivers based on the 'Power Stage' Classification as follows:

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

Drivers who have retired during the final day of the WRC Academy Itinerary will not be permitted to restart to compete in the 'Power Stage'.

### 3.5 RESOLVING TIES

Any tie in the WRC Academy Cup Classification shall first be resolved by considering the highest number of Stage Points, including 'Power Stage' points, where applicable. Further ties shall be resolved in accordance with the 2012 FIA WRC Sporting Regulations Article 10.

## 4. NON-PARTICIPATION

**4.1** Except in cases of force majeure or Article 4.4, a registered Driver who does not start on one of the WRC Academy qualifying rounds, will be excluded from the WRC Academy Cup classification and will be reported to the FIA.

**4.2** In order to be considered as force majeure, the Driver must notify the WRC Academy who will inform the event organiser in writing stating the reason for non-participation. As evidence, all necessary documentation must be submitted to the organisers before the start of the rally for consideration by the stewards. Absence of such written statement shall be deemed as a statement that no Force Majeure is claimed.

**4.3** If the competitor claims force majeure on medical grounds, the following documents must be sent to the event organiser as soon as possible:
- Medical certificate(s) giving a precise diagnosis and description of injuries, prepared by relevant specialist(s) (orthopedist, neurosurgeon, sports doctor, etc.).
- Relevant para-clinical documents (X-rays, scans, etc.) to support the diagnosis.
- A signed statement from the driver authorising an FIA Medical Delegate to discuss the case with the relevant specialist(s) who prepared the medical certificate(s).

All documents must be in English (or accompanied by a certified translation), typed and legible. The authenticity of any document, translation, and/or copies must be certified. The FIA may request that the driver be examined by an FIA Medical delegate.

**4.4** A driver may be excused if participating in the qualifying rally as a Priority driver.

## 5. ITINERARY

For each rally, a specific itinerary and sections that count for the WRC Academy event's classification will be published and specified as the 'WRC Academy Itinerary'. Only the results from stages which are part of the WRC Academy Itinerary will be taken into account for the WRC Academy Classification.

*Note: The total length of stages contested by the WRC Academy competitors shall be approximately 260km of competitive stages and run over a maximum of two and a half days.*

## 6. CALENDAR

Qualifying WRC Academy rallies for 2012 will be:

| Date | Rally | Rally Organiser Website |
|---|---|---|
| 29 March - 1 April 2012 | **Rally de Portugal** | www.rallydeportugal.pt |
| 25 - 27 May 2012 | **Acropolis Rally** | www.acropolisrally.gr |
| 2 - 5 August 2012 | **Rally Finland** | www.nesteoilrallyfinland.fi |
| 24 - 26 August 2012 | **Rallye Deutschland** | www.adac-rallye-deutschland.de |
| 4 - 7 October 2012 | **Rallye de France** | www.rallyedefrance.com |
| 8 - 11 November 2012 | **Rally de España** | www.rallyracc.com |

In the event of a WRC Academy Rally being cancelled, a replacement event may be nominated.

## 7. ELIGIBLE CARS

**7.1** The sole eligible car is the Ford Fiesta R2 ('the Car') as prepared and provided by the WRC Academy car supplier M-Sport Ltd, and complying with all provisions of these regulations.

**7.2** The Car must be at any time in conformity with the Specification Sheet which will be produced by M-Sport Ltd for each qualifying rally.

**7.3** Any changes to the car, removal or addition of parts, amendments, or modifications to the car supplied (unless they are expressly authorised) are strictly forbidden.

## 8. ELIGIBLE TYRES

**8.1** The eligible tyres are Pirelli tyres.

**8.2** The type(s) and maximum number of tyres will be published in the Supplementary Regulations of each event.

**8.3** Each WRC Academy car is obliged to carry 2 spare wheels fitted with tyres when leaving a Service Area before any section which includes a Special Stage.

**8.4** Any cutting and/or other modifications to the tyres supplied is forbidden.

## 9. RECONNAISSANCE

### 9.1 RECONNAISSANCE CARS

Only 'Standard cars' which conform exclusively to Art. 25.1.1 of the WRC Sporting Regulations may be used.
Competitors may not use a 'production car' as defined in Art. 25.1.2 of the WRC Sporting Regulations.

## 10. START ORDER AND INTERVALS

### 10.1 START ORDER OF THE RALLY

**10.1.1** Unless an alternative seeding is specified for a Super Special Stage, WRC Academy crews shall start the first section of the rally after the four wheel drive cars in the order of the provisional classification of the WRC Academy Cup. If a Remote Service Zone occurs on the first section of an event, then Article 10.2 (below) may apply.
**10.1.2** For the first round of the Cup, the WRC Academy Principal and the FIA will advise the organiser of the WRC Academy start order.

### 10.2 START ORDER FOR THE SECOND DAY

**10.2.1** The start order for the second, and where applicable subsequent, day shall be based on the WRC Academy classification at the finish of the final special stage of the previous day always subject to Article 45.4.
**10.2.2** WRC Academy crews may be divided into two groups (group A / group B) and be placed in the starting list of the second day according to the classification of the previous day. The start position of these two groups will be defined by the clerk of the course in consultation with the WRC Academy Principal.

## 11. FUEL

Except in cases expressly authorised, WRC Academy drivers must use only commercially available pump fuel, dispensed from pumps at filling stations as designated or which are marked in the Road-book.

## 12. MARKING AND SEALING OF MECHANICAL COMPONENTS

For each car of the WRC Academy 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 event.

## 13. SCRUTINEERING

The WRC Academy Scrutineer has the power to carry out detailed inspection of the vehicle before, during and after a Rally. Tampering with, or removal of seals fitted to the car or individual components, is forbidden.

## 14. TESTING

Before each event, a test location and timetable for its use by WRC Academy crews may be published by the organiser in the event Supplementary Regulations or in a Bulletin.

## 15. SEASONALLY ALLOCATED NUMBERS

The FIA will allocate permanent numbers between [100] and [130] to each driver registered in the WRC Academy.