

# 2010 FIA World Rally Championship Sporting Regulations

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## 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 WRC Cup for Teams
- \* FIA Production car World Rally Championship for Drivers
- \* FIA Production car World Rally Championship for Co-drivers
- \* FIA Super 2000 World Rally Championship for Drivers
- \* FIA Super 2000 World Rally Championship for Co-drivers
- \* FIA Junior World Rally Championship for Drivers
- \* FIA Junior World Rally Championship 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 Articles 152 and 153 of the International Sporting Code. Any case not provided for in the regulations will be studied by the stewards, who alone have the power to make decisions (Article 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

For FIA World Rally Championship and candidate rallies, the official language must be English and/or French. 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 2010.

### 2. DEFINITIONS

#### 2.1 BULLETIN

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

#### 2.2 COMMUNICATION

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

#### 2.3 CONTROL AREAS

The area between the first yellow warning 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 DAY**

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

**2.6 DECISION**

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

**2.7 END OF THE EVENT**

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

**2.8 EUROPE**

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

**2.9 HOLDING PARK**

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

**2.10 LINKS**

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

**2.11 NEUTRALISATION**

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

**2.12 PARC FERMÉ**

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

**2.13 PROHIBITED SERVICE**

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in Article 47.2.

**2.14 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.

**2.15 RECONNAISSANCE TIMETABLE**

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

**2.16 REGROUPING**

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

**2.17 SECTION OF THE RALLY**

All the parts of a rally between the Start, successive regroupings and the Finish.

- 2.18 SERVICE**  
Any work on a competing car except where limited in Article 47.
- 2.19 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.
- 2.20 SUPER SPECIAL STAGE**  
A special stage designed for spectator viewing with the possibility of having more than one car starting at the same time. The length of a super special stage shall be between 1.5 km and 5 km.
- 2.21 TESTING**
- The combined presence of a competitively driven World Rally Car or of any car prepared to Group A specifications and belonging to the same family as a World Rally Car, by a team registered for the Manufacturers' Championship and personnel employed by or contracted to that team outside the itinerary of a rally.
  - For registered Priority 3 drivers, as limited by Article 67.4 of these regulations.
- 2.22 TEST SESSION**  
The presence of each car of a team registered for the Manufacturers' Championship at a registered testing site on consecutive days.
- 2.23 TIME CARD**  
A card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

<b>OFFICIALS</b>
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### **3. OFFICIALS AND DELEGATES**

#### **3.1 STEWARDS**

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

#### **3.2 FIA DELEGATES**

The following Delegates may be appointed by the FIA:

##### **3.2.1 FIA Technical Delegate**

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

##### **3.2.2 FIA 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.

##### **3.2.3 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.

##### **3.2.4 FIA Medical Delegate**

The FIA Medical Delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-event briefings.

##### **3.2.5 FIA Observer(s)**

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

#### **3.3 COMPETITORS' RELATIONS OFFICERS**

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

The CRO must be easily identified by the competitors.

<b>ELIGIBLE CARS</b>
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**4. CARS ELIGIBLE TO ENTER WRC EVENTS**

- World Rally Cars
- Group A Cars (A5, A6, A7, A8). Four wheel drive cars with a corrected cylinder capacity greater than 2000cc must be in conformity with 2005 Appendix J or later.
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned.
- Group R1, R2 and R3 cars
- Group N cars (N1, N2, N3, N4). These cars may use FIA regionally homologated components (RVO) as in Article 4.6.3.
- Regional cars
- National cars

**4.1 ADDITIONAL REQUIREMENTS FOR WORLD RALLY CARS**

**4.1.1** Only a manufacturer registered in the World Rally Championship may produce a World Rally Car. Such World Rally Cars will only be homologated on completion of Championship registration.

**4.1.2** A private competitor may use a World Rally Car on condition that it has been assembled and certified according to the manufacturer's specifications.

**4.2 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE JUNIOR WORLD RALLY CHAMPIONSHIP (JWRC)**

All cars must be front wheel drive and comply with the 2010 FIA Appendix J regulations for:

**4.2.1** Super 1600 cars.

**4.2.2** Group A cars with a corrected cylinder capacity of less than 2000 cc on condition that the homologation is accepted by the FIA as eligible for this championship.

**4.2.3** Group A Kit cars with a corrected cylinder capacity of less than 1600 cc on condition that the homologation is accepted by the FIA as eligible for this championship.

**4.2.4** Group N cars with a cylinder capacity of less than 2000 cc on condition that the homologation is accepted by the FIA as eligible for this championship.

**4.2.5** Group R cars, categories in conformity with Article 260 and Article 260 D of the Appendix J.

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

All cars must comply with the 2010 FIA Appendix J regulations for Group N cars with a corrected cylinder capacity of greater than 2000 cc.

**4.4 ADDITIONAL REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA SUPER 2000 WORLD RALLY CHAMPIONSHIP (SWRC) AND THE FIA WRC CUP**

All cars must comply with the 2010 FIA Appendix J regulations for Super 2000-Rally cars (Article 254 A).

**4.5 GROUP R**

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

<b>GROUP A/N – GROUP R EQUIVALENCES</b>	
<b>GROUP A/N</b>	<b>GROUP R</b>
Group N1 – up to 1400cc	R1A (up to 1400cc)
Group N2 – over 1400cc and up to 1600cc	R1B (over 1400cc and up to 1600cc)
Group N3 – over 1600cc and up to 2000cc	
Group N4 – over 2000cc (and including S2000-Rallies)	
Group A5 – up to 1400cc	
Group A6 – over 1400cc and up to 1600cc	R2B (over 1400cc and up to 1600cc)
	R2C (over 1600cc and up to 2000cc)
	R3C over 1600cc and up to 2000cc
	R3T: up to 1600cc
Group A7 – over 1600cc and up to 2000cc	R3D: up to 2000cc (nominal)
Group A8 – over 2000cc	

**4.6 ADDITIONAL REQUIREMENTS FOR REGIONAL CARS**

**4.6.1** Cars of Groups A or N which are Regionally homologated by the FIA and based on those Appendix J Groups currently admitted to the Championship.

**4.6.2** These cars may be used only in the region in which the homologation has been granted.

**4.6.3** The ASN of a country within an FIA region may apply to the FIA for homologation of Regional Components (RVO) to replace originally homologated components. Such components may be used only in the FIA region in which the homologation has been granted.

**4.7 ADDITIONAL REQUIREMENTS FOR NATIONAL CARS**

**4.7.1** Cars which are homologated for National use.

**4.7.2** These cars shall run under conditions as in Article 24.2.

**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** The ASN of the event shall register its Championship interest with the FIA and be considered as an Applicant Event.

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

**5.1.3** After agreeing the business plan with the Championship 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 organiser.

**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 born by the organiser.

**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 Championship 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 an FIA Observer in association with other FIA officials, and reviewed by the relevant FIA Commission.

**5.2.2** Any Championship rally shown by the Observer report to have failed either to comply with the regulations or to attain an adequate standard against the points observed may not be accepted in further years in the Championship.

**5.3 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:

1 <sup>st</sup>	10 points
2 <sup>nd</sup>	8 points
3 <sup>rd</sup>	6 points
4 <sup>th</sup>	5 points
5 <sup>th</sup>	4 points
6 <sup>th</sup>	3 points
7 <sup>th</sup>	2 points
8 <sup>th</sup>	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.

## **5.5 REGIONAL CHAMPIONSHIP EVENTS WITHIN WORLD RALLY CHAMPIONSHIP**

Organiser of FIA Regional Championship events may apply to the FIA for a waiver to incorporate a round of that Regional Championship within the structure of a World Rally Championship event. The waiver application shall detail:

- eligible cars
- itinerary
- reconnaissance schedule
- safety standards
- levels of insurance
- management of competitors entering both events
- points scoring
- tyre restrictions
- fuel restrictions.

## **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, as defined below, 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 World Rally Manufacturer Champion.

### **7.2 PARTICIPATION – MANUFACTURER**

**7.2.1** A Manufacturer undertakes to take part in all the rallies of the Championship with two (2) World Rally Cars.

**7.2.2** A Manufacturer wishing to score points in the Championship must register for the Championship with the FIA no later than 4 January using a registration form available from the FIA.

**7.2.3** Points will be awarded according to Article 5.4 of these regulations. For any one Manufacturer, only the nominated cars will score points according to their relative position.

**7.2.4** The registration fee is set at 238,700 €.

**7.2.5** A Manufacturer 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** A Manufacturer may enter only cars corresponding to the 2009 homologated version of a World Rally Car in conformity with the 2010 Appendix J.

**7.2.7** A Manufacturer 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.

**7.2.8** Any registered Manufacturer 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 from the classification of the Championship.

**7.3 PARTICIPATION – WRC TEAM**

**7.3.1** A WRC Team undertakes to take part in a minimum of 8 nominated rallies including two outside Europe with one or two cars of the same make. These two cars may be of any eligible class (see Article 4).

**7.3.2** A WRC Team wishing to score points in the Championship may register at any time before the closing of entries of the 4<sup>th</sup> event of the Championship, using a registration form available from the FIA. Points will accrue only from those events nominated following registration.

**7.3.3** A WRC Team which wishes to score points with two cars may do so provided such events are nominated at the time of registration.

**7.3.4** Points will be awarded according to Article 5.4 of these regulations. For any one WRC Team, only the nominated cars will score points according to their relative position.

**7.3.5** The registration fee is set at 15,900 € for one car and 31,800 € for two cars, irrespective of the number of the events entered.

**7.3.6** A WRC Team 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.

**7.3.7** A WRC Team using World Rally Cars may not enter such cars homologated during the year 2009 and may not use parts homologated after 2 January 2010.

**7.3.8** A WRC Team 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** Any registered WRC Team 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 AND FIA JUNIOR WORLD RALLY CHAMPIONSHIP)****8.1 ANNOUNCEMENT**

**8.1.1** 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 Article 4.3.

**8.1.2** 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 Article 4.4.

**8.1.3** The FIA Junior World Rally Championship (JWRC) is a Championship for drivers and co-drivers taking part in the qualifying rallies using eligible cars as in Article 4.2.

**8.1.4** Hereafter, “the Support Championships” denotes rules which are common to PWRC, SWRC and JWRC.

**8.2 PARTICIPATION**

**8.2.1** In order to score points in the Support Championships, entrants must register with the FIA no later than 4 January. Later applications may be accepted subject to FIA agreement and availability. Registration for each Championship, set at 1390 €, may be either:

- In the name of a driver or
- In the name of a team or
- In the name of an ASN designated team.

**8.2.2** The number of qualifying rallies in the PWRC is 9. At the time of registration, the entrant must nominate 6 rallies in the Championship in which he will participate to score points. These 6 rallies must include two outside Europe.

**8.2.3** The number of qualifying rallies in the SWRC is 10. At the time of registration, the entrant must nominate 7 rallies in the Championship in which he will participate to score points. These 7 rallies must include two outside Europe.

**8.2.4** The number of qualifying rallies in the JWRC is 6. At the time of registration, the entrant must nominate 5 rallies in the Championship in which he will participate to score points.

**8.2.5** Entry in each Support Championship shall be considered as participation in at least the minimum number of Championship rallies. Failure to do so will result in penalties being applied by the FIA.

**8.2.6** The maximum number of entries accepted in each Support Championship will be 28 plus 2 guest drivers as in Article 8.5. If more than 28 entries are received at the closing date for entries, priority will be given to applications received in the name of the driver. Then, priority will be given to entrants who have participated in the applicable Support Championship in previous seasons.



**8.2.7** 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.

**8.2.8** If a driver or co-driver is entered by more than one registered entrant during a season and thus participates in more than the minimum required number of rallies, the first 6 (PWRC), 7 (SWRC) or 5 (JWRC) rallies in which he has participated will be counted. On the remaining rallies he may neither score nor detract points from other registered drivers.

**8.2.9** A team (including an ASN designated team) entered in each Support Championship must name its driver before the close of entries for each nominated rally.

**8.2.10** 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.

**8.2.11** A team or an ASN designated team must pay the entry fees for all the nominated rallies in either Support Championship before its first nominated event. Individual entry procedures must be respected.

### **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, Super 2000 World Rally Champion or Junior World Rally Champion titles for drivers and co-drivers will be awarded to the driver and co-driver who have scored the highest total number of points from results obtained in his nominated Support Championship rallies.

### **8.4 NON-PARTICIPATION**

**8.4.1** Except in cases of force majeure, any registered driver, team or ASN designated 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) (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.

**8.4.4** A driver shall be excused from participation in a nominated event when contesting the rally concerned as either a priority 1 or a priority 2 driver.

### **8.5 GUEST DRIVERS**

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. These two drivers will be known as "Guest drivers", bearing the numbers 49 and 50 (PWRC/SWRC) or (1)49 and (1)50 (JWRC), must comply with the regulations of the Support Championships and may score Championship points.

### **8.6 FIA JUNIOR WORLD RALLY CHAMPIONSHIP ONLY**

**8.6.1** Drivers registered to participate in the JWRC must have been born on or after 1 January 1981.

**8.6.2** Only the driver registered to participate in the JWRC may drive on the rally special stages.

**8.6.3** For each JWRC rally, a separate classification for "Rookies" will be drawn from the general classification. "Rookies" are drivers who have entered the Championship and take part in the rally with a car that is a:

- Group R1 or R2 car, or
- Group N car with a cylinder capacity of less than 2000cc.

A Guest entrant in the rally can not be eligible for this classification.

**8.6.4** For each JWRC rally, a separate classification for the drivers of the ASN nominated teams entered in the Championship will be drawn from the general classification and points will be awarded to the ASN nominated teams according to the same scale as for the Championship.

**8.6.5** Only cars complying with Article 25.1.1 of these regulations may be used for reconnaissance.

## **9. FIA WRC CUP**

### **9.1 ANNOUNCEMENT**

The FIA WRC Cup is an award for registered teams taking part in the qualifying rallies using eligible cars as in Article 4.4. A team shall be a legal body or commercial entity entering one car.

### **9.2 PARTICIPATION**

**9.2.1** In order to score points in the WRC Cup, teams must register with the FIA no later than 4 January. Later applications may be accepted subject to FIA agreement and availability.

**9.2.2** Registration for the Cup, set at 1390 €, must be in the name of the team.

**9.2.3** The number of qualifying rallies is 10. At the time of registration, the team must nominate 7 rallies in the Cup in which it will participate to score points. These 7 rallies must include two outside Europe.

**9.2.4** The WRC Cup will be awarded to the team which has scored the highest total number of points from results obtained from participation in their 7 nominated rallies.

**9.2.5** A team entered in the Cup must name its driver before the close of entries for each nominated rally.

**9.2.6** The entry in individual rallies must be in the name of the entrant as stated on the license used to register in the Cup.

**9.2.7** For the awarding of points, a separate classification of the registered teams will be drawn from the general classification.

**9.2.8** Except in cases of force majeure, a team which does not take part in one of its nominated rallies will be excluded from the Cup classification and will be reported to the FIA. Points will not be redistributed to those remaining in the Cup.

**9.2.9** Entry in the Cup shall be considered as participation in at least 7 rallies thus, except in cases of force majeure, a registered team must pay the relevant organiser at least the due entry fees.

**9.2.10** If fewer than 4 teams register for the Cup by the closing date of registration, the FIA reserves the right to suspend the Cup.

## **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<sup>th</sup> place being worth more than any number of 8<sup>th</sup> places, one 8<sup>th</sup> place being worth more than any number of 9<sup>th</sup> 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<sup>th</sup> places, 10<sup>th</sup> places, etc., one 9<sup>th</sup> place being worth more than any number of 10<sup>th</sup> 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 nominated by a registered Manufacturer or WRC Team for the purpose of scoring points for the FIA World Rally Championship for Manufacturers.

### 11.2 SECOND PRIORITY DRIVERS (P2)

Drivers entered with a World Rally Car who:

**11.2.1** have been classified among the first ten in a World Championship Rally during one of the two previous Championship years or during the current Championship year.

**11.2.2** have won the FIA Junior World Rally Championship or the FIA Production car World Rally Championship in either of the two previous Championship years.

**11.2.3** have been entered by a Manufacturer or WRC Team but not for scoring points in the Manufacturers' Championship and fulfil the criteria of Article 11.2.4.

**11.2.4** have been proposed by an organiser to the FIA and whose entry is supported by a letter from the drivers' ASN and whose results justify Priority 2 inclusion.

### 11.3 THIRD PRIORITY DRIVERS (P3)

Drivers who:

**11.3.1** enter rounds of the Support Championships or the WRC Cup, when scoring points.

**11.3.2** are entered by a WRC Team using other than a World Rally car.

**11.3.3** enter events as part of the Pirelli Star Driver programme. Exceptionally these drivers may score points for the FIA Production car World Rally Championship in a minimum of 4 events.

## 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** When more than 50% of the special stage distance of a rally is new or has not been used in the past 5 years, or when the previous running of a stage requires several corrections, an FIA inspection may be carried out.

**12.2.2** Additionally, on-site inspections by the FIA, applied in line with the regulations specified under point 4 of the Appendix O to the FIA International Sporting Code, may be carried out.

The following is applicable in addition:

**12.2.3** The initial inspection must be made not later than five months before the start of Day 1 of the event concerned.

**12.2.4** The inspector/s will submit a written report within 15 days. A copy of that report will be sent to the organiser of the rally and to the ASN and the FIA on the same date.

**12.2.5** The FIA inspectors may:

- Recommend that a stage is not included in the itinerary giving the rationale.
- Recommend measures agreed upon with the organiser during the inspection and which are intended to help improve safety.

**12.2.6** 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, thus defined and inspected, 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 Road surface

Special stages may be held on gravel or asphalt surfaces. These surfaces may be mixed either within a special stage or from stage to stage.

#### 13.1.2 Special stages

- The total distance of the special stages shall be between 300 km and 500 km.
- There shall be no single stage minimum or maximum distance (except for super special stages), however there shall be no more than 80km of 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 of the Championship events 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
- Ceremonial Start
- Rally
- Podium Ceremony

**13.2.2** Events may competitively run over 2, 3 or 4 days, including part Day starts or part Day finishes (Sections of a Day).

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

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

**13.2.7** Stages run in darkness may not form a complete 'Day' of a rally.

### 13.3 PRESS CONFERENCES

#### 13.3.1 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.

#### 13.3.2 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.

#### 13.3.3 'Meet the Crews'

The top 3 crews classified at the end of each Day, except the final Day, 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.

#### 13.3.4 Autograph Signing Session

At the end of each Day except the final Day, 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.

#### 13.3.5 Organiser Promotional Activities

Rally organisers may liaise with the Championship 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
- Bulletins
- Rally Guide 1 & 2
- Itinerary
- Road Book
- Time card
- Standard entry form
- Entry lists
- Start lists and results at the rally
- Media Safety Book

#### 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 "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, WRC Administration, the FIA Safety Delegate, to the registered Manufacturers, WRC Teams, the Championship Promoter and to the tyre supplier at least 7 months before the start of Day 1 of the rally.

**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 4 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 Delegate at least 4 months before Day 1 of the rally.

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 Championship 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. Should the amount be less, the amount of cover must be justified to the FIA in the form of a waiver request.

**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 stage and then for competitors running within the itinerary of the rally from the start of Day 1 till the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted the next Day shall not be considered to have permanently retired.

#### **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 PRIORITY 1**

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 according to the classification of the previous year's Manufacturers' Championship.

#### **17.2 PRIORITY 3**

The FIA will allocate a permanent competition number between 21 and 55 to each driver registered in the Support Championships and the WRC Cup for the Championship season. At events qualifying for PWRC/SWRC and JWRC, JWRC permanent competition numbers shall be preceded by 1, ie. 121.

## 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<sup>2</sup> 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 25 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the driver'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 Article 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 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 entered by a Manufacturer or WRC Team.

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

### 19.1 REAR SIDE WINDOWS

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

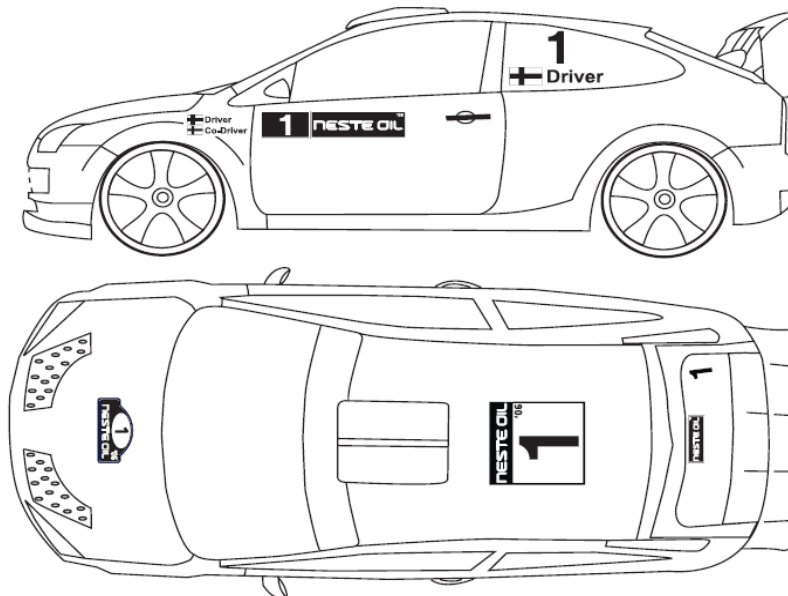
- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
- In white on a clear background.
- 10 cm high and with a stroke width of 1.5 cm.

In case of glass breakage, a penalty for not carrying the driver's name will not be applied.

### 19.2 FRONT WINGS

In addition to Article 19.1, the names of the driver and co-driver, together with the national flags of their respective passport nationalities, must appear on the front wings of the car.

#### 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** Doughnuts 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 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

Priority 1 & 2 drivers € 25

Priority 3 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 will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit

Priority 1 & 2 drivers € 25

Priority 3 drivers € 15

Non priority drivers € 10

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

**20.3.3** For the second infringement: a 5 minute time penalty

**20.3.4** For the third infringement: exclusion applied only by the stewards.

### **20.4 TRAFFIC LAWS**

**20.4.1** Throughout the rally, crews must observe the national traffic laws. Infringements will be referred to the stewards.

**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 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.

## **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 e-mail, 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 Article 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 either 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.

### **24.2 NATIONAL CARS**

The following applies when organisers admit nationally homologated cars:

**24.2.1** They may use part or all of the same itinerary as in the Championship.

**24.2.2** They may choose to either use the officials appointed to the event or appoint a separate panel of stewards, scrutineers and /or officials.

**24.2.3** The cars shall comply with the FIA World Rally Championship Sporting Regulations except when a waiver is granted by the FIA.

**24.2.4** The cars shall run as a class after the last cars entered in the Championship event.

**24.2.5** The cars shall have their own classification and will not appear on any results of the Championship

## **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 Articles 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

## **25.2 TYRES FOR RECONNAISSANCE CARS**

Tyres used for reconnaissance shall be:

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

## **25.3 RESTRICTION OF RECONNAISSANCE**

**25.3.1** Any priority driver / or his co-driver visiting the region of a rally at any time other than for the rally may only do so after advising the organiser and the FIA in advance of his visit, except where the priority driver / co-driver is known to live in this area.

**25.3.2** Any driver currently or who in the last two years has been included on the A or B priority list, taking part or intending to take part in a WRC rally and who wishes to drive on any road which is or might be used for a special stage in that rally, may only do so after he has obtained the organiser's written permission. 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 end of reconnaissance.

### **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 stage**

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

**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 Article 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.

**25.5 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 as in Article 26.2.

**26.1.2** At scrutineering competitors must produce all items of clothing including helmets and HANS 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 PRESENTATION OF CARS AND CREWS**

The organisers may schedule scrutineering as an opportunity to present crews and their cars to the public. In this case, all crew members shall attend scrutineering according to a time window announced in the supplementary regulations.

**26.3 TIMETABLE**

**26.3.1** For those organisers who do not wish to use scrutineering as presentation of cars, the following timetable is recommended:

Time:	Action:	Who:
-------	---------	------

08.30-09.30	Briefing all scrutineers, tyre markers and weighing team	All technical scrutineers + FIA technical staff
10.00-13.30	Sealing of parts and delivery of Scrutineering Certificate for Manufacturers' cars (Manufacturers and WRC Teams)	6 to 8 technical scrutineers + FIA technical staff
13.00-14.00	Checking of the weight for Manufacturers' cars (Manufacturers and WRC Teams)	Weighing team
As from 15.00	Pre-event scrutineering for P2 and P3 (except Manufacturer and WRC Team cars)	All technical scrutineers + FIA technical staff
At the option of the organiser	Pre-event scrutineering for non-priority drivers	

**26.3.2** 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 after the start.

### 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 Articles 26.1.6 and 63) be affixed, it is the responsibility of the entrant to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the stewards.

**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

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

### 28.2 SELECTION OF CARS

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

### 28.3 COMPONENTS TO BE CHECKED

End-of-rally scrutineering will primarily involve checks which have been recommended to the stewards by the FIA Technical Delegate.

### 28.4 TIME AVAILABLE FOR FINAL CHECKS

The time available for checking the cars which have been identified for final scrutineering must be at least two hours.

## SHAKEDOWN

### 29. SHAKEDOWN

#### 29.1 REQUIREMENTS

A shakedown stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. For registered Manufacturers and WRC Teams, each car entered shall complete a minimum of 4 passages of the Shakedown stage.

#### 29.2 RUNNING OF SHAKEDOWN

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

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

#### 29.3 DISCLAIMER

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

#### 29.4 TECHNICAL REQUIREMENTS

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

#### 29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start as outlined in Article 42.

## CONTROLS

### 30. CONTROLS – GENERAL REQUIREMENTS

#### 30.1 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.

#### 30.2 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.

#### 30.3 STOPPING TIME IN CONTROL AREAS

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

#### 30.4 READINESS TO WORK

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

**30.4.2** 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.

#### 30.5 SEQUENCE OF CONTROLS AND DIRECTION

**30.5.1** At any control, crews must check-in in the correct sequence and in the direction of the rally route, under pain of exclusion pronounced by the clerk of the course.

**30.5.2** It is prohibited to re-enter a control area.

#### 30.6 MARSHALS' INSTRUCTIONS

**30.6.1** Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the stewards.

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

### **30.7 MEDIA ZONES**

A barriered media zone will be established prior to the yellow time control board at service parks, remote services, holding 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.

### **30.8 ON-BOARD CAMERA TAPE EXCHANGE POINTS**

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

Tapes may also be exchanged in the media zone and in regroupes or parc fermés when in the presence of a member of the team.

## **31. 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.

## **32. TIME CONTROLS**

### **32.1 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.

### **32.2 CHECK-IN PROCEDURE**

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

**32.2.2** 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.

**32.2.3** 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.

**32.2.4** 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.

**32.2.5** 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.

**32.2.6** The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for the section, these times being expressed to the minute.

**32.2.7** 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.

**32.2.8** 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.

**32.2.9** 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.

**32.2.10** 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.

**32.2.11** 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.

**32.2.12** 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.

**32.3 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:

**32.3.1** 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.

**32.3.2** 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.

**32.3.3** 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 Article 36).

**32.3.4** 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.

**32.3.5** The stage start time shall then be the start time for the following road section.

**33. EXCLUSION FOR LATENESS****33.1 MAXIMUM PERMITTED LATENESS**

Any lateness exceeding 30 minutes on the target time between two time controls, or at the end of each section and/or Day of the rally, will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under the provisions of Article 45. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

**33.2 EARLY ARRIVAL**

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

**33.3 NOTIFICATION OF EXCLUSIONS**

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

**34. REGROUPING CONTROLS****34.1 PROCEDURE AT A REGROUP**

**34.1.1** Regrouping controls may be organised either as a holding park (Article 2.9) or as a parc fermé (Article 2.12). This must be identified in the rally itinerary.

**34.1.2** On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car as directed by marshals.

**34.1.3** 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.

**34.2 EXIT FROM A REGROUP**

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

**SPECIAL STAGES****35. GENERAL****35.1 TIMING**

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



**35.2 OBSERVERS**

When carrying out their duties, the entry of Observers onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FIA Safety Delegate may have a later time for entry to the special stages. If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing.

**35.3 EVACUATION BY HELICOPTER**

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

**35.3.1** 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.

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

**36. SPECIAL STAGE START****36.1 START POINT**

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

**36.2 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.

**36.3 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.

**36.4 DELAYED START THROUGH FAULT OF CREW**

**36.4.1** 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.

**36.4.2** 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.

**36.4.3** 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.

**36.5 DELAY OF A SPECIAL STAGE**

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

**36.6 FALSE START**

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

1<sup>st</sup> offence: 10 seconds.

2<sup>nd</sup> offence: 1 minute.

3<sup>rd</sup> 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.

**37. SPECIAL STAGE FINISH****37.1 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.

**37.2 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.

**38. 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. The stewards may be consulted. 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.

**39. COMPETITOR SAFETY****39.1 EQUIPMENT OF THE CREWS**

Whenever a car is in motion on a special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts fastened.

**39.2 SOS/OK SIGNS**

**39.2.1** 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)

**39.2.2** 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.

**39.2.3** 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.

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

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

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

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

**39.2.8** 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 stewards' discretion.

**39.3 ACCIDENT REPORTING**

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must report this to the next radio point as specified in the road book and signed on the route. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

**39.4 RED TRIANGLE**

**39.4.1** 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.

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

**39.5 THE USE OF YELLOW FLAGS**

**39.5.1** 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.

**39.5.2** A crew which has been shown the yellow flag will be given a notional time for the stage, as in Article 38.

**39.5.3** The yellow flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive jacket 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 stewards by the clerk of the course.

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

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

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

## **39.6 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.

## **40. SUPER SPECIAL STAGES**

### **40.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE**

**40.1.1** 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.

**40.1.2** The running of a super special stage is optional.

### **40.2 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.

### **40.3 SAFETY**

**40.3.1** A system of yellow flags deployed by marshals or of yellow lights must be positioned to signal competitors to stop or slow. See also Article 39.5.6.

**40.3.2** 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**

## **41. RULES OF PARC FERMÉ**

### **41.1 APPLICATION**

Cars are subject to parc fermé rules:

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

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

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

### **41.2 PERSONNEL ALLOWED IN THE PARC FERMÉ**

**41.2.1** 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.

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

### **41.3 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.

#### **41.4 CAR COVERS**

Car covers may not be used.

#### **41.5 REPAIRS IN PARC FERME**

**41.5.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, this car may be repaired in the parc fermé in the presence of a scrutineer.

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

**41.5.3** 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**

### **42. 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 on Day 1 at its allocated time provided that the stewards are notified in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

### **43. START AREA**

#### **43.1 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.

#### **43.2 DAY START**

Any crew reporting more than 30 minutes late at the start of a Day shall not be allowed to start that Day.

### **44. START ORDER AND INTERVALS**

#### **44.1 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.

#### **44.2 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 Article 141 of the Code.

#### **44.3 START ORDER DAY 1**

##### **44.3.1 Priority 1 and 2 drivers**

The first (P1) and second (P2) priority drivers shall start Day 1 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.

**44.3.2 Priority 3 drivers**

The third priority (P3) drivers shall start Day 1 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.

**44.3.3 Other drivers**

All other drivers shall start as recommended by the organiser.

**44.4 START ORDER FOR SUBSEQUENT DAYS**

**44.4.1** The start order for 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.

**44.4.2 Priority 1 and 2 drivers**

P1 and P2 drivers shall restart as a merged group in the order of their provisional overall classification.

**44.4.3 Priority 3 drivers and all other drivers**

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

**44.5 START INTERVALS**

**44.5.1** For the first Day of the rally, the first 20 P1 and P2 drivers will have an interval between their start times of at least 2 minutes.

**44.5.2** For subsequent Days, the first 20 P1 and P2 drivers in the partial unofficial classification will have an interval of at least 2 minutes.

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

**45. RE-START AFTER RETIREMENT****45.1 GENERAL**

**45.1.1** A crew which has failed to complete a Day will be assumed to re-start the rally from the start of the next Day 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 stewards' meeting preceding the re-start.

**45.1.2** 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.

**45.1.3** In the case of an exclusion under Article 33 of these regulations, the competitor concerned will be allowed to re-start the next Day. The time penalty will be applied from the TC at which the concerned competitor has exceeded the maximum permitted lateness.

**45.1.4** Any crew which has retired from the final Day will not be classified.

**45.2 PENALTIES**

For all crews which restart a time penalty will be applied.

This time penalty will be as follows:

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

However, should the first time a special stage or a super special stage that is missed be that run on Day 1 Section 1 (as in Article 2.5) or the last stage of a Day, the penalty will be 10 minutes. This 10 minute penalty can be applied only once in a rally.

This time penalty will be added to the fastest time of the drivers' priority group (P1, P2, P3) 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.

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

**46. REPAIRS PRIOR TO A RESTART****46.1 SERVICE LOCATION AND TIME ALLOWED**

**46.1.1** 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 end-of-Day 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 Day.

**46.1.2** 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 Day.

## **46.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS**

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

**46.2.2** The same engine block and bodyshell must be used throughout the rally.

**46.2.3** The change of an engine during a rally after the start of Day 1 is not permitted.

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

## **46.3 REPAIRS PRIOR TO RESTART DAY 1 /SECTION 2**

The following applies when a crew does not complete a super special stage run as Section 1 of Day 1.

### **46.3.1 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 Day 1 Section 2 it will not be permitted to restart. However, as the car has already started in Day 1, it will collect a penalty as detailed in Article 45.2 for every stage missed in the remainder of Day 1. The car will then have additional service possible as per normal procedure and be permitted to start in Day 2. The car must remain in the parc fermé at all times except during the permitted service times.

### **46.3.2 Non Priority drivers:**

If the car is not present in the parc fermé 4 hours before the start of Day 1 Section 2, it will not be permitted to restart. However, as the car has already started in Day 1, it will collect a penalty as detailed in Article 45.2 for every stage missed in the remainder of Day 1. The car will then have additional service possible as per normal procedure and be permitted to start in Day 2 provided that it is present in the parc fermé 4 hours before the start of Day 2.

# **SERVICE**

## **47. SERVICING – GENERAL CONDITIONS**

### **47.1 PERFORMING OF SERVICE**

**47.1.1** From the first TC, 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.

**47.1.2** 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.

### **47.2 TEAM PERSONNEL & SERVICE RESTRICTIONS**

**47.2.1** 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 or a holding park
- 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.

**47.2.2** 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 or holding park.

**47.3 LIMITATION ON NUMBER OF PERSONNEL**

**47.3.1** Entrants of priority 1 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.

**47.3.2** For priority 3 see also Article 52.3.

**48. SERVICE PARKS****48.1 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.

**48.2 SERVICE PARK SCHEDULES**

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

**48.2.1** 15 minutes before the first SS of each Day

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

**48.2.2** 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.

**48.2.3** 45 minutes at the end of each Day except the final Day.

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

**48.2.4** 10 minutes service prior to finish.

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

**48.3 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).

**48.4 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.

**48.5 LAYOUT OF SERVICE PARKS**

**48.5.1** 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 plates.

**48.5.2** 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.

**48.5.3** Organisers are encouraged to work with the Championship 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.

**49. 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.

## 50. FLEXISERVICE - 45'

### 50.1 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.

### 50.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

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

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

**50.2.3** 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,

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

**50.2.5** 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.

## 51. REMOTE SERVICE ZONES (RSZ)

### 51.1 GENERAL

Remote service zones may be created which must:

- Respect the special stage distances of Appendix V
- 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 and any service as under Article 51.3.
- 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 Article 51.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

### 51.2 NUMBER OF TEAM PERSONNEL

**51.2.1** 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.

**51.2.2** In the case of priority 1, and priority 3 drivers, identification armbands must be visible.

**51.2.3** 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.

### 51.3 ELIGIBLE EQUIPMENT AND TOOLS

**51.3.1** 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 equipment

**51.3.2** Ground sheets must be used.

**51.3.3** It is permitted to have a competition car linked by a cable to a computer that is positioned outside the remote service zone and operated by a person without an armband.

**51.3.4** The fitting of extra lights is permitted at remote service zones. The extra lights may be transported to the RSZ in a service car.

### 51.4 RSZ VEHICLE PASS

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



## **52. SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS**

### **52.1 SPACE ALLOCATED**

The total space allocated to a competitor as in Article 48.5 will be no more than 100 square metres.

### **52.2 NUMBER OF ELIGIBLE SERVICE VEHICLES**

Only 1 service vehicle or unit per registered driver is authorised in the service parks.

### **52.3 NUMBER OF MECHANICS**

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

### **52.4 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.

### **52.5 HANDOVER OF COMPONENTS**

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

### **52.6 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.

<b>RESULTS &amp; ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT</b>
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## **53. RALLY RESULTS**

### **53.1 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.

### **53.2 PUBLICATION OF RESULTS**

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

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

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

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

**53.2.4** Official Final Classification: classification approved by the stewards.

**53.2.5** In the event of the time of publication of the Provisional Final Classification being amended, this new time must be:

- advised by a Bulletin, if earlier than the published time.
- advised by a Communication on the official notice board(s), when delayed.

### **53.3 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.

### **53.4 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.

## **54. PROTESTS AND APPEALS**

**54.1 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.

**54.2 PROTEST FEES**

The protest fee is € 1,000.

**54.3 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.

**54.4 EXPENSES**

**54.4.1** 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.

**54.4.2** 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.

**54.5 APPEALS**

The International Appeal Fee is € 6,000.

**55. MINUTES**

During the running of the rally, the proceedings of the stewards' meetings will be recorded. These minutes and the Official Final Classification must be sent electronically to the FIA within seven days of the end of the rally.

**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 Junior World Rally 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
- A representative of the team winning the WRC Cup.

**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 GENERAL

**58.1.1** Except as detailed for the change of a fuel tank (Article 49) competitors may refuel only in the designated refuel zones (RZ) or at commercial filling stations on the rally route (non priority driver use only).

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 different RZ's per Day 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** 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.

**58.1.5** 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** 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 shakedown, 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. 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 SYMMETRICAL PATTERNS**

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

#### **60.8 STAGE DELAYS**

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

#### **60.9 STUDED TYRES**

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

#### **60.10 SPARE WHEELS**

Cars may carry a maximum of two spare wheels.

#### **60.11 TREATMENT OF TYRES**

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

#### **60.12 RIMS**

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

#### **60.13 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. SINGLE TYRE SUPPLIER

### 61.1 THE SUPPLIER

All drivers entering a 4WD car must use the tyres specified by the FIA. Pirelli has been nominated by the FIA as the single tyre supplier to distribute the tyres for the Championship.

Competitors are NOT required to order their tyres from the supplier; the rally entry list will be used for this purpose. Specific queries however may be addressed to:

Pirelli Pneumatici S.p.A.  
 Attention Mr Mario Isola  
 Rally Manager  
 Viale Sarca, 222  
 I- 20126 Milano – Italy  
 Tel: +39 02 6442 5919  
 Fax: +39 02 6442 9291  
 Mobile phone: + 39 335 1338601  
 E-mail: mario.isola@pirelli.com

### 61.2 COLLECTION OF TYRES

**61.2.1** All tyres to be used by a Manufacturer or WRC Team during an event must be collected from the FIA designated tyre supplier during that event in compliance with the supply agreement concluded between the competitor and the tyre supplier.

**61.2.2** Tyres to be used by other competitors may be purchased before the event from an official agent of the tyre supplier. Such tyres must be:

- new (unused on the road)
- presented to the supplier at and before the rally for bar-code checking.

These tyres remain the property of the competitor.

### 61.3 PRIORITY 1 AND PRIORITY 2 DRIVERS

**61.3.1** Prior to each rally, the FIA must receive a list of bar codes of the tyres that may be used for each driver entered by a Manufacturer or WRC Team.

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

**61.3.3** The FIA reserves the right to check at any time during the running of the rally that the tyres available are correctly allocated to each driver.

**61.3.4** Each tyre must have a specific bar code number.

**61.3.5** 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 each service or remote service zone except when no special stage is involved.

**61.3.6** 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 the service, if the spare tyres are found to be unused, these tyres will then be considered as “new”.

### 61.4 PRIORITY 3 DRIVERS

**61.4.1** All priority 3 drivers must use tyres and quantities as detailed in the supplementary regulations.

**61.4.2** A driver may not use a tyre that has been registered for another driver.

### 61.5 NON PRIORITY DRIVERS

**61.5.1 For 2WD cars:**

Drivers must use tyres in conformity with Appendix J and Appendix V of these regulations.

**61.5.2 For 4WD cars:**

Drivers must use tyres in conformity with Article 61.1.

### 61.6 HANDCUTTING

Handcutting is permitted only for 2WD cars when in the main service park.

## 62. TYRE QUANTITIES

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

- A maximum of 8 tyre changes on any one rally

Driver priority	Max. no. of tyres per change	Max no. of extra tyres for shakedown
P1	6	6
P2	6	6
P3 – PWRC/SWRC & all other 4WD cars	4	5
P3 – JWRC	28 tyres per event	
Non priority	6	Unrestricted

## MECHANICAL COMPONENTS

### 63. MECHANICAL COMPONENTS

#### 63.1 ENGINE REPLACEMENT - ALL COMPETITORS

**63.1.1** In the case of engine failure between scrutineering and the first time control it is permitted to replace the engine. In this case the engine must be re-sealed.

**63.1.2** Other than above, the same engine 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 (Article 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 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 dismantled gearbox/differential(s) remain intact, the parts may be reused on the same car.

**63.3.8** The marking/sealing must remain intact throughout the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

### 64. MECHANICAL COMPONENTS – MANUFACTURERS AND WRC TEAMS

#### 64.1 LIMITATION OF THE NUMBER OF ENGINES

**64.1.1** A Manufacturer or a WRC Team must list the rallies intended to be run with the same engine links (a minimum of two rallies). This list must:

- a) include all events of the Championship in the year.
- b) be notified to the FIA prior to the first rally in which they will take part as:
  - 4 links per car for a Manufacturer
  - 4 links per car for a WRC Team which has nominated 10-13 rallies
  - 3 links per car for a WRC Team which has nominated 8 or 9 rallies

**64.1.2** Each engine will be assigned to a seasonally allocated number.

**64.1.3** A Manufacturer totally new to the Championship may apply to the FIA for a waiver to use 2 additional engines during the year, giving full justification for the request.

**64.1.4** Only one spare engine per rally and per Manufacturer or WRC Team is allowed. The identification numbers of the seals must be declared at scrutineering.

## **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 of the first rally of each link and should remain sealed until the end of the final rally of the link.

**64.2.2** If the car finishes a rally of a link (thus appearing in the final classification) and the seals are found to be destroyed before the next rally of the link 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:

- A change of oil pan (only under the supervision of a scrutineer).
- If the car does not finish a rally of a link. In this case a new engine will be sealed at scrutineering of the next rally. This new engine must remain sealed until the link is complete.
- If a WRC Team uses an engine previously used by a Manufacturer which is still sealed.

## **64.3 CHANGE OF AN ENGINE AFTER SCRUTINEERING**

For Manufacturers and WRC Teams, if an engine change takes place at the first rally of a link or when a new engine has been fitted in accordance with Article 64.2.3, no penalty will be applied. If it takes place at a subsequent rally of a link, a 5-minute penalty will be applied.

## **64.4 RESTRICTION OF ENGINE PARTS DEVELOPMENT**

As development of the engine is controlled, a box of the parts listed below will be sealed by the FIA together with the registered Manufacturer or WRC Team and placed in a location acceptable to both parties. This will be carried out at the latest one week before the start of reconnaissance of the first event of the year.

- Valves
- Pistons
- Valve springs
- Camshafts (with profile)
- Cylinder head ready to race
- Block modified according to appendix J
- All engine parts already homologated
- Compression ratio details with tolerance

The parts registered do not necessarily have to be new, but they must be representative, in every respect, of the parts to be used in the rallies throughout the season.

## **64.5 CHASSIS REPLACEMENT**

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

## **64.6 RESTRICTIONS ON CHASSIS**

**64.6.1** 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 8 or 9 rallies
- 3 chassis for a WRC Team which enters only one car throughout the Championship.

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

## **64.7 LIMITATION OF TRANSMISSION & SPARE PARTS**

**64.7.1** 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:

- 4 links per car for a Manufacturer

- 4 links per car for a WRC Team which has nominated 10-13 rallies
  - 3 links per car for a WRC Team which has nominated 8 or 9 rallies
- 64.7.2** For rallies which are not linked, Articles 64.9.2 & 63.3 will apply

## **64.8 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, only once per season, 2 different gearbox and differential assemblies may be sealed without incurring a penalty.

## **64.9 SPARE PARTS**

**64.9.1** 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 subframes 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.

**64.9.2** For the priority 1 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.

**64.9.3** On the second 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.

**64.9.4** Before the second 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.

**64.9.5** For Manufacturer and WRC Team drivers who are not priority 1, the following will be sealed:

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

## **64.10 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. PROCEDURE FOR MARKING THE GEARBOXES AND DIFFERENTIALS – JUNIOR WORLD RALLY CHAMPIONSHIP**

### **65.1 PRE-RALLY SEALING**

At pre-rally scrutineering, the gearbox and the differential installed on the car must be sealed. The parts will be identified by the car's competition number (e.g. Car N° 1 – gearbox N° 1).

### **65.2 IDENTIFICATION OF COMPONENTS**

One spare gearbox and one spare differential will be sealed. The parts will be identified by the car's competition number (e.g. Car N° 1 – spare gearbox N° 1R). These spare parts may be marked at pre-rally scrutineering or during the events.



**65.3 ENGINE ASSEMBLY SEALING**

During scrutineering before the rally, the engine assembly, i.e. the cylinder head, oil pan and engine block, will be attached by means of seals.

**65.4 CHANGE OF OIL PAN**

Since JWRC cars are required to have their engines sealed in the same way as World Rally Cars, it is permitted to change the oil pan under the supervision of a scrutineer.

**66. ADDITIONAL CAR REQUIREMENTS****66.1 ON-BOARD CAMERAS**

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

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

**66.1.3** Competitors wishing to use a camera must supply the following information to the Championship Promoter ([accreditations@iscrally.com](mailto:accreditations@iscrally.com)) at least one week before the start of reconnaissance: entrant name, car number, entrant address and use of footage.

**66.2 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.

Any misuse of the system(s) during the rally will result in the competitor being reported to the stewards.

**66.3 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 all Days of the rally.

**66.4 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****67. TESTING****67.1 PERMITTED TESTING SITES**

For Manufacturers or WRC Teams registered in the Championship, testing (as defined in Article 2.21) is permitted:

**67.1.1** On a testing site proposed by the Manufacturer or WRC Team and notified to the FIA.

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

**67.2 BANNED TESTING**

For Manufacturers or WRC Teams registered in the Championship, testing (as defined in Article 2.21) is banned:

**67.2.1** In all other countries.

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

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

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

**67.2.5** 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.

### **67.3 DURATION**

**67.3.1** 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.

**67.3.2** In the case of a Manufacturer, for a maximum of 10 sessions (as defined in Article 2.22). However, the total number of days shall not exceed 42 in any calendar year. This clause does not apply to testing as stated in Article 67.1.1.

**67.3.3** In the case of WRC Teams, for a maximum of 6 sessions (as defined in Article 2.22). However, the total number of days shall not exceed 15 in any calendar year. This clause does not apply to testing as stated in Article 67.1.1.

### **67.4 TEST RESTRICTIONS FOR PRIORITY 3 DRIVERS**

Priority 3 drivers are prohibited from carrying out testing in a country of a Championship rally during the three weeks preceding the rally, unless the testing is:

- Part of the official programme of the rally, and/or
- Advised to the FIA and approved in writing by the organiser and open to all P3 drivers entered in the rally concerned

# 2010 FIA World Rally Championship Regulations

## APPENDICES

### INDEX

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.

#### APPENDIX I CONTROL SIGNS

#### APPENDIX II STANDARD DOCUMENTS

	DOCUMENT	AVAILABILITY
1	Supplementary regulations	Website + printed
2	Bulletins	Website + printed
3	Rally Guide 1 & 2	Website (RG1 & 2) + printed (RG2)
4	Itinerary	With supplementary regulations
5	Road book	Printed
6	Time card	Printed
7	Standard entry form	Website + printed with supplementary regulations
8	Entry lists	Website
9	Start lists & Results at the rally	Printed
10	Media safety book	Printed

The following additional documents are required, but are of free format:

- Safety plan
- Maps
- Programmes
- Organisation handbooks
- Internal documents
- Helicopter information

#### APPENDIX III SAFETY

#### APPENDIX IV PODIUM CEREMONY


























#### APPENDIX V TYRES

#### APPENDIX VI ENTRY FEES, ADMINISTRATIVE PACKAGE AND PERMANENT PASSES

#### APPENDIX VII START LIGHT SEQUENCE

# APPENDIX I

## RALLY CONTROL SIGNS

Control type	CONTROL ZONE (Diameter of signs : about 70 cm) Direction of rally		
	⇨	⇨	⇨
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	 ⇨ 25 m min ⇨	 PC ⇨ 25 m	
TIME CONTROL	 ⇨ 25 m min. ⇨	 TC ⇨ 25 m	
TC AT SERVICE PARK ENTRANCE	 ⇨ 5 m	 TC ⇨ 5 m	
TC AT SERVICE PARK EXIT	 ⇨ 5 m	 TC Usually leads to RZ and/or TZ ⇨ 5 m	
TIME CONTROL AND SS START	 ⇨ 25m min. ⇨	 TC ⇨ 50-200m	 SS START ⇨ 25 m
END OF SS	 ADVANCE INDICATION ⇨ 100 m	 FLYING FINISH LINE ⇨ 100-300 m	 STOP CONTROL ⇨ 25 m
<b>OTHER FIA STANDARD RALLY SIGNS</b> (Diameter of signs: 55 cm minimum)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE SYMBOL ON BLUE BACKGROUND *	
TYRE MARKING/ CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
RADIO POINT	 WARNING SIGN ⇨ 100 m	 RADIO POINT (See also Article 39.6)	
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.

## APPENDIX II

### STANDARD DOCUMENTS

#### 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 4 months before Day 1 of the event.

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

The supplementary regulations must be printed in A 5 format and appear on the official rally website at least 2 months before Day 1 of the event.

Printed versions must be distributed at least to all competitors and rally officials.

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

#### CONTENT

#### INDEX

##### 1. Introduction

###### 1.1 Text similar to:

*'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2010 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 2010 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

##### 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

###### 2.4 Organisation committee

###### 2.5 Stewards of the Meeting

###### 2.6 FIA Delegates & Observer

###### 2.7 Senior officials

###### 2.8 HQ location and contact details (tel. & fax.)

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

- Issuing of the road book, map and Rally Guide 2
- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)
- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents

- Administrative checks
- Collection of tracker systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of FIA rally safety tracker systems
- Scrutineering – sealing & marking of components
- Team managers' briefing (Manufacturers and WRC Teams)
- Helicopter pilots' briefing
- Shakedown and time-schedule
- FIA Pre-event Press Conference
- First Stewards' meeting
- Publication of start list for Ceremonial start (if any) and Day 1
- Ceremonial start (if any)
- Rally start, place and time
- Publication of start lists for subsequent Days
- Podium Ceremony/Prize-giving
- FIA Post-event Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classification (may be adjusted by Bulletin)

#### 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 (including details of any applicable taxes)
- 4.6 Refunds

#### 5. Insurance

#### 6. Advertising and Identification

#### 7. Tyres

- 7.1 Tyres specified for use during the rally

In WRC Events the following text is recommended to cover the use of tyres:

*In addition to complying with Articles 60, 61 & 62 of the 2010 WRC Sporting Regulations, the following quantities and type of tyre are confirmed for use.*

<i>Tyre Type</i>	<i>Compound</i>	<i>Driver Priority</i>	<i>Max. no. of tyres</i>	<i>Extra for shakedown</i>	<i>Total for rally</i>

- 7.2 Tyres for use on reconnaissance – if necessary
- 7.3 National laws or special requirements

#### 8. Fuel

- 8.1 Ordering procedure
- 8.2 Closing date for ordering FIA fuel
- 8.3 Distribution for non-priority drivers

#### 9. Reconnaissance

- 9.1 Procedure for registration
- 9.2 Specific and/or national restrictions – speed limit on the special stages
- 9.3 Installation of speed control checking devices

#### 10. Administrative Checks

- 10.1 Documents to be presented:
  - Entrants license
  - Driver and Co-driver competition licenses
  - 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 (only if different from WRC Appendix IV)
- 12.3 Permitted early check-in
- 12.4 Super special stage procedure and running order (if applicable)
- 12.5 Any special procedures / activities including the organisers' promotional activities
- 12.6 Official time used during the rally

**13. Identification of Officials**

**14. Prizes**

**15. Final Checks**

- 15.1 Final checks – who is to attend from teams, plus location
- 15.2 Protest fees
- 15.3 Appeal fees

**Appendix 1** Itinerary

**Appendix 2** Reconnaissance schedule

**Appendix 3** Names and photographs of CRO's

**Appendices 4, 5, 6, 7, etc.**

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



## 2. BULLETINS

Bulletins are defined in Article 2.1 of these regulations.

They may be issued either:

- By the organisers, up to the commencement of scrutineering with the approval of the FIA. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA

Or

- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of 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.

Where possible, notifying competitors electronically of publication of a bulletin is recommended. The entrants (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

### 3. RALLY GUIDES 1 & 2

#### Rally Guide 1

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

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

- WRC Manufacturers and WRC Teams
- Entrants last year (optional)
- FIA
- FIA delegates
- Championship Promoter
- Support series representatives
- Tyre manufacturer
- Fuel supplier
- Others on request

#### Rally Guide 2

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

Published as a paper and electronic document and distributed 4 weeks before the start of the rally to the list as for RG1 plus:

- Other entrants (corresponding address as given on the entry form)
- All permanent FIA-accredited media

\* Full details in Appendix II-1

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

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

APPENDICES	RG 1	SR	RG 2
Note: Format of Appendices is at the discretion of the organiser.			
<b>Headings</b>			
<b>Itineraries</b>			
All Days (outline only in RG 1)	X	X	X
Itinerary compared with previous years	X	-	X

Recce schedule (outline only in RG 1)	X	X	X
<b>Maps</b> (A4 format)			
Overview Maps (each Day)	X	-	X
Special stage maps and recce maps	-	-	(optional) X
Shakedown map	-	-	X
Relevant cities / towns (showing HQ, service park, hospitals etc)	-	-	X
<b>Road books or regional maps, town maps, diagrams to explain how to travel</b>			
From airport to HQ (or road connections)	-	-	X
Between HQ and service park	-	-	X
From service park to shakedown	-	-	X
From shakedown to service park	-	-	X
Between HQ and scrutineering	-	-	X
Between service park and scrutineering	-	-	X
Between service park and remote / additional refuel zones (if any)	-	-	X
Between service park and remote service zone (if any)	-	-	X
Between HQ and media centre (if applicable)	-	-	X
<b>Drawings and layouts</b>			
Scrutineering & noise check area	-	-	X
FIA safety box installation	-	-	X
Remote Service Zone (if applicable)	-	-	X
Rally HQ	-	-	X
Starting area	-	-	X
Finish area	-	-	X
Service Park drawing (outline only in RG1)	X	-	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 Manufacturer Teams
- Area for other competitors (P2, P3, non-priority)
- Area for tyre manufacturer.
- Area for Championship Promoter
- TC in / TC out (with numbers)
- Parc fermé (flexi-service / superally)
- Technical zone
- Tyre marking zone
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out of SP
- Position for emergency service, fire brigade medical centre, etc
- Auxiliary parking areas
- Press and VIP parking areas
- Spectator parking
- Rally office / information centre
- Public toilets
- Water supply
- Rubbish area(s)
- Helicopter pad

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

##### 1 - SSS TO START THE RALLY

Start DAY 1		Thursday 30 July 2010				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
<b>0</b>	<b>Start Day 1 - (Anytown Pavilion)</b>					<b>18:15</b>
<b>RZ 1</b>	Refuel - All competitors					
	Distance to next refuel	(2.06)	(24.98)	(27.04)		
1		-	10.49	10.49	00:25	18:40
<b>SS1</b>	<b>SSS Trotting Track 1</b>	<b>2.06</b>	-	-	-	<b>19:00</b>
1A	Parc fermé <b>IN</b>	-	14.49	16.55	0:30	19:30
<b>Overnight regroup</b>						
Re-Start DAY 1		Friday 31 July 2010				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé <b>OUT</b> - Service <b>IN</b>	-	0.00	0.00	-	06:00
	<b>Service A - Anytown Pavilion</b>	<b>(2.06)</b>	<b>(24.98)</b>	<b>(27.04)</b>	<b>0:15</b>	
1C	Service - <b>OUT</b>	-	-	-	-	06:15
<b>RZ 2</b>	Refuel – All competitors					
	Distance to next refuel	(50.68)	(99.16)	(149.84)		

#### NOTES

- Boxes showing visits to service park and remote service zones should have a thick black surround and, when printed in colour, a light blue infill shade.
- Boxes showing regroupings or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing End of Day 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.
- It is recommended to include time of sunrise and sunset for each Day.

## 2 - 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
<b>Service E (Football Stadium)</b>		<b>72.59</b>	<b>161.06</b>	<b>233.65</b>	<b>00:30</b>
10C	Service OUT				13:50

## NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.16). When a HOLDING PARK (Article 2.9) precedes the service, a barriered zone immediately after the TC should be set up with admission only to FIA and event technical staff. Alternatively and when there is no regrouping involved, there should be a 3 minute Technical Zone before the service park entrance.

## 3 - REMOTE SERVICE &amp; REFUEL

DAY 1		Friday 23 October 2010				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
<b>0</b>	<b>Start Day 1 - Skrunda</b>	(0.00)	(0.00)	(0.00)		<b>06:00</b>
<b>RZ 1</b>	Refuel - City					
	Distance to next refuel	(0.00)	(136.00)	(136.00)		
<b>RZ 2</b>	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
<b>SS1 Talsi 1</b>		<b>32.14</b>	-	-	-	<b>09:25</b>
2		-	3.17	35.31	0:38	10:03
<b>SS2 Pampal 1</b>		<b>5.13</b>	-	-	-	<b>10:06</b>
3		-	5.79	10.92	0:15	10:21
<b>SS3 Roja 1</b>		<b>27.88</b>	-	-	-	<b>10:24</b>
<b>RZ 3</b>	Remote Refuel (FIA fuel)		[23.50]			
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Holding Zone & Technical Zone - IN	-	53.50	81.38	1:33	11:57
3B	Holding Zone - OUT & Service - IN	-	0.03	0.03	0:10	12:07
<b>Remote Service A - Dundaga</b>		<b>(65.15)</b>	<b>(227.49)</b>	<b>(292.64)</b>	0:15	
3C	Service - OUT	-	-	-	-	12:22
<b>RZ 4</b>	Remote Refuel (FIA fuel)		[27.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

## NOTES

- RZ2 identifies the zone as for FIA fuel user only.
- See Article 58.1.2 about the number of RZ's per day.
- Note the use of 'HOLDING ZONE' at TC 3 A/B in this example.

## 4 - TYPICAL FLEXI-SERVICE AT THE END OF A DAY

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

Section 5

## NOTES

- The Flexi-service facility is used principally by Priority driver teams who have a 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.

## 5 - TYPICAL END OF RALLY

<b>SS18 Roja 2</b>		<b>16.25</b>			<b>12:05</b>
18A	Regroup & Technical Zone <b>IN</b>	65.13	81.38	1:15	13:20
18B	Regroup <b>OUT</b> - Service <b>IN</b>			00:03	13:23
<b>Service J (Football Stadium)</b>		<b>(79.97)</b>	<b>(188.53)</b>	<b>268.50</b>	<b>00:10</b>
18C	Service <b>OUT</b> - Finish - Holding <b>IN</b>				13:33
Podium					14:00
<b>Day 3 totals</b>		<b>79.97</b>	<b>188.53</b>	<b>268.50</b>	

Section 9

<b>TOTALS OF THE RALLY</b>				
	<b>SS</b>	<b>Liaison</b>	<b>Total</b>	<b>* %</b>
Day 1 - 7 SS	136.21	292.98	429.19	31.7%
Day 2 - 6 SS	145.18	322.12	467.30	31.1%
Day 3 - 5 SS	79.97	188.53	268.50	29.8%
<b>Total - 18 SS</b>	<b>361.36</b>	<b>803.63</b>	<b>1164.99</b>	<b>31.0%</b>

\* % = 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 Day 1 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 Day. If a different daily book is used, there should be an obvious method of distinguishing it.
- The itinerary for the entire rally must appear in each road book in 'portrait' format.
- If a map of each Day is included, it is recommended that the itinerary page appears opposite the map.
- A page of all the symbols used must appear in the front of the road book.
- There is no longer a requirement to print the SOS/OK board within the road book (see WRC Article 39.2.1).
- 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. Any variation between two passages (i.e. at the end of a Day) must be clearly stated.
- 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, '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 39.2.7).
- 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).
- Individual stage maps shall include:
  - A scale
  - The direction North
  - Reconnaissance route
  - Alternative 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 (see example).
- 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 (see example).
- 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 (see example) 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 should 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 regroupes 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).

RS		SS 7 / 10		Talsi		TC 8 / 11		Pampal	
7 / 10		Distance		18.34 Kms		Time		0 hr 23 min	
		Speed		47.84 Kph					
Distance		Direction		Information		Kms to TC			
Total	Partial								
11.88	0.26					7		6.46	
13.89	2.01					8		4.45	
18.21	4.32					9		0.13	
18.34	0.13					10		0.00	
	0.12					1			

RS		SS 7 / 10		Talsi		TC 8 / 11		Pampal	
7 / 10		Distance		18.34 Kms		Time		0 hr 23 min	
		Speed		47.84 Kph					
Distance		Direction		Information		Kms to TC			
Total	Partial								
0.00	0.00					1		18.34	
3.98	3.98					2		14.36	
4.10	0.12					3		14.24	
8.86	4.76					4		9.48	
9.10	0.24					5		9.24	
11.62	2.52					6		6.72	
0.26									

## 6. STANDARD FIA TIME CARDS

### GENERAL

- A separate time card must be issued at least for each section of each Day.
- 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 should be issued and collected at the end of each section. Used time cards then become available for the results teams to check. Ideally a separate new card should be used for end of Day 45' service (as in example for 'Flexi-Service B'). This allows 'dead time' in the pre- service holding park for any technical checks.
- 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 following sample.
- 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.

**Timecard A**

**WRC**

Day 1 - Sec 1  
15 Jun 2010



TC  
0

**Start**

COMPETITOR  
USE

ACTUAL START

H	M
---	---

TC 0



TARGET TIME

00	25
----	----

DUE TIME

H	M
---	---

TC 1

H	M
---	---

TC 1

TC  
1

TC  
1

**SS 1 Stage Name**

20.88 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START  
SS 1

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

00	54
----	----

DUE TIME

H	M
---	---

TC 2

TC  
2

TC  
2

**SS 2 Stage Name**

32.45 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START  
SS 2

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

00	33
----	----

DUE TIME

H	M
---	---

TC 3

TC  
3

TC  
3

**SS 3 Stage Name**

14.50 km



FINISH TIME

H	M	S	1/10
---	---	---	------

PROVISIONAL START  
SS 3

H	M
---	---



ACTUAL START

H	M
---	---



TARGET TIME

01	06
----	----

DUE TIME

H	M
---	---

TC 3A

TC  
3A

TC  
3A

**Regroup/TechZone**

TARGET TIME  
MIN

00	03
----	----

MAX

00	13
----	----

68



PROVISIONAL START

H	M
---	---

H	M
---	---

TC 3B

TC  
3B

Logo  
of  
Rally

Car No.

# Timecard B



Day 1 - Sec 2  
15 Jun 2010



TC 3B	<b>Regroup/TZ OUT/Service IN</b>	TIME AT TC		▶	TARGET TIME		COMPETITOR USE	
		H	M		00	30	H	M
TC 3C		TC 3B			TC 3C		DUE TIME	
							TC 3C	

TC 3C	<b>Service OUT</b>	▼		TARGET TIME		COMPETITOR USE		
				00	25	H	M	
TC 4					TC 4		DUE TIME	
							TC 4	

TC 4	<b>SS 4 Stage Name</b> 24.36 km	FINISH TIME				COMPETITOR USE			
		H	M	S	1/10				
TC 5		PROVISIONAL START SS 4	ACTUAL START	▶	TARGET TIME		DUE TIME		
	H	M	H		M	00	46	H	M
		STOP	M	S	1/10	TC 5		TIME TAKEN	
							TC 5		

TC 5	<b>SS 5 Stage Name</b> 32.45 km	FINISH TIME				COMPETITOR USE			
		H	M	S	1/10				
TC 5A		PROVISIONAL START SS 5	ACTUAL START	▶	TARGET TIME		DUE TIME		
	H	M	H		M	01	15	H	M
		STOP	M	S	1/10	TC 5A		TIME TAKEN	
							TC 5A		

Logo  
of  
Rally

Car No.

Flexi Service B



TC  
5B

**Flexi Service B**

COMPETITOR  
USE

TIME AT TC

H	M
---	---

TC 5B



TARGET TIME

00	45
----	----

H	M
---	---

TC 5C

DUE TIME

H	M
---	---

TC 5C

TC  
5C

Logo  
of  
Rally

Car No.

Re-start



**Parc Fermé OUT/Service IN**

COMPETITOR  
USE

ACTUAL START

H	M
---	---

Parc Fermé OUT



TARGET TIME

03	00
----	----

H	M
---	---

Parc Fermé IN

DUE TIME

H	M
---	---

<b>7. STANDARD ENTRY FORM</b>
-------------------------------

<b>EVENT/ ASN LOGO</b>
--------------------------------

<b>Name of the Rally</b>
--------------------------

<b>FIA Championship LOGO</b>
--------------------------------------

<b>INDIVIDUAL ENTRY FORM</b>			
------------------------------	--	--	--

	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)	<b>1.</b>	<b>2.</b>	<b>3.</b>
Telephone N° (business)			
Telephone N° (private)			
Mobile Tel. N°			
Fax No.			
E-mail address			
Competition licence N°			
Issuing ASN			
Driving licence N°			
Country of issue			

<b>DETAILS OF THE CAR</b>			
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Make		Registration No.	
Model		cc	
Year of manufacture		Chassis N°	
Group / Class		Engine N°	
Homologation N°		Predominant colour	
Country of registration		Tech. Passport N°	

<b>TYPE OF ENTRY</b>	
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Trade/Legal etc.	
Private/Amateur	
Organisers' proposed advertising accepted:	Yes / No

<b>ENTRY FEES</b>
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(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

Application from : 01/01/2010

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

Driver Name		Car		Group/Class	
Current FIA Priority A	Yes / No	Previous FIA Priority A	Year		
Current FIA Priority B	Yes / No	Previous FIA Priority B	Year		
Current National Seeded	Yes / No	Previous National Seeded	Year		
Title of any Championship won			Year		

	Year	Event	Car	Group	O/A Position	Class Position	No. of Finishers
<b>International</b>							
<b>National</b>							
<b>Other</b>							

**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 1<sup>st</sup> driver

Signature of Co-driver

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

Date \_\_\_\_\_



## 8. ENTRY LISTS

### DRAFT ENTRY LIST

Upon closing of entries (See Article 22.2) the organiser:

- 1) May publish the Draft Entry List on the event website with a footnote 'Subject to FIA approval'. The list should be in Priority order but not necessarily in final seeded order.
- 2) Shall send this Draft Entry List to the FIA for checking. The FIA shall then reply with any comments within one week.

The Draft Entry List shall include:

- The allocated competition number
- The Entrant full name
- Driver/Co-driver names and their nationalities
- The make and model of the car entered
- The group, class and driver FIA Priority status

### ENTRY LIST IN SEEDED ORDER

Production of the entry list in seeded order is left to the organiser and the stewards. It does not have to be sent to the FIA for approval. The start order of Priority drivers is detailed in WRC Article 44. The order of non-Priority drivers is left to the organiser.

The list should be published on the event website either

- a) immediately after the previous event

or

- b) after FIA has approved the draft entry list (when there is no intervening event between closing date of entries and the event).

## 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 Article 53.2).

### CEREMONIAL START & DAY 1/SECTION 1

#### Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1<sup>st</sup> stewards' meeting and published at time in supplementary regulations
- Gives start times (or at least intervals between cars) for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

or

#### Start list for Day 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1<sup>st</sup> stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors – which may be paired times
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

and/or

#### Start list for Day 1 (no SSS) or Start list for Day 1 / Section 2

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1<sup>st</sup> stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

### EACH DAY OF THE RALLY (except the final Day)

#### Unofficial classification after final SS (not including SSS)

- Produced at the stewards' meeting. Unsigned.

#### Start list for the following Day

- Proposed by the clerk of the course. Stewards may reposition.
- Signed by the clerk of the course at the end of the stewards' meeting and published at time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing rescrutineering for car(s) No....' (WRC Article 46.2.1)

#### Partial Unofficial Classification after Day 'x'

- Signed by the clerk of the course and issued after stewards' meeting with actual posting time.
- Produced when all penalties are known.

### FINAL DAY OF THE RALLY

#### Provisional Final Classification

- Includes all competitors who have completed the final Day (WRC Art. 45.1.4)
- Signed by the clerk of the course at final stewards' meeting and published at time in supplementary regulations
- 'Subject to the results of final scrutineering' (for the whole classification)
- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
- 'Subject to further checks to be carried out by the FIA for car No....'
- 'Subject to stewards' decision for car No....'
- 'Subject to the results of a complete engine inspection for car No....'
- 'Subject to the results of the anti-doping tests for the following crews:...'

#### Official Final Classification

- Signed by the stewards and published after the protest time and once final scrutineering is completed.
- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
- 'Subject to further checks to be carried out by the FIA for car No....'
- 'Subject to stewards' decision 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 (1<sup>ST</sup> 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.
- 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 1<sup>st</sup> category.

#### **5.4.1 Educational film (recommended for all events)**

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

#### **5.4.2 Control of Spectators**

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

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

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

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

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

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

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

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

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

#### **5.4.3 Refuelling and Servicing**

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

#### **5.4.4 Zero Cars and Sweeper Cars**

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

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

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

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

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

#### **5.4.5 Information**

Information addressed mainly to the public will be issued by various means:

- written, spoken and televised media,
- posters,

- distribution of leaflets,
- passage of a vehicle (course information car), equipped with a loudspeaker, along the route to inform the spectators (45 minutes to 1 hour before the start of the first car recommended). The car may be replaced by a helicopter equipped with loud speakers. This operation may be repeated several times if necessary.

#### **5.4.6 Medical services**

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

## **5.5 SAFETY OF THE COMPETING CREWS**

### **5.5.1 Deployment of the safety services**

a) At the start of each special stage (including shakedown where applicable):

- one or more medical intervention vehicle(s) should, at each post, be stationed close to the technical intervention (disincarceration, fire-fighting, etc.) vehicles;
- one ambulance equipped for resuscitation,
- possibly an evacuation ambulance,
- one doctor qualified in resuscitation,
- one paramedic,
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with HQ.

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

b) At the intermediate points on the route (see below):

- one or more first intervention vehicles,
- one evacuation ambulance,
- one doctor qualified in resuscitation, or possibly one paramedic specialised in resuscitation,
- suitable communications equipment to maintain contact with HQ.

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

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

Furthermore, if the nature of the terrain, the weather conditions or particular circumstances so require, this distance may be amended on the joint proposal of the chief medical officer and the chief safety officer (FIA Medical Delegate and FIA Safety Delegate in the case of FIA World Championship rallies) when approving the safety plan.

Both at the starts and at the intermediate points, the intervention vehicles should have direct access onto the route of the special stage and must be positioned in a secure zone.

c) At the stop point of each special stage:

- two (minimum) 4 kg fire extinguishers

d) In the service park or a central location less than 15 km by road from the special stages concerned:

- one breakdown vehicle;
- suitable communications equipment to maintain contact with HQ;
- a treatment/resuscitation unit in conformity with Article 5.3.5;
- an evacuation ambulance

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

### **5.5.2 Dispatching of the rescue service:**

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

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



### 5.5.3 Evacuation

- a) An evacuation route must be planned for each special stage and clearly shown in the safety plan (by map or diagram).
- b) The emergency services of all hospitals near the route should be on standby (see 5.2 above).
- c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor qualified in resuscitation.
- d) If evacuation by helicopter is foreseen the following conditions should be respected:
- when weather conditions prevent the use of a helicopter, on the joint decision of the clerk of the course and the chief safety officer, a special stage may be postponed or cancelled if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the chief medical officer;
  - the presence of a helicopter does not remove the obligation to plan land evacuation with, for a casualty needing intensive care during transport, the presence of a doctor qualified in resuscitation.
  - See also Article 5.3.7 above.

### 5.5.4 Supervision of the road and signalling

#### 5.5.4.1 Marking of Special Stages

Roads and access roads leading to stages must be closed to traffic. This should be done in the following manner:

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

#### 5.5.4.2 Marshals' posts will be positioned along the course so as to:

- keep the spectators out of prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers;
- as far as possible, warn crews of any obstructions on the route of the special stage.

#### 5.5.4.3 Should the use of yellow flags be required, the following procedure is to be adopted:

- a) A yellow flag must be available at each stage radio point (situated at intervals of approximately 5 km).
- b) The yellow flag will be displayed to crews only on the instruction of the clerk of the course.  
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in 5.2.6 above, and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.
- c) During reconnaissance, a sign bearing the symbol specified in 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.
- d) On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or safety car drivers he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.
- e) No flag other than the yellow flag may be deployed in a special stage.
- f) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

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

Any ambulance within a stage shall be located at a radio point. An additional sign (red or green cross on a blue background) should be located beneath the radio point sign at this point.

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

**5.5.4.5** The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart should be used, either on the

special stage by the special stage safety officer or at rally headquarters. Each organiser must design, and show in the safety plan, this procedure for tracking vehicles and must also list the procedures to be followed in the event of a missing competitor.

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

#### **5.5.5 SOS/OK Signs - Competitor safety**

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

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

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

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

### **5.6 ACCIDENT REPORTING**

#### **5.6.1 Accident involving a member of the public**

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

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

#### **5.6.2 Accident investigations**

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

## APPENDIX IV

### 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, 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, and an undercover waiting area for the crews, in case of poor weather.
- 1.11 The organiser must provide transportation for a minimum of 10 drivers/co-drivers (WRC and Priority 3), one manufacturer 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 to be able to attend the finish.

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

##### Summary – Procedure

Highest national crew → P3 winner → Finishers 8<sup>th</sup> to 4<sup>th</sup> → 3<sup>rd</sup> → 2<sup>nd</sup> → 1<sup>st</sup> → Champagne spray  
→ Team to join winning crew, if requested

3 crews called → Presentations → Manufacturer presentation → Anthems & flags → Champagne spray → Transport to FIA Press Conference (top 3, Manufacturer, P3 winner)

- 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.

*Application from : 01/01/2010*

- 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 and the driver is interviewed. The crew then gets on to the bonnet where they receive two pre-opened bottles of champagne, 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.
- 2.6 Crews positioned in the order 8th, 7th, 6th, 5th and 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 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, the winning manufacturers' representative 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) or WRC team (previously nominated by the entrant at the time of registration) 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 or sunglasses. 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, 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 The 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.

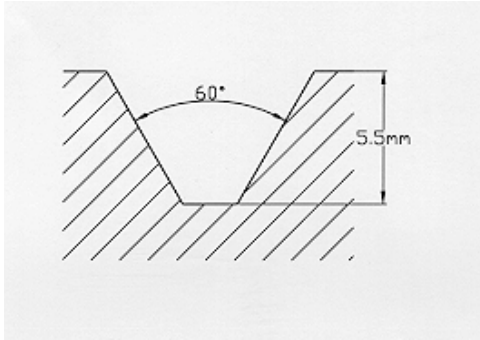
## APPENDIX V

### 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.

4. Types of tyre planned by the single tyre supplier

The following types and compounds of tyre are intended for use at the events specified. Final tyre specification and quantities will be detailed in the supplementary regulations for each event (see also Articles 61 and 62).

TYRE TYPE	COUNTRY	TYRE SIZE 4WD	TYRE SIZE JWRC	TYRE SIZE R2
<b>SOTTOZERO ICE</b>	Sweden	205/65R15		
<b>SCORPION WRC Hard</b>	Mexico			
	Jordan			
	Turkey		K2: 195/70-15	K4: 195/65-15 or 175/70-15
	New Zealand			
	Portugal		K2: 195/70-15	K4: 195/65-15 or 175/70-15
<b>SCORPION WRC Soft</b>	Finland			
	Japan			
	Great Britain			
<b>PZERO WRC Hard</b>  <b>PZERO WRC Soft</b>	Bulgaria		235/40ZR18	RS5 & RE7: 200/625-17
	Germany			
	France			
	Spain			

## APPENDIX VI

### ENTRY FEES, ADMINISTRATIVE PACKAGE AND PERMANENT PASSES

ENTRY FEES	Manufacturer (2 Cars)	WRC Team		Support Championships
		2 Cars	1 Car	
<b>Status</b>	P1	P1		P3
<b>Entrant</b>	The registered manufacturer	The registered team		The registered driver or entrant
<b>Standard Entry Fee</b>	€34,300	€12,500	€6,250	€3,650 (recommended)
<b>Shakedown in package</b>	Yes Obligatory participation	Yes Obligatory participation		Yes Optional participation
<b>Parking spaces at HQ (if possible)</b>	2	1		0
<b>Required to carry optional advertising</b>	No	No		Yes, unless additional fee is paid
<b>Service park area</b>	As agreed with the Championship Promoter			

Additional entries by a Manufacturer or WRC Team are subject to a € 3,100 increment per car (without the requirement to carry optional advertising).

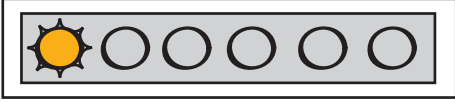
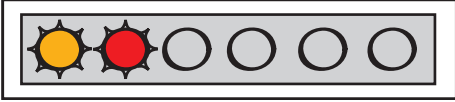
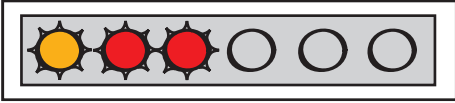
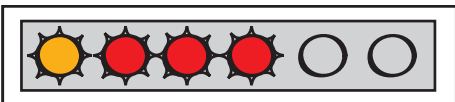
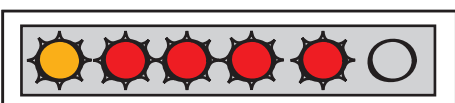
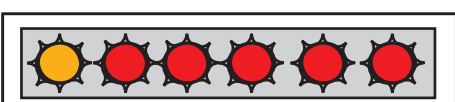
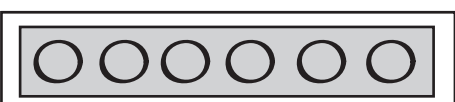
ADMINISTRATIVE PACKAGE FROM ORGANISER	Manufacturer (2 Cars)	WRC Team		Support Championships
		(2 Cars)	(1 car)	
<b>Vehicle Plates</b>				
• VIP (or guest) plates	10	8	4	1
• Service plates	6	4	2	1
• Auxiliary plates	12	8	4	2
<b>Administration and Passes</b>				
• Regulations	10 (10)	6 (6)	3 (3)	2 (2)
• Road book sets	12 (8)	6 (4)	3 (2)	3 (2)
• Rally Guide 2	12 (8)	8 (4)	4 (2)	3 (2)
• Route maps	12 (8)	8 (4)	5 (2)	5 (2)
• Programme	15 (-)	10 (-)	5 (-)	5 (-)
• Results books	1 (1)	1 (1)	(1)	1 (1)
• CD of Safety Plan	1 (-)	-	-	-
• Team passes (if required)	30	20	10	-

( ) = No. of copies to be mailed/couriered to Team Manager

PERMANENT FIA PASSES	Manufacturer (2 Cars)	WRC Team	
		(2 Cars)	(1 Car)
• Priority	2	2	1
• Media/PR	2	2	1
• Team	30	20	10

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

# Start Light Sequence:

	30 Seconds
	5 Seconds
	4 Seconds
	3 Seconds
	2 Seconds
	1 Seconds
	GO

Left hand light = orange  
All other lights = red