

# 2009 FIA World Rally Championship Sporting Regulations

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### 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:

- \* FIA World Rally Championship for Drivers
- \* FIA World Rally Championship for Co-drivers
- \* FIA World Rally Championship for Manufacturers
- \* FIA Production car World Rally Championship for Drivers
- \* FIA Production car World Rally Championship for Co-drivers
- \* FIA 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 indicated 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 decide (Art. 141 of the Code).

**1.1.2** The Clerk of the Course is charged with the application of these regulations and the event supplementary regulations during the running of the rally and must inform the Stewards of any important incidents that have occurred requiring the application of these regulations or the supplementary regulations of the rally.

**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. 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 2009.

### 2. DEFINITIONS

#### 2.1 BULLETIN

Official written communication intended to modify, clarify or complete the supplementary regulations of the rally. Bulletins must have been approved by the FIA or the Stewards, except modifications to the itinerary or reconnaissance schedule issued by the Clerk of the Course.

#### 2.2 COMPETITOR

Physical or legal entity entered in the rally.

#### 2.3 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.

- 2.4 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 and part of Day 1.
- 2.5 HOLDING PARK**  
As for a parc fermé, but where media and team personnel holding an appropriate pass may be admitted.
- 2.6 LINKS**  
A minimum of two (2) rallies joined for the purposes of limiting the use of engines or transmissions or components.
- 2.7 NEUTRALISATION**  
Time during which the crews are stopped by the organisers for whatever reason where parc fermé rules apply.
- 2.8 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.
- 2.9 PROHIBITED SERVICE**  
The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in Article 51.2.
- 2.10 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.
- 2.11 RECONNAISSANCE TIMETABLE**  
The timetable specified in the supplementary regulations during which the crews may familiarise themselves with the rally route.
- 2.12 REGROUPING**  
A stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.
- 2.13 SECTION**  
All the parts of a rally between:  
- The start of the rally or of a Day and the first regrouping halt.  
- Two successive regrouping halts.  
- The last regrouping halt and the finish of the Day or the rally.
- 2.14 SERVICE**  
Any work on a competing car except where limited in Article 51.
- 2.15 START OF THE EVENT**  
The event starts from the time of administrative checks and ends upon posting of the Official Final Classification.
- 2.16 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.

**2.17 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 and personnel employed by or contracted to a team outside the itinerary of a rally.
- For registered Priority 3 drivers, as limited by Article 73.5 of these regulations.

**2.18 TEST SESSION**

The presence of each World Rally Car of a registered Team at a registered testing site on consecutive days.

**2.19 TIME CARD**

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

### **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.

## ELIGIBLE CARS

### 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
- Super 2000 cars (a regionally homologated S2000 car may be used only in WRC events held in that region)

#### 4.1 ADDITIONAL PROVISIONS FOR WORLD RALLY CARS

**4.1.1** Only a manufacturer currently registered in the World Rally Championship or intending to register 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 PROVISIONS FOR CARS TO PARTICIPATE IN THE JUNIOR WORLD RALLY CHAMPIONSHIP (JWRC)

All cars must be front wheel drive and have a total length between 3600mm and 4150mm. All cars must comply with the 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 corrected cylinder capacity of less than 2000 cc.

**4.2.5** Group R cars, categories in conformity with Article 260 of the Appendix J to the 2009 International Sporting Code.

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

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

**4.3.1** Group N cars with a corrected cylinder capacity of greater than 2000 cc.

**4.3.2** Super 2000 cars.

#### 4.4 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>	
GROUP A/N	GROUP R – 2009
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	

## CHAMPIONSHIPS & POINTS

### 5. THE CHAMPIONSHIP REQUIREMENTS

#### 5.1 QUALIFICATION OF A RALLY

A candidate rally may qualify only after registering with the FIA and having paid the required fee. The fee shall entitle the event to be observed for WRC inclusion by FIA appointed delegates no more than twice.

#### 5.2 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 duly recognised as such by the FIA.

#### 5.3 REPORTS

Any Championship rally shown by the Observer report to have failed to comply with the regulations or to ensure a sufficient level of safety may not be accepted in further years in the Championship. A report will be drawn up by an FIA Observer and possibly by other FIA officials, and reviewed by the relevant FIA Commission.

#### 5.4 CANDIDATE EVENTS

When a Regional Championship rally is a candidate for the World Championship, the regulations of the Regional Championship concerned must be followed and not those of the World Championship, unless the FIA decides otherwise.

#### 5.5 ATTRIBUTION OF CHAMPIONSHIP POINTS

For each Championship title, points will be awarded in 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

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.

### 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 Manufacturer 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 Manufacturer Team having totalled the greatest number of points at the end of the year is declared World Rally Manufacturer Champion.

### **7.2 PARTICIPATION**

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

**7.2.2** A Manufacturer Team undertakes to take part in a minimum of 8 nominated rallies with two (2) cars.

**7.2.3** A Manufacturer wishing to score points in the Championship must register for the Championship with the FIA at any time before 15 December of the year preceding the year of the Championship in which it wishes to compete, using an entry form available from the FIA.

**7.2.4** A Manufacturer 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 World Rally Championship, using an entry form available from the FIA. Points will accrue only from those events nominated following registration.

**7.2.5** The registration fees are set at:

- 238,700 € for a Manufacturer
- 31,800 € for a Manufacturer Team

**7.2.6** Both a Manufacturer and a Manufacturer Team must indicate on the entry form the name of the entrant. In the case of a Manufacturer, this name must include the name of the car manufacturer.

**7.2.7** A Manufacturer may enter only cars corresponding to the very latest homologated version of a World Rally Car and that will be in conformity with the 2009 Appendix J.

**7.2.8** A Manufacturer Team cannot enter World Rally Cars homologated during the year 2009 and cannot use parts homologated after 2 January 2009.

**7.2.9** 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.

**7.2.10** A Manufacturer Team must inform the FIA of the names of the driver/s nominated for the purpose of scoring points before the closing date of entries of the rally concerned.

**7.2.11** A Manufacturer Team may nominate more than the minimum rallies at the time of registration. In order to score Championship points in these additional rallies, the team must take part with at least one car and nominate the driver at the time of registration.

**7.2.12** Any registered Manufacturer which does not take part in a Championship event will be fined the sum of 238,700 € per event missed and will be excluded from the classification of the Championship.

**7.2.13** Any registered Manufacturer Team which does not take part in a Championship event it has nominated will be fined the sum of 31,800 € per event missed and will be excluded from the classification of the Championship.

**7.2.14** Points will be awarded according to Article 5.5 of these regulations. For any one Manufacturer or Manufacturer Team only, the nominated cars will score points according to their relative position.

## **8. FIA SUPPORT CHAMPIONSHIPS (FIA PRODUCTION CAR 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 Driver's Championship for drivers taking part in the qualifying rallies using eligible cars as in Article 4.

**8.1.2** The FIA Junior World Rally Championship (JWRC) is a Driver's Championship for drivers taking part in the qualifying rallies using eligible cars as in Article 4.

**8.1.3** Hereafter, "the Support Championships" denotes rules which are common to both PWRC 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 15 December of the year preceding the year of the Championship. Later applications shall be accepted subject to FIA agreement and availability. Registration for the 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 each Support Championship events is 8. At the time of registration, the entrant must nominate 6 rallies in the Championship in which he will participate to score points.

**8.2.3** A team or an ASN designated team entered in the Championship must name its driver before the close of entries for each nominated rally.

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

**8.2.5** 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.

**8.2.6** The Production car World Rally Champion or Junior World Rally Champion will be the driver who has scored the highest total number of points from results obtained in his nominated Support Championship rallies.

**8.2.7** 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 in the Support Championship will be excluded from the Support Championship classification and will be reported to the FIA. The points will not be redistributed to those remaining in the Support Championship. 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.

**8.2.8** If the competitor claims force majeure on medical grounds, the following documents should be submitted to the FIA 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.

**8.2.9** 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.

**8.2.10** The maximum number of entries accepted in each Support Championship will be 28 plus 2 guest drivers as in Article 8.2.14. 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.

**8.2.11** If fewer than 10 entries for each Support Championship have been received by the closing date for entries, the FIA reserves the right to suspend the Championship.

**8.2.12** Entry into the Support Championships shall be considered as an entry in each nominated Championship rally. Individual entry procedures must be respected. Thus, except in cases of force majeure, a registered driver must pay each Championship organiser the due entry fees irrespective of his participation.

**8.2.13** 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.

**8.2.14** Each organiser of a Support Championship rally may nominate 2 drivers (holding a licence issued by their ASN) not entered 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 (1)59 and (1)60 (PWRC) or 59 and 60 (JWRC), and must comply with the regulations of the Support Championships.

**8.2.15** If a driver or co-driver is entered by more than one registered entrant during a season and thus participates in more than 6 Support Championship rallies, the first 6 Support Championship rallies in which he has participated will be counted.

### **8.3 ON-BOARD CAMERA**

No car may carry an on-board camera unless authorised by the holder of the commercial rights. If required, an entrant shall carry the on-board camera or other recording device fitted by the holder of the commercial rights.

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

**8.4.1** Drivers registered to participate in the JWRC must have been born on or after 1 January 1980.

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

**8.4.3** For each JWRC rally, a separate classification for “Rookies” will be drawn from the general classification. “Rookies” are drivers who have not yet competed in a full season of 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 corrected cylinder capacity of less than 2000cc.

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

**8.4.4** 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.

**8.4.5** Only 2WD cars complying with Article 28.1 of these regulations may be used for reconnaissance.

## **9. DEAD HEAT IN THE CHAMPIONSHIP**

### **9.1 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:

**9.1.1** 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;

**9.1.2** 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.

**9.1.3** In the event of a further tie, the rule for deciding between the drivers and co-drivers concerned shall be according to the number of best times achieved in the first special stage which is not a super special stage of each Championship rally in which they have taken part.

**9.1.4** 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.

### **9.2 MANUFACTURERS OR MANUFACTURER TEAMS**

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

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

**9.2.2** 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.

**9.2.3** In the event of a further tie, the FIA itself will decide the winner and decide between any other tying Manufacturers or Manufacturer Teams on the basis of whatever other considerations it thinks appropriate.

## **10. CRITERIA FOR PRIORITY DRIVERS**

### **10.1 FIRST PRIORITY DRIVERS (P1)**

Drivers nominated by a registered Manufacturer or Manufacturer Team for the purpose of scoring points for the FIA World Rally Championship for Manufacturers.

## **10.2 SECOND PRIORITY DRIVERS (P2)**

Drivers entered with a World Rally Car who:

**10.2.1** 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.

**10.2.2** have won the FIA Junior World Rally Championship or the FIA Production car World Rally Championship during the two previous Championship years.

**10.2.3** have been entered by a Manufacturer or Manufacturer Team but not for scoring points in the Manufacturers' Championship and fulfil the criteria of 10.2.4.

**10.2.4** have been designated by the FIA, at the request of an organiser. An organiser may propose to the FIA certain drivers of World Rally Cars whose entry is supported by a letter from the drivers' ASN and whose results justify Priority 2 inclusion.

## **10.3 THIRD PRIORITY DRIVERS (P3)**

**10.3.1** Registered drivers or nominated guest drivers entered in their nominated qualifying rounds of the FIA Junior World Rally Championship or the FIA Production car World Rally Championship.

**10.3.2** Drivers who enter events as part of the Pirelli Star Driver programme.

## **11. PROCEDURE CONCERNING THE CHOICE OF ITINERARY**

### **11.1 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 roads which may include high spectator traffic density,

### **11.2 FIA INSPECTION**

**11.2.1** 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:

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

**11.2.3** 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.

**11.2.4** The FIA inspectors may:

- Recommend that a stage is not included in the itinerary giving the rationale.
- Recommend measures intended to help prevent an accident during the rally which have been agreed upon with the organiser during the inspection.

**11.2.5** 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.

### **11.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME**

**11.3.1** Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary, thus defined and inspected, is respected.

**11.3.2** No objections made immediately before or during the running of the rally will be taken into consideration unless condoned by the FIA Safety Delegate.

## **12. EVENT CHARACTERISTICS**

### **12.1 DURATION OF A DAY**

**12.1.1** The maximum scheduled duration of a Day may not exceed 18 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.

**12.1.2** For Days of a duration of less than 6 hours, the stopping time must be at least equal to the duration of the Day. For Days of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.

### **12.2 SPEED RESTRICTIONS**

The average speed on road sections will be left to the organisers' discretion but must always comply with the laws of the country of the rally. This speed must be specified in the road book.

## 12.3 EVENT CONFIGURATION

### 12.3.1 Road surface

The itinerary of events may include stages on asphalt and/or gravel on condition that one or other surface is used on 2 consecutive days. It is recommended that asphalt always be used as the first surface.

### 12.3.2 Special stages

The total length of the special stages is a minimum of 340 km and a maximum of 400 km.

No one stage or part of a stage may be run more than twice in a rally, super special stages excluded.

### 12.3.3 Programme for the rallies

#### Tuesday

- \* 14.00 Media accreditations open

#### Tuesday & Wednesday

- \* Reconnaissance as per the schedule decided by the organiser.

#### Wednesday

- \* Administration (may also take place prior to start of reconnaissance)
- \* Briefings
- \* Start of scrutineering including sealing of parts and certification for Manufacturer entered cars

#### Thursday

- \* 08.00 – 12.00: Obligatory organisation of a shakedown
- \* 13.30: FIA press conference.
- \* 15.00: First Stewards' meeting
- \* 20.00 – 20.30: Recommended time for P1 drivers to be at ceremonial start or super special stage (see also FIA Media Facilities and Operations Guide).

#### Friday

- \* 15' Morning service if super special stage the previous day
- \* Stages
- \* 30' service/s at the service park and/or 15' service/s at the remote service zone,
- \* First car completes final stage (except super special) by 17.30
- \* 45' flexi service at end of the Day

#### Saturday

- \* 15' Service after overnight parc fermé
- \* Stages
- \* 30' service/s at the service park and/or 15' service/s at the remote service zone
- \* First car completes final stage (except super special) by 17.30
- \* 45' flexi service at end of the Day

#### Sunday

- \* 15' Service after overnight parc fermé
- \* Stages
- \* 30' service at the service park and/or 15' service at the remote service zone
- \* 10' Service prior to finish procedure at organisers' discretion
- \* 14.45 to 15.00: recommended time for rally winner to be on the podium. A waiver application may be made to change this schedule for rallies outside Europe or when required for television purposes within Europe.
- \* Finish ceremony to follow FIA procedures, ideally at rally centre
- \* Prize giving on the podium
- \* Post rally FIA press conference
- \* Post rally scrutineering.

## 12.4 PRESS CONFERENCES

### 12.4.1 Pre-event Press Conference

At each Championship rally, a maximum of 6 WRC drivers/co-drivers/team personnel and 2 JWRC and/or PWRC drivers will be selected by the FIA Media Delegate to attend a press conference to take place on the Thursday of the rally, at 13:30 hrs in the media centre. Following acceptance to the FIA, the drivers/co-drivers/team personnel must attend the press conference.

### 12.4.2 Post-event Press Conference

The first 3 crews finishing the rally, a representative of the winning entrant and the winning JWRC and/or PWRC crew must attend a press conference to take place in the media centre after the finish of each Championship rally.

## STANDARD DOCUMENTS AND SCHEDULES

### 13. GENERAL

#### 13.1 FIA STANDARDISED DOCUMENTS

The supplementary regulations, time card, road book, entry form as well as Rally Guides 1 & 2 must conform to the FIA standard documents (see Appendices).

#### 13.2 LANGUAGE

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

#### 13.3 CHAMPIONSHIP LOGO

The title of the FIA World Rally Championship and the official logo attributed by the FIA must appear on the cover of the supplementary regulations, on any bulletins and on the first page of the unofficial and official results.

### 14. SUPPLEMENTARY REGULATIONS

#### 14.1 SCHEDULE

**14.1.1** Two copies (or electronic mailing) of the draft supplementary regulations must reach the FIA Secretariat at least 4 months before Day 1 of the event.

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

**14.1.3** 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 available at least to registered Manufacturers, Manufacturer Teams, to all competitors and rally officials.

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

#### 14.2 AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS – BULLETINS

**14.2.1** Bulletins may be issued:

- By the organisers, up to the commencement of scrutineering. They must be submitted for the approval of the FIA, except with regard to modifications to the itinerary or to the reconnaissance programme.
- By the Stewards of the meeting throughout the competition except with regard to modifications to the itinerary which may be issued by the Clerk of the Course.

**14.2.2** Bulletins shall be printed on yellow paper and be posted on the official notice board(s). In addition, they may be electronically distributed.

**14.2.3** Bulletins must be numbered and dated. The competitors (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

### 15. ROAD BOOK

#### 15.1 COMPULSORY ITINERARY

All the crews will receive a road book containing a detailed description of the compulsory itinerary which must be followed. Any deviation will be reported to the Stewards.

#### 15.2 AVAILABILITY

The road book must be published at least 4 weeks before Day 1 of the rally.

### 16. TIME CARD

#### 16.1 LAYOUT

This card must allow for one page per road section and one page per special stage.

A separate set of time cards must be issued at least for each section of each Day. Where applicable, provision shall be made for stamps or signatures.

## **16.2 ENTRIES MADE ON THE TIME CARD**

The appropriate marshal is the only person allowed make entries on the time card, by hand or by means of a printout device, except for the sections "driver's use".

## **16.3 ABSENCE OF AN ENTRY**

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 (time, passage or regrouping) or at the finish, will result in the exclusion of the crew concerned pronounced by the Clerk of the Course.

## **16.4 TARGET TIMES**

The target time for covering the distance between 2 consecutive time controls must appear on the time card.

## **16.5 TIMING**

Hours and minutes must always be shown thus: 00.01 - 24.00, only the minutes which have elapsed will be counted. Throughout the rally, the official time is that specified in the supplementary regulations.

## **16.6 RESPONSIBILITY**

Each crew is:

- Solely responsible for its time card.
- Responsible for submitting the time card at the controls and for the accuracy of the entries.
- Responsible for any entries made on the time card.

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

## **16.7 DIVERGENCES**

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 Stewards, who will deliver a judgement.

## **16.8 ELECTRONIC TIME CARD**

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 it can be used.

## **17. ISSUING OF AN FIA VISA**

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

### **17.1 PLAN OF THE ROUTE AND MAIN POINTS OF THE PROGRAMME**

The route is to be submitted to the FIA (Secretariat and WRC Administration), the FIA Safety Delegate, to the registered Manufacturers, Manufacturer Teams, the commercial rights holder and to the tyre supplier at least 7 months before the start of Day 1 of the rally in the form of an itinerary and maps.

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

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

The deadline for any comments or major modifications is 4 weeks after submission to the FIA.

### **17.2 SAFETY PLAN**

**17.2.1** An initial draft of the safety plan is to 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.
- a proposed date and time for a pre-rally medical briefing.

A reply is to be given within the following four weeks.

**17.2.2** The presence of a medically equipped helicopter is required.

### **17.3 MEDICAL QUESTIONNAIRE**

**17.3.1** A fully completed medical questionnaire (available from the FIA) will be sent to the FIA (which will forward it to the Director of Medical Affairs, the permanent Medical Delegate and, if appropriate, a Regional Medical Delegate) 2 months before the start of the rally.

Any change of receiving hospital less than 2 months prior to the event must be notified to the FIA.

**17.3.2** No less than 21 days prior to the rally, the Chief Medical Officer must contact the hospital selected, in writing, requesting that the emergency services be placed on standby, and must receive a written reply.

**17.3.3** For candidate events, preliminary inspection by the FIA Medical Delegate of the rally medical services and selected hospitals are detailed in Appendix H – Supplement 9.

### **17.3 REGULATIONS**

See Article 14.

### 18. INSURANCE COVER

#### 18.1 DESCRIPTION OF INSURANCE COVERAGE

The supplementary regulations must give details concerning insurance coverage including policies taken out by the organisers or provided for the crews (description of the risks and sums which are covered).

#### 18.2 PUBLIC LIABILITY COVER

**18.2.1** The insurance premium included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability). A minimum of €10 million Public Liability cover is recommended. Should the amount be less, the value must be advised to the FIA.

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

**18.2.3** 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.

#### 18.3 EXCLUSION OF COVER

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

## **19. SEASONALLY ALLOCATED NUMBERS**

### **19.1 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.

### **19.2 PRIORITY 3**

The FIA will allocate a permanent competition number between 31 and 60 to each driver registered in PWRC and between 31 and 60 to each driver registered in JWRC for the Championship season. At events qualifying for both Championships, PWRC permanent competition numbers shall be preceded by 1, ie. 131-160. At events where the Pirelli Star Drivers are included they shall use numbers 61 to 65.

## **20. COMPETITION NUMBERS**

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

### **20.1 DOOR PANELS**

**20.1.1** 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 15 cm x 15 cm competition number box which shall always be at the front of the panel. When the competition number is greater than 99, the box width may be increased. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm, on a matt black background. The remainder of the door panel is reserved for the use of the organiser.

**20.1.2** 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.

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

### **20.2 REAR WINDOW**

One rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the organiser. This panel 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 the 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.

### **20.3 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 at the top of the rear side windows in conjunction with the driver's name.

### **20.4 ROOF PANEL**

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.

### **20.5 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 name of the rally.

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

### 21.1 REAR SIDE WINDOWS

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

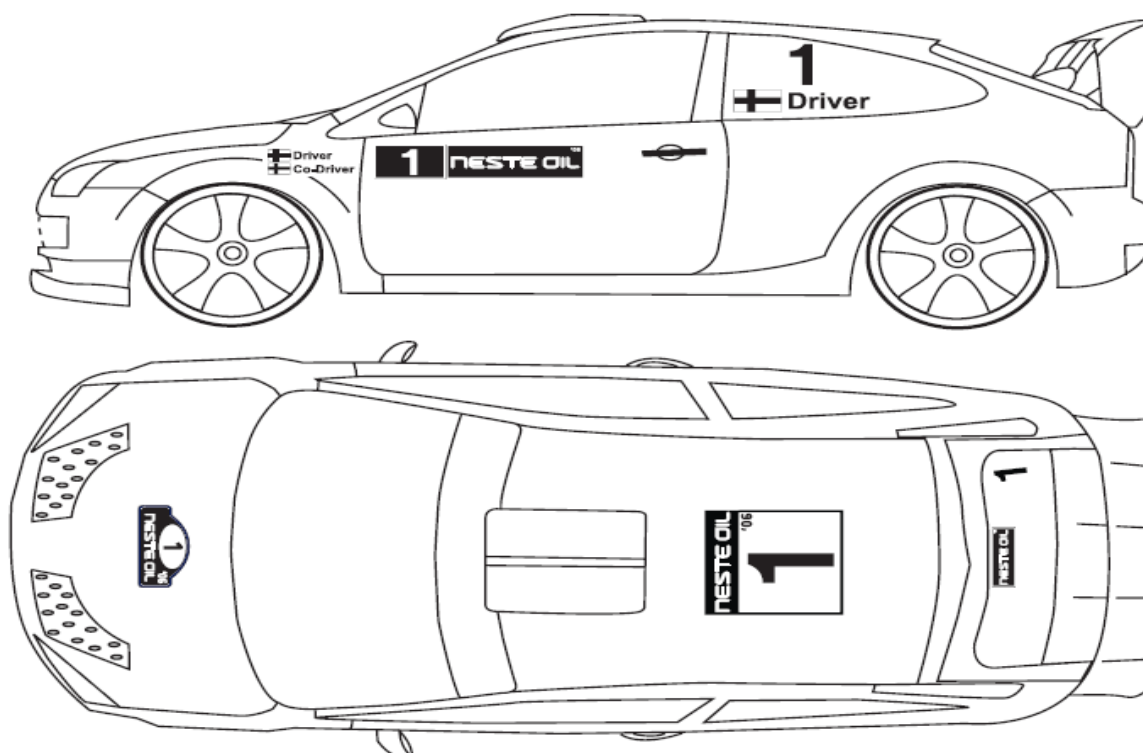
- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
- In white on a clear background.
- 10 cm high and with a stroke width of 1.5 cm.

In case of glass breakage, the cash penalty for not carrying the driver's name is not applied.

### 21.2 FRONT WINGS

In addition to Article 21.1, the names of the driver and co-driver, together with their national flags of their respective passport nationalities, must appear on the front wings of the car.

#### DOOR PLATES AND COMPETITION NUMBERS



## **22. ADVERTISING**

### **22.1 RESTRICTIONS ON ADVERTISING**

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

- It is authorised by the national laws and the FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It does not encroach upon the spaces reserved for plates and competition numbers.
- It does not interfere with the crew's vision through the windows.

**22.1.2** 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.

**22.1.3** All the letters of the name of the event sponsor must be no greater than the height and stroke thickness of the name of the rally.

### **22.2 ORGANISER'S OBLIGATORY ADVERTISING**

The advertising spaces on the door panels as specified in Article 20.1 are reserved for the organisers' advertising.

Such advertising is obligatory and may not be refused by the competitors/entrants.

On the roof panels the 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.

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

### **22.3 ORGANISER'S OPTIONAL ADVERTISING**

**22.3.1** The organiser may require competitors to carry additional 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.

**22.3.2** No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant can be imposed on a competitor/entrant if the competitor refuses such advertising.

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

**22.3.4** The carrying of optional advertising may not be imposed on cars entered by a Manufacturer or Manufacturer Team.

**23. RESPECT OF TRAFFIC LAWS****23.1 GENERAL RULES**

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

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

**23.1.3** Doughnuts may only be performed when permitted by the supplementary regulations of the rally.

**23.1.4** 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.

**23.1.5** 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.

**23.2 EXCESSIVE SPEED DURING RECONNAISSANCE**

**23.2.1** 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.

**23.2.2** Speeding during reconnaissance may incur a fine applied by the Clerk of the Course as follows:

Per km per hour over the speed limit

Priority 1 drivers €50

Priority 2 drivers €25

Priority 3 drivers €13

Non priority drivers €10

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

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

**23.2.5** If the speed is 100% over the speed limit, a suspended exclusion may be applied by the Stewards.

**23.2.6** Other infringements during reconnaissance may be referred to the Stewards.

**23.3 EXCESSIVE SPEED DURING THE RALLY**

**23.3.1** 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 drivers €50

Priority 2 drivers €25

Priority 3 drivers €13

Non priority drivers €10

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

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

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

**23.4 TRAFFIC LAWS**

**23.4.1** Throughout the rally, crews must observe the traffic laws of the country. Infringements will be referred to the Stewards.

**23.4.2** 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.

**23.4.3** 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.

**24. ENTRY PROCEDURE****24.1 NUMBER OF ENTRIES**

The maximum number of entries for each rally will be specified in the supplementary regulations.

**24.2 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. Details concerning the co-driver may be submitted up to a later date provided it is 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

**24.3 AMENDMENTS ON THE ENTRY FORM**

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

**24.4 ASN AUTHORISATIONS**

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

**24.5 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)**

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

One member of the crew may be replaced with the agreement of:

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

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

**24.6 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.

**25. ENTRY CLOSING DATES****25.1 RESPECT OF CLOSING DATES FOR ENTRIES**

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

**25.2 ENTRY CLOSING DATES**

The standard closing date for entries shall be 5 weeks before the Tuesday (start of reconnaissance) of the rally concerned.

**26. ENTRY FEES****26.1 PUBLICATION OF ENTRY FEES**

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

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

**26.2 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.

### **26.3 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.

### **26.4 PARTIAL REFUND OF ENTRY**

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

## **27. CLASSES**

### **27.1 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, it may be transferred to the appropriate group and/or class recommended by the scrutineers upon the decision of the Stewards.

### **27.2 CLASSES**

Should a minimum of five starters per class not be attained, the competitors in the class concerned will be entered in the next class up.

### 28. RECONNAISSANCE

#### 28.1 RECONNAISSANCE CARS

Cars which conform to the following specifications may be used:

##### 28.1.1 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.

##### 28.1.2 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 or SUV vehicles of less than 180 HP.

##### 28.1.3 Production cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with Articles 253-8.1 to 8.4 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.

#### 28.2 TYRES FOR RECONNAISSANCE CARS

**28.2.1** In no case may any of the types of tyre supplied by the tyre supplier for the Championship and specified in the Appendix V to these regulations be used on reconnaissance cars.

**28.2.2** Tyres used for reconnaissance shall be:

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

#### 28.3 RESTRICTION OF RECONNAISSANCE

**28.3.1** 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.

**28.3.2** Any driver who is 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 rally, 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.

#### 28.4 RUNNING OF RECONNAISSANCE

##### 28.4.1 Timetable

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

##### 28.4.2 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.

##### 28.4.3 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.

##### 28.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages.

A system for controlling the speed throughout reconnaissance by means of a GPS may be used.

#### **28.4.5 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 28.1 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.

#### **28.5 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.

#### **28.6 INFRINGEMENTS**

All infringements noted will be posted on the official notice board.

## SCRUTINEERING CHECKS

### 29. BEFORE THE START

#### 29.1 HOMOLOGATION FORM

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

#### 29.2 IDENTIFICATION

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

#### 29.3 SCRUTINEERING DEADLINE

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 refuse the start.

#### 29.4 PRESENTATION OF CARS

**29.4.1** The entered car may be presented at scrutineering by a representative of the team.

**29.4.2** For the purposes of scrutineering, the Manufacturers or Manufacturer Teams registered in the Championship may present a Certificate of Technical Conformity in place of their cars, duly signed by a team representative.

**29.4.3** At scrutineering competitors must produce all items of clothing intended to be used during the rally. Compliance with Appendix L Chapter III will be checked.

**29.4.4** 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.

#### 29.5 TIMETABLE

It is recommended that the following timetable be followed:

<b>Wednesday Time:</b>	<b>Action:</b>	<b>Who:</b>
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 Manufacturer Teams)	6 to 8 technical scrutineers + FIA technical staff
13.00-14.00	Checking of the weight for Manufacturers' cars (Manufacturers and Manufacturer Teams)	Weighing team
As from 15.00	Pre-event scrutineering for P2 (except Manufacturer cars), P3 and non seeded drivers	All technical scrutineers + FIA technical staff

## **30. DURING THE RALLY**

### **30.1 ADDITIONAL CHECKS**

Additional checks of safety items, including clothing, as well as of the car, may be carried out at any time after the start of Day 1 of the rally.

### **30.2 RESPONSIBILITY OF THE CREWS**

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

**30.2.2** Should identification marks (see Article 29.2) 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.

**30.2.3** 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.

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

## **31. FINAL CHECKS**

### **31.1 FINAL PARC FERMÉ**

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

### **31.2 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.

### **31.3 COMPONENTS TO BE CHECKED**

End-of-rally scrutineering will involve checks carried out as recommended to the Stewards by the FIA Technical Delegate.

### **31.4 TIME AVAILABLE FOR FINAL CHECKS**

The interval between the arrival of the cars at the scrutineering venue, as published in the supplementary regulations and the posting of the Provisional Final Classification must not be less than two hours.

## **32. SHAKEDOWN**

### **32.1 TIME SCHEDULE AND ATTENDANCE REQUIREMENTS**

On Thursday, a shakedown stage will be organised, with the following schedule and attendance requirements:

- \* 08.00 – 10:00: Mandatory for P1 and P2 drivers entered by a Manufacturer or Manufacturer Team, optional for other P2 drivers.
- \* 10.00 – 12.00 (may be extended to cater for increased number of competitors):  
Optional for P1, P2 and P3 drivers.

### **32.2 RUNNING OF SHAKEDOWN**

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

**32.2.2** The shakedown stage surface does not have to be representative of the rally surface.

**32.2.3** The shakedown stage may not be run as a stage or part of a stage in the itinerary of the rally except when used as a super special stage.

### **32.3 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.

### **32.4 TECHNICAL REQUIREMENTS**

For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in Articles 68 to 70 of these regulations must be sealed.

### **32.5 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 46.

### 33. CONTROLS – GENERAL REQUIREMENTS

#### 33.1 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.

#### 33.2 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.

#### 33.3 CONTROL AREAS

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

#### 33.4 STOPPING TIME IN CONTROL AREAS

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

#### 33.5 READINESS TO WORK

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

**33.5.2** 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.

#### 33.6 SEQUENCE OF CONTROLS AND DIRECTION

**33.6.1** 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 Stewards.

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

#### 33.7 MARSHALS' INSTRUCTIONS

**33.7.1** Crews are obliged to follow the instructions of the chief official of any control. Failure to do so will be reported to the Stewards.

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

#### 33.8 MEDIA ZONES

**33.8.1** 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 area before the podium procedure at the finish.

**33.8.2** Access to this media zone shall be limited to the personnel holding the appropriate pass.

#### 33.9 ON-BOARD CAMERA TAPE EXCHANGE POINTS

Where requested by the commercial rights holder, the organisers may establish on-board camera (OBC) tape exchange points within the itinerary. Such points must be included in the road book or notified in a bulletin and are solely for the exchange of video tapes.

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

### 34. 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.

## **35. TIME CONTROLS**

### **35.1 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.

### **35.2 CHECK-IN PROCEDURE**

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

**35.2.2** 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.

**35.2.3** 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.

**35.2.4** 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.

**35.2.5** 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.

**35.2.6** 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.

**35.2.7** 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.

**35.2.8** 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.

**35.2.9** 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.

**35.2.10** 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.

**35.2.11** 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.

**35.2.12** 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.

### **35.3 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:

**35.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap in which the crew may prepare for the stage start and come to the start line from where the start procedure will commence. The stage start time shall then be the start time for the following road section. 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.

**35.3.2** Immediately after checking in at the time control, the competing car shall be driven to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these regulations (see Article 39).

**35.3.3** If a difference between the two entries exists, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

## **36. EXCLUSION FOR LATENESS**

### **36.1 MAXIMUM PERMITTED LATENESS**

Any lateness exceeding 15 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or Day of the rally, or a total lateness for the whole of the rally of more than 60 minutes will result in the competitor concerned being excluded by the Clerk of the Course. The crew may nevertheless re-start the rally under the provisions of Article 49. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

### **36.2 EARLY ARRIVAL**

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

### **36.3 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. See also Article 49.2.

## **37. REGROUPING CONTROLS**

### **37.1 PROCEDURE AT ENTRY TO A REGROUP**

**37.1.1** On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car immediately and directly to the parc fermé where engines must be stopped and the crew must leave the parc fermé.

**37.1.2** When a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

### **37.2 PROCEDURE AT THE EXIT FROM A REGROUP**

After a regrouping during a Day, the cars shall start in the order in which they started the previous section.

## **SPECIAL STAGES**

### **38. GENERAL**

#### **38.1 TIMING**

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

#### **38.2 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.

#### **38.3 EVACUATION BY HELICOPTER**

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

- 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.
- 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.

### **39. SPECIAL STAGE START**

#### **39.1 START POINT**

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

#### **39.2 START PROCEDURE**

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

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

#### **39.3 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.

#### **39.4 DELAYED START THROUGH FAULT OF CREW**

**39.4.1** 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.

**39.4.2** Any crew refusing to start in a special stage at the time and in the position allocated to it will be reported to the Stewards, whether the special stage is run or not.

**39.4.3** 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.

#### **39.5 DELAY OF A SPECIAL STAGE**

When the running of a stage has been delayed for more than 20 minutes, at least one course car, equipped with a public address system, 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.

## **39.6 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.

## **39.7 STARTING INTERVALS**

The starting intervals for special stages must respect the same rules as those laid down for the start of the Day.

## **40. SPECIAL STAGE FINISH**

### **40.1 FINISH LINE**

Special stages 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. At the finish of special stages, the timekeepers must be positioned level with the finish line, which is indicated by the sign bearing a chequered flag on a red background.

### **40.2 STOP POINT**

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the special stage 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 will only stamp the crew's special stage time card and the time will be entered at the next neutralisation area or regrouping control.

## **41. INTERRUPTION OF A SPECIAL STAGE**

When a special stage is interrupted or stopped for any reason, the Stewards may allocate each crew affected a time which they judge the fairest.

However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure. It will be given the time which it actually set, if any.

## **42. COMPETITOR SAFETY**

### **42.1 EQUIPMENT OF THE CREWS**

During the special stages, the crew must wear homologated crash helmets, safety belts and all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment.

### **42.2 SOS/OK SIGNS**

**42.2.1** Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.

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

**42.2.3** 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.

Any crew which is able but fails to comply with this rule will be reported to the Stewards.

**42.2.4** 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.

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

**42.2.6** The road books shall contain a page giving the accident procedure.

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

### **42.3 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. Such laws must be outlined in the supplementary regulations of the event.

### **42.4 RED TRIANGLE**

**42.4.1** 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.

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

### **42.5 THE USE OF YELLOW FLAGS**

**42.5.1** 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 safety 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.

**42.5.2** A crew which has been shown the yellow flag will be given a notional time for the stage, according to the procedures laid down in Article 41.

**42.5.3** 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.

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

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

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

### **42.6 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 location may be noted.

### **42.7 USE OF SPECIAL STAGES**

The decision to permit the use of a stage will be determined by means of an inspection carried out by (an) FIA inspector/s. The procedure for such inspection is noted in Article 11.2 of these regulations. The inspection may be carried out at the request of the organiser in the case of new stages or by the FIA if in its opinion the previous running of the stage requires corrections to be put into place.

### **42.8 MANUFACTURER SAFETY CARS**

On asphalt rallies, each registered Manufacturer or Manufacturer Team may have one safety car to cover one passage of each stage (except a super special stage).

**42.8.1** These cars shall comply with the requirements for reconnaissance cars and contain no more than 2 persons.

**42.8.2** They shall operate the speed control device on stages, as used during reconnaissance.

**42.8.3** The information gleaned shall be made available to all competitors via the organiser.

**42.8.4** They shall operate within a schedule issued by the organizer and run under the direction of the Clerk of the Course.

**42.8.5** A list of safety note exchange points may be published by the Clerk of the Course.

## **43. SUPER SPECIAL STAGES**

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

**43.1.1** When more than one car starts at the same time, the roads at the starting point must be adjacent to one another. 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.

**43.1.2** The organising of a super special stage is optional.

### **43.2 RUNNING OF A SUPER SPECIAL STAGE**

The specific regulations regarding the running of a super special stage must be included in the supplementary regulations of the rally.

### **43.3 SAFETY PLAN**

A separate safety plan must be submitted to the FIA for the approval of the Observers designated for the rally and to the FIA Safety Delegate. Specific areas must be clearly identified for use of the media.

### **43.4 START ORDER**

The starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, the organiser must detail the procedure in the supplementary regulations or in a bulletin.

## **44. RULES OF PARC FERMÉ**

### **44.1 APPLICATION**

Cars are subject to parc fermé rules:

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

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

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

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

**44.2.1** 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.

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

### **44.3 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.

### **44.4 CAR COVERS**

Car covers may be used other than in parc fermé.

## **45. REPAIRS IN PARC FERMÉ**

### **45.1 ORDER TO REPAIR**

**45.1.1** If the scrutineers of a rally consider that the state of a car has become sufficiently defective that safety might be affected, this car must be repaired in the presence of a scrutineer.

**45.1.2** If the time taken results in any delay beyond the originally scheduled start time the crew will be given a new starting time after the repair, the penalty for which is 1 minute per minute or fraction of a minute.

### **45.2 CHANGE OF WINDOW(S)**

**45.2.1** While in the parc fermé and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 45.1.2.

**45.2.2** If in order to change the window(s), it is necessary to straighten the bodywork and/or safety rollbar, Article 45.1.2 will apply.

## STARTS AND RESTARTS

### 46. CEREMONIAL START

A ceremonial start may be organised in order 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 the 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.

### 47. STARTING AREA

#### 47.1 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.

#### 47.2 DAY START

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

### 48. START ORDER AND INTERVALS

#### 48.1 REQUIREMENT FOR A REVISED START ORDER

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

#### 48.2 REPOSITIONING OF DRIVERS

The Stewards may, for reasons of safety, reposition drivers or change the time interval between cars as in Article 141 of the Code.

#### 48.3 START ORDER DAY 1

##### 48.3.1 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.

##### 48.3.2 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.

##### 48.3.3 Other drivers

All other drivers shall start as recommended by the organiser.

#### 48.4 START ORDER DAYS 2 & 3

**48.4.1** The start order for Days 2 & 3 shall be based on the classification at the finish of the final special stage of the previous Day excluding any super special stage.

##### 48.4.2 Priority 1 and 2 drivers

P1 and P2 drivers shall restart as a merged group in the order of their provisional overall classification, recognising that the Stewards may apply Article 141 of the Code.

##### 48.4.3 Priority 3 drivers and 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, recognising that the Stewards may apply Article 141 of the Code.

## **48.5 START INTERVALS FOR DAYS 1, 2 AND 3**

**48.5.1** At the start of the rally, the first 20 P1 and P2 drivers will have an interval between their start times of at least 2 minutes. For subsequent Days, the first 20 P1 and P2 drivers in the partial unofficial classification will have an interval of at least 2 minutes.

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

## **49. RE-START AFTER RETIREMENT**

### **49.1 GENERAL**

**49.1.1** A crew which has failed to complete a Day will be assumed to re-start the rally from the start of the next Day. If the crew does not wish to re-start, the form located in the rear of the road-book must be completed and lodged with the organiser as soon as possible before the Stewards' meeting preceding the re-start.

**49.1.2** After the Clerk of the Course has been informed of a retirement, the crew may complete the stage by handing in their time card onto which the relevant stage time will not be recorded.

**49.1.3** In the case of an exclusion under Article 36 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.

**49.1.4** Any crew which has retired from Day 3 will not be classified.

### **49.2 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 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.

## **50. REPAIRS PRIOR TO A RESTART**

### **50.1 SERVICE LOCATION AND TIME ALLOWED**

**50.1.1** 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 the 15 minutes 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.

**50.1.2** 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.

### **50.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS**

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

**50.2.2** The same engine block and bodyshell must be used for Days 1, 2 and 3 of a Rally.

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

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

### **50.3 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.

#### **50.3.1 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 49.2 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.

#### **50.3.2 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 49.2 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.

**51. SERVICING – GENERAL CONDITIONS****51.1 PERFORMING OF SERVICE**

From the first TC, servicing of a competing car may be carried out only in service parks and remote service zones. However, 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.

**51.2 TEAM PERSONNEL & SERVICE RESTRICTIONS**

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

- In service parks and in remote service zones and for one team member per car in car wash areas where scheduled
- Where permitted by a 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)
- For competing cars waiting at the time control at the entrance to regrouping parks, holding parks, remote service zones or service parks, or when inside regrouping or holding parks, where the passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted
- Whilst the cars are in parc fermé
- Whilst travelling to or from or being present at remote service zones, or remote refuel zones.
- 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.

**51.3 LIMITATION ON NUMBER OF PERSONNEL**

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 refuelling 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.

**51.4 CONTROL OF PROHIBITED SERVICING**

Cars may be equipped with an electronic device which will make it possible to check that prohibited servicing has not been carried out on the car.

**52. SERVICE PARKS****52.1 SERVICE PARKS – GENERAL**

Throughout the rally there shall be one service park from which it is recommended that the shakedown be serviced.

**52.2 SERVICE PARK SCHEDULES**

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

**52.2.1** 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 in the parc fermé.

**52.2.2** 30 minutes between two groups of stages

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

**52.2.3** 45 minutes at the end of Days 1 and 2

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

**52.2.4** 10 minutes service prior to finish procedure at organiser's discretion.**52.3 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).

#### **52.4 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.

### **53. VEHICLES ALLOWED IN THE SERVICE PARKS**

#### **53.1 NUMBER OF SERVICE CARS**

**53.1.1** Two service vehicles per competing car starting the rally may provide service throughout the rally (except as stated in Article 57.2). These vehicles must be clearly identified by means of "Service" plates issued by the organisers and affixed in the locations specified.

**53.1.2** Each Manufacturer or Manufacturer Team registered in the Championship will be allowed 2 additional service vehicles identified as in Article 53.1.1.

#### **53.2 AUXILIARY VEHICLES**

Other team vehicles must be identified by means of "Auxiliary" plates issued by the organisers.

Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks.

Where there is insufficient space the organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

### **54. 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 under the supervision of a marshal
- 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.

### **55. FLEXISERVICE - 45'**

#### **55.1 GENERAL**

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

#### **55.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES**

**55.2.1** For the operation of 45' flexi-servicing, crews will enter the parc fermé at the time specified (Article 35.2.11 of these regulations).

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

**55.2.3** 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,

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

**55.2.5** 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.

### **56. REMOTE SERVICE ZONES (RSZ)**

#### **56.1 GENERAL**

At the option of the organiser 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 56.3.
- 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 56.2, the rally officials and media with appropriate passes.

## **56.2 NUMBER OF TEAM PERSONNEL**

**56.2.1** 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.

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

**56.2.3** 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.

## **56.3 ELIGIBLE EQUIPMENT AND TOOLS**

**56.3.1** Whilst in a remote service zone, except for the use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water, team personnel may use only equipment or parts and tools carried on board the competing car. Tools may be battery operated including any necessary lighting. Ground sheets must be used.

Plain water may be added to the car systems for which a filling device may be used.

**56.3.2** 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.

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

## **56.4 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 service zone.

## **57. SERVICING: ADDITIONAL REQUIREMENTS FOR PWRC & JWRC**

### **57.1 SPACE ALLOCATED**

The total space allocated to a competitor will be maximum 10 x 10 metres.

### **57.2 NUMBER OF ELIGIBLE SERVICE VEHICLES**

Only 1 service vehicle or unit per registered driver is authorised in the service parks. Competitors wishing to bring a service vehicle or unit longer than 8 metres may do so by prior agreement.

### **57.3 NUMBER OF MECHANICS**

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

### **57.4 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.

### **57.5 HANDOVER OF COMPONENTS**

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

### **57.6 EXCHANGE OF DATA**

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

## **RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT**

### **58. RALLY RESULTS**

#### **58.1 ESTABLISHING RESULTS**

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

#### **58.2 PUBLICATION OF RESULTS**

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

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

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

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

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

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

#### **58.3 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.

#### **58.4 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.

### **59. PROTESTS AND APPEALS**

#### **59.1 LODGING A PROTEST OR APPEAL**

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

#### **59.2 PROTEST FEES**

The protest fee is € 1,000.

#### **59.3 DEPOSIT**

If a protest requires the dismantling and re-assembly of a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), the claimant must pay an additional deposit which will be specified in the supplementary regulations of the rally.

#### **59.4 EXPENSES**

**59.4.1** 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.

**59.4.2** 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.

#### **59.5 APPEALS**

The International Appeal Fee is € 6,000.

### **60. MINUTES & CLOSING REPORT**

During the running of the rally, the proceedings of the Stewards' meetings will be recorded in minutes drawn up. The minutes, results and closing report must be sent to the FIA within seven days of the end of the rally.

## **61. RALLY PRIZE-GIVINGS**

### **61.1 PODIUM CEREMONY**

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

### **61.2 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.

## **62. ANNUAL FIA PRIZE-GIVING**

### **62.1 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
- A senior representative of the Manufacturer winning the Manufacturers' Championship

### **62.2 ABSENCE**

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

**63. REFUELLING ZONES AND PROCEDURES****63.1 GENERAL**

**63.1.1** Except as detailed for the change of a fuel tank (Article 54) competitors may refuel only in the designated refuel zones.

These zones may be located at:

- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route
- commercial filling stations on the rally route (non priority driver use only).

**63.1.2** Any refuel zone shall feature on the itinerary of the rally and in the road book. If more than 2 different locations per Day are used, an organiser must advise the FIA fuel supplier.

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

**63.1.4** If there are no filling stations on the route of the rally, the organiser may arrange for the distribution of one and the same fuel, in conformity with Appendix J, to the non priority drivers via a centralised system. Such refuelling points must respect all the safety conditions.

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

**63.2 REFUEL PROCEDURE**

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

**63.2.2** In all refuelling zones, a 5 kph speed limit will apply.

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

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

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

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

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

**64. FUEL USE****64.1 TYPES OF FUEL**

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

**64.1.2** Non priority drivers may use commercially available pump fuel dispensed from pumps at filling stations marked in the road book.

**64.2 ORDERING OF FIA FUEL**

**64.2.1** 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.

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

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

### **64.3 TECHNICAL REQUIREMENTS**

**64.3.1** 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 Sporting Code (Appendix J).

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

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

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

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

**64.3.6** The appointed supplier will notify the WRC 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**

### **65. GENERAL**

#### **65.1 COMPLIANCE**

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

#### **65.2 MOULDED TYRES**

All cars must be fitted with moulded tyres. Marking of these tyres is obligatory when used on special stages.

#### **65.3 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.

#### **65.4 TYRE CHANGE ZONES**

A wheel/tyre marking and bar code reading zone shall be established at the exit of the authorised tyre change zones. 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.

#### **65.5 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.

#### **65.6 ROAD SECTIONS**

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

#### **65.7 SYMMETRICAL PATTERNS**

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

#### **65.8 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.

#### **65.9 STUDDED TYRES**

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

#### **65.10 SPARE WHEELS**

Cars may carry a maximum of two spare wheels.

#### **65.11 TREATMENT OF TYRES**

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

#### **65.12 RIMS**

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

#### **65.13 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.

## **66. SINGLE TYRE SUPPLIER**

### **66.1 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

### **66.2 COLLECTION OF TYRES**

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

### **66.3 PRIORITY 1 AND PRIORITY 2 DRIVERS**

**66.3.1** 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 Manufacturer Team.

**66.3.2** A driver may not use a tyre that has been marked or registered for another driver.

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

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

**66.3.5** When using asphalt tyres, cars entered by a Manufacturer or Manufacturer Team must be equipped only with new tyres at the exit of each service or remote service zone except when no special stage is involved.

**66.3.6** When using asphalt tyres, cars entered by a Manufacturer or Manufacturer 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”.

### **66.4 PRIORITY 3 DRIVERS**

**66.4.1** All priority 3 drivers must use tyres prescribed in the Appendix V for either the Production car World Rally Championship or the Junior World Rally Championship.

**66.4.2** A driver may not use a tyre that has been marked or registered for another driver.

### **66.5 NON PRIORITY DRIVERS**

#### **66.5.1 For 2WD cars:**

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

#### **66.5.2 For 4WD cars:**

Drivers must use tyres in conformity with Article 66.1 and of the type authorised in Appendix V.

### **66.6 HANDCUTTING**

Handcutting is permitted only:

- for 2WD cars
- in the main service park.

## 67. TYRE QUANTITIES

The quantities of new tyres for use at each WRC event shall be based on the following:

- A maximum of 8 tyre changes on any one rally
- For priority 1 & priority 2 drivers:  
A maximum of 6 tyres per tyre change plus 6 tyres for shakedown.
- For PWRC and non priority drivers of 4WD cars:  
A maximum of 4 tyres per tyre change plus 5 tyres when shakedown is undertaken.
- For JWRC:  
24 tyres per event including shakedown.

In the case of variations to the above, or for events using different surfaces details will be given in the supplementary regulations.

## MECHANICAL COMPONENTS

### 68. ENGINES

#### 68.1 ENGINE REPLACEMENT

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

#### 68.2 LIMITATION OF THE NUMBER OF ENGINES

**68.2.1** A Manufacturer or a Manufacturer 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 Manufacturer Team which has nominated 10-12 rallies
  - 3 links per car for a Manufacturer Team which has nominated 8 or 9 rallies

**68.2.2** Each engine will be assigned to a competitor's number.

**68.2.3** 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.

#### 68.3 SEALING OF THE ENGINE

**68.3.1** The engine of each car entered by a Manufacturer 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.

**68.3.2** 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.

**68.3.3** 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 the first and/or second rally of a link. In this case either a new engine will be sealed at scrutineering of the next rally or a previously sealed engine with its seals intact may be installed. This new engine must remain sealed until the link is complete.
- If a Manufacturer Team uses an engine previously used by a Manufacturer which is still sealed.

#### 68.4 CHANGE OF AN ENGINE AFTER SCRUTINEERING

**68.4.1** For cars entered by a Manufacturer or a Manufacturer Team, in the case of engine failure between scrutineering and the start of the rally, and only in that case, it will be permitted to replace that engine with a spare engine.

**68.4.2** If this engine change takes place at the first rally of a link or when a new engine has been fitted in accordance with Article 68.3.3, no penalty will be applied.

If it takes place at a subsequent rally of a link, a 5-minute penalty will be applied.

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

#### 68.5 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 Manufacturer 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 used in the rallies.

## **69. CHASSIS**

### **69.1 CHASSIS REPLACEMENT**

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

### **69.2 RESTRICTIONS ON CHASSIS**

**69.2.1** For Manufacturers and Manufacturer 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 Manufacturer Team which has nominated 10-12 Championship events
- 7 chassis for each Manufacturer Team which has nominated 8 or 9 Championship events

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

## **70. RESTRICTIONS ON COMPONENTS**

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

**70.1.1** For a Manufacturer or a Manufacturer 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 Manufacturer Team which has nominated 10-12 rallies
- 3 links per car for a Manufacturer Team which has nominated 8 or 9 rallies

**70.1.2** A Manufacturer totally new to the Championship may apply to the FIA for a waiver to the above restrictions, giving full justification for the request.

### **70.2 TRANSMISSIONS**

For Manufacturers and Manufacturer 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.

### **70.3 SPARE PARTS**

For cars entered by a Manufacturer or a Manufacturer 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 steering rack fitted on the car.
- 2 spare steering racks for a 2-car team.

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).

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
- 2 additional steering racks for a 2-car team
- 2 additional turbochargers (which may be used indiscriminately for the first or second driver).

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.

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

- 1 turbocharger fitted to the car
- 1 replacement turbocharger

#### **70.4 SHOCK ABSORBER AND SYSTEM OF CONNECTION TO THE HUB CARRIER**

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.

#### **70.5 TURBOCHARGERS – NON MANUFACTURER ENTRIES**

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

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

**70.5.3** The compressor fitted to the car and all spare compressors (one for each day) will be checked and sealed at pre event scrutineering.

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

**70.5.5** If a different spare compressor is not used on each Day, the number of spare compressors available is automatically reduced.

**70.5.6** In the course of one and the same Day, a compressor which has been replaced may be used again on the same car.

**70.5.7** All used compressors must remain sealed until the end of the rally in order that scrutineers may check their conformity.

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

#### **70.6 TRANSMISSIONS – NON MANUFACTURER ENTRIES**

**70.6.1** 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.

**70.6.2** 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.

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

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

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

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

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

**70.6.8** 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.

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

#### **71.1 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).

#### **71.2 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.

#### **71.3 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.

#### **71.4 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.

### **72. ADDITIONAL CAR REQUIREMENTS**

#### **72.1 ON-BOARD CAMERAS**

A car which is entered by a Manufacturer or Manufacturer Team registered in the Championship, or for which the servicing during the rally is carried out by the Manufacturer or Manufacturer Team, must carry either an on-board camera or equivalent ballast that is situated in the same location as the camera would have been.

#### **72.2 TRACKING SYSTEM**

All cars must be fitted with:

- An FIA recognised safety tracking system previously tested satisfactorily in the cars of the registered manufacturers, which will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser.
- An FIA approved tracking system which will make it possible to check that prohibited servicing has not been carried out on the car.

Any misuse of the system(s) during the rally will result in the competitor being reported to the Stewards who may impose penalties which may go as far as exclusion.

#### **72.3 ACCIDENT DATA RECORDERS**

The Manufacturers and Manufacturer 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 Manufacturer Team to obtain and install these recorders and to check that they are functioning correctly throughout all Days of each rally of the Championship.

#### **72.4 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. In all cases, at any time on the road sections, the noise level must be in conformity with Appendix J.

**73. TESTING****73.1 PERMITTED TESTING SITES**

For Manufacturers or Manufacturer Teams registered in the Championship, testing is permitted:

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

**73.1.2** In Finland, France, Germany, Greece, Ireland, Italy, Norway, Poland, Portugal, Spain, Sweden and UK.

**73.2 BANNED TESTING**

For Manufacturers or Manufacturer Teams registered in the Championship, testing is banned:

**73.2.1** In all other countries.

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

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

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

**73.2.5** 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.

**73.3 DURATION**

**73.3.1** In order to comply with the limitations on testing Manufacturers or Manufacturer Teams are required to complete the appropriate forms available from the FIA Technical Delegate.

**73.3.2** In the case of a Manufacturer, for a maximum of 10 sessions (as defined in Article 2.18). 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 73.1.1.

**73.3.3** In the case of Manufacturer Teams, for a maximum of 6 sessions (as defined in Article 2.18). 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 73.1.1.

**73.3.4** By a Manufacturer or Manufacturer Team representing a make new to the Championship on the day before reconnaissance of any event where testing is otherwise prohibited. Such testing days must be advised to the FIA and the organiser of the relevant World Rally Championship event one week before the test

**73.4 LIMITATION OF TYRES FOR TESTING**

For testing by a Manufacturer, a maximum of 500 tyres in conformity with Article 66.1 are authorised (between 1 November 2008 and 31 October 2009). If a Manufacturer or a Manufacturer Team uses tyres in conformity with Article 66.1 for testing, the bar codes of the usable tyres must be declared to the FIA (upon the nomination of the test session)

The maximum number of tyres authorised to be used for testing by a Manufacturer Team registered in the Championship or by an entrant registered in the FIA Production car World Rally Championship will be published after the registration closing date for the Championship concerned.

**73.5 TEST RESTRICTIONS FOR PWRC AND JWRC**

Registered drivers in the Production car or Junior World Rally Championships 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.

**2009 FIA World Rally Championship Sporting Regulations  
APPENDICES**

**INDEX**

**APPENDIX I CONTROL SIGNS**

**APPENDIX II STANDARD DOCUMENTS**

	<b>DOCUMENT</b>	<b>AVAILABILITY</b>
<b>1</b>	Supplementary regulations	Website + printed
<b>2</b>	Rally Guide 1 & 2	Website + printed
<b>3</b>	Itinerary	With supplementary regulations
<b>4</b>	Road book	Printed
<b>5</b>	Time card	Printed
<b>6</b>	Standard entry form	Website + printed with supplementary regulations
<b>7</b>	Starting lists & Results at the rally	Printed
<b>8</b>	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 ADMINISTRATIVE PACKAGE AND ENTRY FEES**

## APPENDIX I

### RALLY CONTROL SIGNS - SIGNALISATION DES CONTRÔLES

Control type <i>Nature du contrôle</i>	RALLY CONTROL SIGNS - CONTROL ZONE <i>(Diameter of signs : about 70 cm)</i> <i>SIGNALISATION DES CONTRÔLES - ZONE DE CONTRÔLE</i> <i>(Diamètre des panneaux de signalisation : 70 cm environ)</i>				Direction of rally <i>Sens du parcours</i>
	<b>YELLOW SIGNS</b> Control Area Entry  <i>PANNEAUX JAUNES</i> <i>Début de Zone de Contrôle</i>	<b>RED SIGNS</b> Compulsory Stop  <i>PANNEAUX ROUGES</i> <i>Arrêt Obligatoire</i>	<b>BEIGE SIGNS</b> End of Control Area  <i>PANNEAUX BEIGES</i> <i>Fin de Zone de Contrôle</i>		
PASSAGE CONTROL <i>CONTRÔLE DE PASSAGE</i>	 ←25m min.→	 PC / CP ←25 m→	 ←25 m→		⇒
TIME CONTROL <i>CONTRÔLE HORAIRE</i>	 ←25m min.→	 TC / CH ←25 m→	 ←25 m→		⇒
	<i>TC at entrance/exit service parks / CH à l'entrée et sortie parc d'assistance:</i> ← 5 m→				
TIME CONTROL AND SS START <i>CONTRÔLE HORAIRE ET DEPART D'ES</i>	 ←25m min.→	 TC / CH ←50-200 m→	 ←25 m→ SS Start <i>Départ ES</i>	 ←25 m→	⇒
END OF SS <i>FIN D'ES</i>	 ←100 m→ ADVANCE INDICATION <i>AVERTISSEUR</i>	 ←100-300 m→ FLYING FINISH LINE <i>LIGNE D'ARRIVEE</i>	 ←25 m→ STOP CONTROL <i>CONTRÔLE STOP</i>	 ←25 m→	⇒
<b>OTHER FIA STANDARD RALLY SIGNS / AUTRES SIGNALISATIONS STANDARD FIA</b> <i>(Diameter of signs: 55 cm minimum / Diamètre des panneaux: 55 cm minimum)</i>					
RADIO POINT <i>POINT RADIO</i>	 ←100 m→ WARNING SIGN <i>AVERTISSEUR</i>	 RADIO POINT <i>POINT RADIO</i>	<b>REFUEL ZONE</b> <i>ZONE DE RAVITAILLEMENT</i>	 BEGINNING OF ZONE <i>DEBUT DE ZONE</i>	 END OF ZONE <i>FIN DE ZONE</i>
AMBULANCE	 WARNING SIGN (red or green cross) <i>AVERTISSEUR</i> (croix rouge ou verte)	 AMBULANCE POINT (red or green cross) <i>AMBULANCE</i> (croix rouge ou verte)			
TYRE MARKING <i>MARQUAGE DES PNEUS</i>	BLUE BACKGROUND (Marker pen red) <i>FOND BLEU (Crayon rouge)</i>  		<b>TYRE MARK CHECKING</b> <i>VERIFICATION MARQUAGE DES PNEUS</i>	BLUE BACKGROUND (Magnifier red) <i>FOND BLEU (Loupe rouge)</i>  	

All distances are approximate. *Toutes les distances sont approximatives.*

## APPENDIX II

### STANDARD DOCUMENTS

#### 1. SUPPLEMENTARY REGULATIONS CONTENT

The supplementary regulations must be both printed in A 5 format and available on the official rally website according to the individual Championship regulations.

##### INDEX

\* *Where/if applicable*

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

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- Official Notice Board – location and times
- Issuing of the road book, map and Rally Guide 2
- Closing date for order of FIA fuel \*
- Closing date for order of extra services in service park \*
- Publication of the list of entries accepted by the organiser
- Closing date for shakedown registrations \*
- Closing date for co-driver details
- Reconnaissance schedule
- Collection of material and documents
- Collection of tracker systems for reconnaissance \*
- Opening of media centre and media accreditation
- Team managers' briefing (WRC registered teams) \*
- Helicopter pilots' briefing \*
- Collection of FIA rally safety tracker systems \*
- Shakedown and time-schedule \*
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- Pre-event press conference
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- Scrutineering – sealing & marking
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- Ceremonial start (if any)
- Rally start, place and time
- Publication of a start list for Day 2
- Publication of a start list for Day 3 \*
- Publication of final provisional classification
- Prize-giving
- Final scrutineering
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- 2.2 Visa numbers – FIA and ASN
- 2.3 Organiser's name
- 2.4 Address and contact details
- 2.5 Organisation committee
- 2.6 Stewards of the Meeting
- 2.7 Observers and Delegates
- 2.8 Senior officials
- 2.9 Road surface
- 2.10 HQ location

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- 3.2 Number of entrants accepted and classes
- 3.3 Entry fees / entry packages for Private Entrants
- 3.4 Payment details
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##### 5. Advertising and Identification

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- 6.1 National laws or special requirements

6.2 Tyres for use on reconnaissance – if necessary

**7. Fuel \***

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- 11.2 Starting system of special stages
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- 11.7 Finish procedure (for WRC only if different from WRC Appendix IV)

**12. Safety Cars (Asphalt rallies in WRC only)**

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- 14.2 Deposit for components
- 14.3 National 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. 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 decide to enter the rally, make bookings and reservations.

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

WRC Manufacturers and Manufacturer Teams  
 Entrants last year (optional)  
 FIA  
 FIA delegates  
 Commercial rights holder  
 Support series representatives  
 Tyre manufacturer  
 Fuel supplier  
 Others on request

### Rally Guide 2

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”. The concept is to have all paperwork in one document whether for media, officials or competitors.

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

WRC Manufacturers and Manufacturer teams  
 Tyre manufacturer  
 Other entrants (corresponding address as given on the entry form)  
 FIA  
 FIA delegates  
 Commercial rights holder  
 Support series representatives  
 All permanent FIA-accredited media

### Content

\* = Inclusion not necessary if already in the supplementary regulations

Art.	Headings and Subheadings	RG 1	RG 2
<b>1</b>	<b>Introduction / welcome</b>		
	Introduction from top officials, chairman, etc	X	X
	Event overview	X	X
	“This document has no regulatory power – for information only”	X	X
<b>2</b>	<b>Contact details</b>		
	a) <b>Permanent contact details</b>	X	X
	Postal and visitors' addresses, phone and fax	X	X
	E-mail and internet addresses	X	X
	Key officials, their functions and e-mail addresses	-	X
	b) <b>Rally HQ contact details</b>	-	X
	Postal and visitors' addresses, phone and fax	-	X
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	Rally office opening hours	-	X
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	Criteria for acceptance of entries	X	- *
	List of entry fees	X	- *
	Entry packages	X	- *
	Draft entry list (if completed)	-	X



**Appendices**

Note: Format of Appendices is at the discretion of the organiser (sorted by category, in chronological order or other system)

<b>Headings</b>	<b>RG 1</b>	<b>RG 2</b>
<b>Itineraries</b> (dated and version numbered)		
Day 1	X	X
Day 2	X	X
Day 3	X	X
Itinerary compared with previous years	X	X
Recce schedule		- *
<b>Maps</b> (A4 format)		
Overview Day 1	-	X
Overview Day 2	-	X
Overview Day 3	-	X
Special stage maps and recce maps	-	(optional)
Shakedown map	-	X
Relevant cities / towns (showing HQ, service park, hospitals etc)		
<b>Road books or regional maps, town maps, diagrams to explain</b>		
Road book from airport to HQ (or road connections)	-	X
Road book between HQ and service park	-	X
Road book from service park and shakedown	-	X
Road book for shakedown stage and back to service park	-	X
Road book between HQ and scrutineering area	-	X
Road book between service park and scrutineering area	-	X
Road book between service park and remote / additional refuel zones (if any)	-	X
Road book between service park and remote service zone (if any)	-	X
Road book between HQ and media centre (if applicable)	-	X
<b>Drawings and layouts</b>		
Service park (also see list below)	-	X
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
<b>Forms</b> (At the organisers' discretion where to publish the forms)		
Hotel / accommodation reservation form		
Service park facilities order		
Media accreditation		
Helicopter registration		
Recce registration		
Additional material order		
Two-way radio form (if applicable)		
Customs clearance form (if applicable)		
Altitude graphs of Stages		

**Check list for service park content:**

- Area for WRC Manufacturers and Manufacturer Teams
- Area for other competitors (P2, P3, non-priority)
- Area for tyre manufacturer.
- Area for commercial rights holder
- TC in / TC out (with numbers)
- Parc fermé (flexi-service / superally)
- Technical zone
- Tyre marking
- Refuel area (if not remote)
- Environmental requirements
- Service vehicles in and out
- Time controls
- Corporate hospitality zones
- 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.

### 3. ITINERARY - SAMPLE LAYOUT

DAY 1		Thursday 2 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1	START DAY 1 - Algarve Stadium		0.00	0.00		16:45
SS1	SSS Estádio Algarve 1	2.21				16:50
1A	Parc Fermé IN		0.30	2.51	00:10	17:00
<b>Totals</b>		<b>2.21</b>	<b>0.30</b>	<b>2.51</b>		

Section 1

DAY 1		Friday 3 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
<b>RE-START DAY 1 - Algarve Stadium</b>						
1B	Parc Fermé OUT - Service IN		0.00	0.00		09:10
<b>Service A (Algarve Stadium)</b>		<b>2.21</b>	<b>0.30</b>	<b>2.51</b>	<b>00:15</b>	
1C	Service OUT					09:25
	Refuel <b>RZ 1</b>	2.21	0.30	2.51		
	Distance to next refuel	23.42	84.16	107.58		
2	Rio Torto		66.82	66.82	0:52	10:17
SS2	<b>Ourique 1</b>	<b>23.42</b>				<b>10:20</b>
	S. Marcos da Serra - Refueling		17.34	40.76		
	Refuel <b>RZ 2</b>	23.42	84.16	107.58		
	Distance to next refuel	43.58	62.18	105.76		
3	S. Marcos da Serra		21.08	44.50	0:54	11:14
SS3	<b>Silves 1</b>	<b>21.54</b>				<b>11:17</b>
4	Foz do Ribeiro		12.40	33.94	0:40	11:57
SS4	<b>Malhão 1</b>	<b>22.04</b>				<b>12:00</b>
4A	Regrouping & Technical Zone IN		46.04	68.08	1:20	13:20
4B	Regrouping OUT - Service IN				0:15	13:35
<b>Service B (Algarve Stadium)</b>		<b>67.00</b>	<b>146.34</b>	<b>213.34</b>	<b>0:30</b>	
4C	Service OUT					14:05
	Refuel <b>RZ 3</b>	43.58	62.18	105.76		
	Distance to next refuel	23.42	84.16	107.58		
5	Rio Torto		66.82	66.82	0:52	14:57
SS5	<b>Ourique 2</b>	<b>23.42</b>				<b>15:00</b>
	S. Marcos da Serra - Refueling		17.34	40.76		
	Refuel <b>RZ 4</b>	23.42	84.16	107.58		
	Distance to next refuel	43.58	62.18	105.76		
6	S. Marcos da Serra		21.08	44.50	0:54	15:54
SS6	<b>Silves 2</b>	<b>21.54</b>				<b>15:57</b>
7	Foz do Ribeiro		12.40	33.94	0:40	16:37
SS7	<b>Malhão 2</b>	<b>22.04</b>				<b>16:40</b>
7A	Parc Fermé & Technical Zone IN		46.04	68.08	1:20	18:00
7B	Parc Fermé OUT - Flexi Service IN					
<b>Flexi Service C (Algarve Stadium)</b>		<b>67.00</b>	<b>146.34</b>	<b>213.34</b>	<b>00:45</b>	
7C	Flexi Service OUT - Parc Fermé IN					21:00
	All cars must be returned to Parc Fermé no later than					
<b>Day 1 totals</b>		<b>136.21</b>	<b>292.98</b>	<b>429.19</b>		

Section 2

Section 3

DAY 2		Saturday 4 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
<b>START DAY 2 - Algarve Stadium</b>						
7D	Parc Fermé <b>OUT</b> - Service <b>IN</b>		0.00	0.00		<b>08:40</b>
<b>Service D (Algarve Stadium)</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>00:15</b>	
7E	Service <b>OUT</b>					08:55
	Refuel <b>RZ 5</b>	43.58	62.18	105.76		
	Distance to next refuel	49.79	96.21	146.00		
8	Gomes Aires		77.63	77.63	00:57	09:52
<b>SS8</b>	<b>Santa Clara 1</b>	<b>22.61</b>				<b>09:55</b>
9	Santa Clara		4.05	26.66	00:32	10:27
<b>SS9</b>	<b>Almodovar 1</b>	<b>27.18</b>				<b>10:30</b>
	Almodovar - <b>Refueling</b>		14.53	41.71		
	Refuel <b>RZ 6</b>	49.79	96.21	146.00		
	Distance to next refuel	22.80	64.85	87.65		
10	Dogueno		28.70	55.88	01:07	11:37
<b>SS10</b>	<b>Vascão 1</b>	<b>22.80</b>				<b>11:40</b>
10A	Regrouping & Technical Zone <b>IN</b>		50.68	73.48	01:25	13:05
10B	Regrouping <b>OUT</b> - Service <b>IN</b>				00:15	13:20
<b>Service E (Algarve Stadium)</b>		<b>72.59</b>	<b>161.06</b>	<b>233.65</b>	<b>00:30</b>	
10C	Service <b>OUT</b>					13:50
	Refuel <b>RZ 7</b>	22.80	64.85	87.65		
	Distance to next refuel	49.79	96.21	146.00		
11	Gomes Aires		77.63	77.63	00:57	14:47
<b>SS11</b>	<b>Santa Clara 2</b>	<b>22.61</b>				<b>14:50</b>
12	Santa Clara		4.05	26.66	00:32	15:22
<b>SS12</b>	<b>Almodovar 2</b>	<b>27.18</b>				<b>15:25</b>
	Almodovar - <b>Refueling</b>		14.53	41.71		
	Refuel <b>RZ 8</b>	49.79	96.21	146.00		
	Distance to next refuel	22.80	64.85	87.65		
13	Dogueno		28.70	55.88	01:07	16:32
<b>SS13</b>	<b>Vascão 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 (Algarve 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>					21:00
	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 4

Section 5

DAY 3		Sunday 5 April 2009				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
<b>START DAY 3 - Algarve Stadium</b>						
13D	Parc Fermé <b>OUT</b> - Service <b>IN</b>		0.00	0.00		<b>06:50</b>
<b>Service G (Algarve Stadium)</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>00:15</b>	
13E	Service <b>OUT</b>					07:05
	Refuel <b>RZ 9</b>	22.80	64.85	87.65		
	Distance to next refuel	38.88	93.92	132.80		
14	Califórnia		35.94	35.94	0:42	07:47
<b>SS14</b>	<b>Loulé 1</b>	<b>22.65</b>				<b>07:50</b>
15	Chão da Velha		20.98	43.63	0:52	08:42
<b>SS15</b>	<b>S. Brás Alportel 1</b>	<b>16.23</b>				<b>08:45</b>
15A	Regrouping & Technical Zone <b>IN</b>		37.00	53.23	1:01	09:46
15B	Regrouping <b>OUT</b> - Service <b>IN</b>				0:15	10:01
<b>Service H (Algarve Stadium)</b>		<b>38.88</b>	<b>93.92</b>	<b>132.80</b>	<b>0:30</b>	
15C	Service <b>OUT</b>					10:31
	Refuel <b>RZ 10</b>	38.88	93.92	132.80		
	Distance to next refuel	77.76	187.84	265.60		
16	Califórnia		35.94	35.94	0:42	11:13
<b>SS16</b>	<b>Loulé 2</b>	<b>22.65</b>				<b>11:16</b>
17	Chão da Velha		20.98	43.63	0:52	12:08
<b>SS17</b>	<b>S. Brás Alportel 2</b>	<b>16.23</b>				<b>12:11</b>
17A	Technical Zone <b>IN</b>		37.00	53.23	1:01	13:12
17B	Technical Zone <b>OUT</b> - Service <b>IN</b>				00:03	13:15
<b>Service I (Algarve Stadium)</b>		<b>38.88</b>	<b>93.92</b>	<b>132.80</b>	<b>0:10</b>	
17C	Service <b>OUT</b> - Finish holding control <b>IN</b>					13:25
<b>Day 3 totals</b>		<b>77,76</b>	<b>187,84</b>	<b>265,60</b>		

Section 6

Section 7

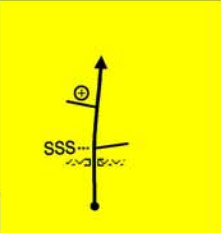




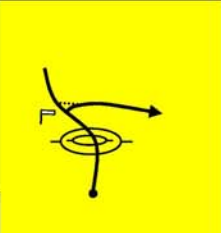
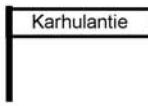
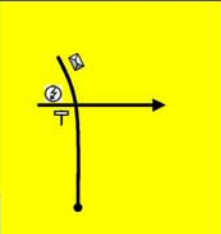











TOTALS OF THE RALLY					
	SS	Liaison	Total		%
Day 1 - 7 SS	136.21	292.98	429.19	% of	31.7%
Day 2 - 6 SS	145.18	322.12	467.30	Special	31.1%
Day 3 - 4 SS	77.76	187.84	265.60	Stages	29.0%
<b>Total - 17 SS</b>	<b>359.15</b>	<b>802.94</b>	<b>1162.09</b>		<b>30.9%</b>

**INSTRUCTIONS**

- 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

## 4. ROAD BOOK

1. The road book shall be A5 size and to be printed in portrait format, bound on the left side with metal or other suitably strong binding capable of 360° opening.
2. Printing should be double-sided, with a paper of thickness 90 gsm or greater.
3. Printing shall be on white paper; there is no need to use colour to distinguish between special stages and road sections, this being achieved by a shading of the “Direction” column similar to the sample.
4. There may be one book for the entire rally or a different book for each Day. In the latter case, there should be an easy method of distinguishing the book for each Day.
5. Headings shall be in English and/or the national language (optional).
6. A new page is required for the start of each road section. A new page from the Stop Point after a special stage is not necessary, this being a continuation on the same road section (as per the example).
7. The vertical line between the “Direction” and “Information” columns shall be filled in in black where the road surface is gravel and shall be left blank (white) where the surface is tarmac or sealed.
8. The number of the special stage may be placed on the side of the page (as shown on the attached example) to enable easy location of the stage. When printing is double-sided it should be the outside edge i.e. opposite the bound edge of the page. The number must appear only on pages relating to the special stage.
9. All of the 5 km SOS points and ambulance points must be indicated by the appropriate symbols.
10. A symbols page must appear on the front page of the road book.
11. The itinerary for the whole rally must appear in each road book.
12. Where a road section is followed by a special stage, the distance, in metres, between the Time Control and the start of the special stage must appear in the bottom right-hand corner of the Information box for the instructions indicating the time control.
13. The GPS location of the start and finish of each special stage and of the regroupes and service parks must be shown.
14. A map of each special stage may appear on the page immediately prior to the first page for each special stage. This map may include:
  - a scale
  - the direction North
  - reconnaissance route
  - alternate route
  - location of start/finish and SOS points
15. There may be no more than 6 instructions per page.
16. Photographs or diagrams of control locations may be included if necessary to avoid confusion.
17. Other useful information:
  - A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.
  - A tripmeter point on long junction drawings can be helpful.
  - On road sections, junctions to / from another SS are useful.
  - List of hospitals / medical centres
  - Telephone numbers for rally HQ and emergency services
  - Retirement form
  - Enquiry form
  - Green “OK” and Red “SOS” sign
  - Repeated plans of service park layouts for each visit are not necessary. However plans are important should there be a change of TC location. Each road book should include at least one SP plan.

TC 21 - VÄÄRINMAJA		DISTANCE	DAY	2	PAGE
TC 21A - PF IN, PAVILJONKI		126,85 km	SECTION	8	<b>115</b>
SPECIAL STAGE 21		RECORD		TIME ALLOWED	
VÄÄRINMAJA 16,25 km		NEW STAGE		<b>115 min</b>	
DISTANCE		DIRECTION	INFORMATION		DIST. TO GO
TOTAL	PARTIAL				
0,00	0,00	1		    GPS: 61 52.110N 024 18.420E	126,85
2,75	2,75	2			124,10
5,25	2,50	3		  1 GPS: 61 52.550N 024 15.880E	121,60
7,99	2,74	4			118,86
8,41	0,42	5		  2   GPS: 61 53.480N 024 17.420E	118,44
13,92	5,51	6		  3 GPS: 61 55.590N 024 18.150E	112,93

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## 5. STANDARD FIA TIME CARDS

### SIZE

18 cm ↑ x 9 cm ↔ (vertical format) plus allowance for binding and index tabs.

### BINDING

Spiral or metal binding on the left or bottom edge so as to allow pages to be completely turned over (360 degrees). Conventional plastic binding is not suitable as this only permits pages to be half turned (180 degrees).

### USE OF THE PAGES (always from the base of the card)

#### A. Road Section page (3 identical copies)

1. The marshal copies the TC Arrival Time from previous page, this being the start time for the road section.
2. The first copy is then completed at the arrival TC at the end of the road section and retained by the arrival TC marshal.
3. The second copy is given to the crew of the competing car.
4. The third copy remains in the bound book.

#### B. Special Stage & Road Section page (4 identical copies)

1. The marshal copies the TC Arrival Time from previous page and completes Provisional Start Time – normally 3' later.
2. The stage start marshal completes x2 the Actual Start Time (which may differ from the Provisional Start Time foreseen) this being the same as the start time of the road section.
3. On arrival at the SS STOP control, the stage finish time and the time taken is completed and the first copy retained by the STOP control marshal. This may also be produced as a half page, in which case it will only show the lower half.
4. The second copy is completed at the next arrival TC and retained by the arrival TC marshal.
5. The third copy is given to the crew of the competing car.
6. The fourth copy remains in the bound book.

This system ensures that at each control where times are recorded there is an “original” copy of the time card held by the timing marshals. This is immediately available for checking and verification in case of need.

Each co-driver also has an “original” copy of the time card for his/her own verification and confirmation of the times.

### ISSUE AND COLLECTION OF TIME CARD BOOKS






The books containing the relevant time cards are issued and collected at locations deemed appropriate by the organisers of each event, where there is a halt in the rally which makes this possible and convenient, such as at service parks, regrouping controls, etc. Used bound books then become frequently available for the results teams to undertake checking and auditing of times.

### LANGUAGE

The text of all time cards should be in English plus, if desired, French or the language of the country in which the rally takes place.

A. ROAD SECTION PAGE SAMPLE









B. SPECIAL STAGE & ROAD SECTION PAGE SAMPLE

 31 July - 3 August 2008	 <b>TC 1C</b> 34,89 km	 <b>TC 2</b> 49,84 km/h	
ARRIVAL TIME at TC <b>2</b>	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
DUE TIME (Competitor use)	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
TARGET TIME	Hr    Min <b>00 42</b>		
ACTUAL START <b>1C</b>	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
TIME TAKEN	<input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
CAR NUMBER <input style="width: 100%; height: 30px;" type="text"/>			
STAMP / SIGN <input style="width: 100%; height: 30px;" type="text"/>			

Blue: Timekeeper copy

Yellow: Competitor copy

White: Remain in Time card

 31 July - 3 August 2008	 <b>TC 21</b> 126,85 km	 <b>TC 21A</b> 66,18 km/h	
ARRIVAL TIME at TC <b>21A</b>	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
DUE TIME (Competitor use)	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
TARGET TIME	Hr    Min <b>01 55</b>		
ACTUAL START	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>	RS <b>21</b> 	
TIME TAKEN	<input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
SS <b>21</b> <b>Väärinmaja</b> 16,25 km		CAR NUMBER <input style="width: 100%; height: 30px;" type="text"/>	
FINISH TIME	Hr    Min    Sec    1/10 <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
ACTUAL START	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>	SS <b>21</b> 	
TIME TAKEN	<input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
PROVISIONAL START TIME	<input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
ARRIVAL TIME at TC <b>21</b>	Hr    Min <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/>		
STAMP / SIGN <input style="width: 100%; height: 30px;" type="text"/>		STAMP / SIGN <input style="width: 100%; height: 30px;" type="text"/>	

Pink: Copy for SS Stop

Blue: Timekeeper copy

Yellow: Competitor copy

White: Remain in Time card

<b>6. 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)	1.	2.	3.
Telephone N° (business)			
Telephone N° (private)			
Mobile Tel. N°			
Fax No.			
E-mail address			
Competition licence N°			
Issuing ASN			
Driving licence N°			
Country of issue			

<b>DETAILS OF THE CAR</b>			
---------------------------	--	--	--

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>	
----------------------	--

Trade/Legal etc.	
Private/Amateur	
Organisers' proposed advertising accepted:	Yes / No

<b>ENTRY FEES</b>			
-------------------	--	--	--

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

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

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

Driver 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 \_\_\_\_\_

## 7. STARTING LISTS & RESULTS AT THE RALLY

### Introduction:

Lists can be posted earlier than the times mentioned in the supplementary regulations but the times mentioned on the lists **MUST ALWAYS** be the ones mentioned in the supplementary regulations.  
If the publication of any list that is timed is delayed, the Clerk of the Course shall publish a communication with the new scheduled time for posting.

### THURSDAY

#### 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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

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
- Asterisk denotes 'Subject to rescrutineering' (WRC Art.46)

### FRIDAY – DAY 1 / SATURDAY – DAY 2

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

- Produced at the Stewards' meeting. Unsigned.

#### Start list for Day 2 / Day 3

- 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.
- Asterisk denotes 'Subject to rescrutineering' for retired cars (WRC Art 50.2.1)

#### Partial Unofficial Classification after Day 1 / Day 2

- Signed by the Clerk of the Course and issued after Stewards' meeting with actual posting time.
- Produced when all penalties are known.

### SUNDAY – DAY 3

#### Provisional Final Classification

- Includes all competitors who have completed Day 3 (WRC Art. 49.1.4)
- Signed by the Clerk of the Course at final Stewards' meeting
- 'Subject to the results of final scrutineering' (for the whole classification)
- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
- 'Subject to Stewards' Decision No... For Car No...'
- 'Subject to the results of a complete engine inspection for car No...'
- 'Subject to the results of the anti-doping tests for the following crews:...'

#### Final Official Classification

- Signed by the Stewards and published at time in supplementary regulations
- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
- 'Subject to further checks to be carried out by the FIA for car No...'
- 'Subject to Stewards' Decision No... for car No...'
- 'Subject to any potential appeal by the Entrant of car No... against the decision pronounced by the Stewards'
- 'Subject to the results of a complete engine inspection for car No...'
- 'Subject to the results of the anti-doping tests for the following crews:...'

## 8. MEDIA SAFETY BOOK

Rally Guide 1 and Rally Guide 2 contain a large media section and replace 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.

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

- 1) Invite an FIA photographer and / or a cameraman of the commercial rights holder 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.
- 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.
  - 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, as stated in Appendix 15 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 shakedowns where applicable):

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

These vehicles should be stationed after the start point, 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 such that the overall top three crews are on the podium between 14:45 and 15:00 hrs on Sunday.
- 1.2 The organiser shall establish a finish holding area to ensure the crews transit the ramp in the correct order. Media 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.
- 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 commercial rights holder. 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. 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 – Ideal order

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

##### Summary – Ideal procedure

3 crews called → Presentations → Manufacturer presentation → Anthems & flags → Champagne spray → Transport to media 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 commercial rights holder).
- 2.2 There must be no more than two VIPs on the ramp at any one time.
- 2.3 From the finish holding area (fenced and controlled with access permitted only (to media) 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. Interviewed by the official and 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. For Rallye Monte Carlo, the winning crews may move to a different location to receive their trophies.
- 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 manufacturer 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 protocols. 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 may 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 Other winning cars are then taken by technicians to Parc Fermé or final scrutineering under escort of the organiser.
- 2.20 All other crews cross the ramp in due time / order, with emphasis given to crews at the organiser's discretion.

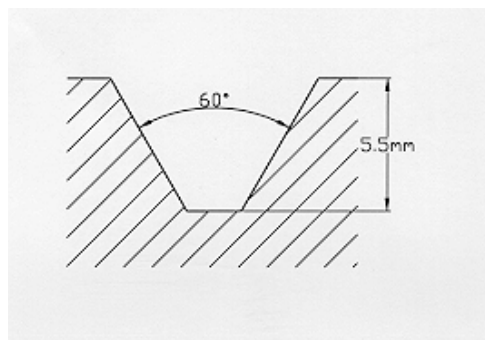
## APPENDIX V

### TYRE REGULATIONS

#### 1. Definition of moulded tyres

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

This tread pattern must be moulded.



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

**1.2** The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.

**1.3** The sum of the width of the grooves encountered by a radial line must be at least 16 mm.

**1.4** The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

#### 2. Tyre homologation

**2.1** At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FIA homologation. Once obtained, the homologation remains valid, with no expiry date.

**2.2** The FIA will issue a form for each tread pattern, with a calculation of all the different parameters.

**2.3** The pattern drawing must show:

- The tread pattern
- The dimension of the smallest groove, in accordance with point 2.
- The size of the rim
- The dimensions for the purpose of determining the adequate control surface.

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

#### 3. During the event

**3.1** At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.

**3.2** The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.

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

#### 4. Tyre schedule

Country	Max. SS km distance	Max SS km distance between tyre changes	Tyre type and, where specified, maximum quantities for all 4WD cars	Tyre type and, where specified, maximum quantities for JWRC cars
Ireland	35	70	PZERO WRC 235/40ZR18 Soft	RS7: 200/625-17 R2: RS7: 200/600-16
			SOTTOZERO SNOW (without studs) 235/40R18 Quantities: P1/P2 =16 per car Other 4WD = 12 per car	RE7: 200/625-17 R2: RE7: 200/600-16 Quantity: 12 per car
				WM: 165/80R-15 Quantity: 12 per car
Norway	35	70	SOTTOZERO ICE 205/65R15	
Cyprus	35	70	SCORPION WRC 205/65R15 Hard	RS5: 200/625-17 R2: RS5: 200/600-16
			PZERO WRC 235/40ZR18 Soft	RE7: 200/625-17 R2: RE7: 200/600-16
				K2: 195/70-15 R2: K4: 195/65-15
Portugal	45	70	SCORPION WRC 205/65R15 Hard	K2: 195/70-15 R2: K4: 195/65-15
Argentina	35	70	SCORPION WRC 205/65R15 Soft	K4: 195/70-15 R2: K6: 195/65-15
Italy	35	70	SCORPION WRC 205/65R15 Hard	K2: 195/70-15 R2: K4: 195/65-15
Greece	35	70	SCORPION WRC 205/65R15 Hard	
Poland	35	70	SCORPION WRC 205/65R15 Soft	K4: 195/70-15 R2: K6: 195/65-15
Finland	45	80	SCORPION WRC 205/65R15 Soft	K4: 195/70-15 R2: K6: 195/65-15
Australia	35	70	SCORPION WRC 205/65R15 Hard	
Spain	35	70	PZERO WRC 235/40ZR18 Hard	RS5: 200/625-17 R2: RS5: 200/600-16
			PZERO WRC 235/40ZR18 Soft Quantities: P1/P2 =16 per car Other 4WD = 12 per car	RE7-200/625-17 R2: RE7:200/600-16 Quantity: 12 per car
GB	45	80	SCORPION WRC 205/65R15 Soft	

## APPENDIX VI

### ADMINISTRATIVE PACKAGE AND ENTRY FEES

ENTRY FEES	Manufacturer (2 Cars)	Manufacturer Team (2 Cars)	JWRC / PWRC
<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 (total for 2 cars)	€3,650 (recommended)
<b>Service park area (recommended minimum)</b>	40m x 20m	30m x 20m	10m x 10m
<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

Additional entries by a Manufacturer or Manufacturer Team are subject to a €3,100 increment per car (without the requirement to carry optional advertising) and an extra 5x20m in the service park. Additional package items are subject to agreement between organiser and entrant.

ADMINISTRATIVE PACKAGE	Manufacturer (2 Cars)		Manufacturer Team (2 Cars)		JWRC / PWRC	
<b>Vehicle Plates</b>						
• VIP (or guest) plates	10		8		1	
• Service plates	6		4		1	
• Auxiliary plates	12		8		2	
<b>Administration</b>						
• Regulations	10	(10)	8	(8)	2	(2)
• Road book sets	12	(8)	8	(6)	3	(2)
• Rally Guide 2	15	(8)	15	(6)	3	(2)
• Route maps	15	(10)	15	(10)	5	(2)
• Programme	15	-	15	-	5	5
• Results books	5	(5)	5	(5)	2	(2)
• CD of Safety Plan	1	-	1	-	0	0
<b>Passes</b>						
• Team guest passes	40		30		-	
• Team passes (if required) – can be wristbands	30		25		-	

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