

2017 FIA World Rally Championship Sporting Regulations

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2017 FIA World Rally Championship Sporting Regulations

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

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

- * FIA World Rally Championship for Drivers
- * FIA World Rally Championship for Co-Drivers
- * FIA World Rally Championship for Manufacturers
- * FIA WRC 2 Championship for Teams
- * FIA WRC 2 Championship for Drivers
- * FIA WRC 2 Championship for Co-Drivers
- * FIA WRC 3 Championship for Teams
- * FIA WRC 3 Championship for Drivers
- * FIA WRC 3 Championship for Co-Drivers
- * FIA Junior WRC Championship for Drivers
- * FIA Junior WRC Championship for Co-Drivers
- * FIA WRC Trophy for Drivers
- * FIA WRC Trophy for Co-Drivers
- * FIA RGT Cup for Drivers
- * FIA RGT Cup for Co-Drivers

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

1.1 APPLICATION

1.1.1 Only the FIA may grant waivers to these regulations.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Arts. 12.2 and 12.3 of the International Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

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

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

1.2 OFFICIAL LANGUAGE

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

1.3 INTERPRETATION

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

1.4 DATE OF APPLICATION

These regulations come into force on 1 January 2017.

2. DEFINITIONS

2.1 BEGINNING OF THE RALLY

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

2.2 BULLETIN

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

2.3 COMMUNICATION

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

2.4 CONTROL AREAS

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

2.5 CREW TEAM MEMBERS

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

2.6 DECISION

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

2.7 FIA

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

2.8 END OF THE RALLY

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

2.9 EUROPE

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

2.10 LINKS

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

2.11 NEUTRALISATION

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

2.12 PARC FERMÉ

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

2.13 PROHIBITED SERVICE

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

2.14 RECONNAISSANCE

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

2.15 RECONNAISSANCE TIMETABLE

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

2.16 REGROUP

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

2.17 ROAD SECTION

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

2.18 SECTION OF THE RALLY

Each part of the rally separated by a regroup.

2.19 SERVICE

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

2.20 SUPER SPECIAL STAGE

Any variation from the running of a special stage as described in Arts. 37 to 38 of these regulations and detailed in the rally supplementary regulations and identified as such in the itinerary.

2.21 TESTING

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

2.22 TIME CARD

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

2.23 YELLOW CARD

A serious lack of spectator safety in rallies may cause a yellow card to be given by the WRC Commission to an event organiser who has committed such an offence. If two yellow cards are received within two consecutive years, a penalty will be imposed by the WRC Commission.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

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

3.2 FIA DELEGATES

The following delegates may be appointed by the FIA and each of them will draw up a report covering his/her responsibilities at the rally:

3.2.1 FIA Sporting delegate

The FIA Sporting delegate will liaise with the clerk of the course and all other appointed FIA officials and delegates.

3.2.2 FIA Technical delegate

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

3.2.3 FIA Safety delegate

The FIA Safety delegate is specifically responsible for monitoring the safety of the public and media. He/She has the power to delay the start of a special stage by a maximum of 30 minutes if he/she considers that the safety conditions are not satisfactory.

3.2.4 FIA Media delegate

The FIA Media delegate will be in charge of all the media matters including pre-rally and post-rally FIA Press Conferences.

3.2.5 FIA Medical delegate

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

3.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors. There must be at least one CRO at each rally who must be easily identifiable by the competitors.

ELIGIBLE CARS**4. CARS ELIGIBLE TO ENTER WRC RALLIES**

- World Rally Cars, complying with the 2017 Appendix J, Art. 255A, when entered by a Manufacturer.
- World Rally Cars homologated before 31.12.2013, complying with homologation extension 100/01 KSR and its WR extension, and with the 2013 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.
- World Rally Cars homologated as from 01.01.2014, complying with homologation extension 200/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.
- World Rally Cars homologated as from 01.01.2015, complying with homologation extension 300/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.
- S2000 cars conforming to the 2013 Appendix J, Art. 254A and Art.255A.
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc.
- Group RGT cars conforming to the 2017 Appendix J, Art. 256.
- Group R cars (R1/R2/R3/R3T/R3D) conforming to the 2017 Appendix J, Art. 260 and 260D.
- Group R4 cars conforming to the 2017 Appendix J, Art. 260 (not eligible in Europe).
- Group R5 cars conforming to the 2017 Appendix J, Art. 261.
- Group A cars with a corrected cylinder capacity of up to 2000cc conforming to the 2017 Appendix J, Art. 255.
- Group N cars conforming to the 2017 Appendix J, Art. 254.

4.1 ADDITIONAL REQUIREMENTS FOR WORLD RALLY CARS AND S2000-RALLY (1.6L TURBO) CARS

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

4.1.2 For competitors ineligible to score Manufacturer's points entered with a World Rally Car, it will be possible to use lapsed errata without any penalty.

4.1.3 For competitors entered with a Super 2000-Rally car (1.6L turbo) conforming to 2013 Appendix J, Article 255A, it will be possible to use lapsed errata without any penalty.

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

All cars must comply with the 2017 FIA Appendix J regulations for:

- Group R5 cars (complying with Art. 261) or
- Four-wheel drive Group N cars (complying with Art. 254)

or

- Super 2000-Rally cars conforming to the 2013 Appendix J, Art. 254 A
- Super 2000-Rally cars conforming to the 2013 Appendix J, Art. 255A, fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points:
 - a) The maximum internal diameter of the restrictor is 28 mm,
 - b) The external diameter of the restrictor at its narrowest point must be less than 34 mm. The diameter must be maintained over a distance of 5 mm to each side of the narrowest point.

The diameter of the turbocompressor restrictor may be revised by the FIA at any time without notice.

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

All cars must comply with the 2017 FIA Appendix J regulations for:

- 2WD Group R cars (complying with Art. 260 and Art. 260D).

4.4 NATIONAL/REGIONAL CARS

4.4.1 Cars homologated or approved by the ASN of the organising country will be permitted to take part in WRC events, without eligibility to score Championship points.

4.4.2 These cars must, however, comply with the safety requirements as stipulated in Appendix J, Art. 253.

4.4.3 Prior to the rally, the organiser will propose to the FIA a list of cars for approval.

4.4.4 Drivers entered in the national class shall always use a different entry form.

4.5 CLASSES OF CARS

CLASSES	GROUPS
RC1	World Rally Cars: 1.6 T engine
RC2	S2000-Rally: 1.6T engine with a 28mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R5 (VR5)
	Group R4 (VR4) (not eligible in Europe)
	Group NR4 over 2000cc (current N4)
RGT	RGT cars
RC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
	R3 (diesel / up to 2000cc / nominal – VR3D)
RC4	Group A up to 1600cc
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Kit-car up to 1600cc
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc
	R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 REPORTS

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

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

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 as recognised by the FIA.

5.3 ATTRIBUTION OF CHAMPIONSHIP POINTS

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

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

5.3.2 For the World Rally Championships for Drivers and for Co-Drivers, additional points as per the following scale will be awarded according to the classification of the 'Power Stage' as in Art 13.3.

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

5.3.3 Attribution of reduced points

Should one of the rallies not be able to be run in its entirety, Championship points shall be awarded based on the established classification:

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

This is applicable to Championship points only. Points awarded for any 'Power Stage' run are not subject to this attribution of reduced points.

5.4 REGIONAL CHAMPIONSHIP RALLIES WITHIN THE WORLD RALLY CHAMPIONSHIP

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

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-drivers having totalled the highest number of points at the end of the year will be declared World Rally Champion Driver and World Rally Champion Co-Driver.

7. FIA WORLD RALLY CHAMPIONSHIP FOR MANUFACTURERS

7.1 ANNOUNCEMENT

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

7.2 PARTICIPATION – MANUFACTURER

A Manufacturer:

7.2.1 Undertakes to take part in all the rallies of the Championship with a minimum of two (2) World Rally Cars complying with the 2017 Appendix J, Article 255A.

7.2.2 Wishing to score points in the Championship must register for the Championship with the FIA no later than 16 December 2016 using a registration form available from the FIA.

7.2.3 Will be awarded points according to Art. 5.3 of these regulations. For any one Manufacturer, a maximum of three (3) nominated drivers may be eligible to score points of which only the 2 best placed (see Art. 7.2.6) will score points according to their relative position. The third placed cars may neither score nor detract points from the other cars.

7.2.4 Must pay the registration fee of €319,830.

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

7.2.6 Must inform the FIA of the names and obtain its agreement of the drivers entered, and specify which drivers will be eligible to score points in each rally before the closing date of entries of the rally concerned.

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

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

8.1 ANNOUNCEMENT

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

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

8.1.3 Hereafter, "the Support Championships" denotes rules which are common to WRC 2 and WRC 3.

8.2 PARTICIPATION

8.2.1 In order to score points in the Support Championships, teams and/or competitors must register with the FIA before the closing date of entries of the first rally entered. Registration for each Championship, set at €5,050 for WRC 2 and €2,530 for WRC 3, may be made in the name of a driver or in the name of a team holding a current and valid competitor's licence. Co-drivers are not required to register.

8.2.2 Any team registered in WRC 2 and/or WRC 3 may not enter more than two (2) cars in each championship rally. The best placed car will be taken into account for the points. The second placed car may neither score nor detract Team points from the other cars.

8.2.3 In order to score WRC 2 or WRC 3 Championship points, the entry in individual rallies must be made using the Support Championship standard entry form in the name of the competitor as stated on the licence used to register in each Support Championship. Any entry thus submitted shall always be considered as one of the 7 rallies as per Article 8.3.2 or 8.3.3, unless the Stewards grant a case of force majeure upon individual application which must be supported by clear evidence. This standard entry form must be sent to the rally organiser and to the FIA.

8.2.4 When a Team enters a rally as per Art. 8.2.3, the driver and co-driver will automatically score points.

8.2.5 A Team may enter more than 7 rallies but will no longer score points in the Team classification after that.

8.2.6 In order to be classified in the final classification at the end of the season, WRC 2 competitors must have taken part in the following three mandatory rallies as a minimum:

Date	Rally
19-21 May 2017	Rally de Portugal
18-20 August 2017	Rallye Deutschland
27-29 October 2017	Wales Rally GB

8.3 NON-PARTICIPATION IN A MANDATORY RALLY

8.3.1 Except in cases of force majeure, any registered driver or team which does not take part in one of the mandatory rallies listed in Art. 8.2.6, will be disqualified from the respective Support Championship classification. The points will not be redistributed to those remaining in that Support Championship.

8.3.2 In order to be considered as force majeure, the competitor must notify an event organiser in writing stating the reason for the intended non-participation. All necessary documentation must be lodged with the organisers as evidence before the start of the rally for consideration by the Stewards. If force majeure is granted, the nominated event may not be replaced by another rally.

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

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

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

8.3.4 A driver shall be excused from participation in a nominated event when competing in the rally concerned as a P1 driver.

8.4 POINTS

8.4.1 For the awarding of points, a separate classification of the teams, drivers and co-drivers eligible to score points in that specific rally will be drawn from the general classification. Points scored in the Support Championships shall always be in the name of the team, driver and co-driver.

8.4.2 The WRC 2 Champion titles for Teams, Drivers and Co-Drivers will be awarded to the team, driver and co-driver who have scored the highest number of points from 6 of the 7 rallies which they have entered to score points.

8.4.3 The WRC 3 Champion titles for Teams, Drivers and Co-Drivers will be awarded to the team, driver and co-driver who have scored the highest number of points from 6 of the 7 rallies which they have entered.

9. JUNIOR WRC CHAMPIONSHIP

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

10. DEAD HEAT IN THE CHAMPIONSHIP

10.1 DRIVERS AND CO-DRIVERS

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

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

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

10.1.3 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

10.2 MANUFACTURERS, WRC 2 TEAMS OR WRC 3 TEAMS

The rule for deciding between registered Manufacturers, WRC 2 Teams or WRC 3 Teams which have scored exactly the same points total shall be as follows:

10.2.1 According to the greater number of highest places achieved in the qualifying rounds of each Manufacturer, WRC 2 Team or WRC 3 Team, taking into account only the highest place per rally for each Manufacturer, WRC 2 Team or WRC 3 Team.

10.2.2 According to the number of 11th places, 12th places, etc., one 11th place being worth more than any number of 12th places and so on.

10.2.3 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying Manufacturers, WRC 2 Teams or WRC 3 Teams on the basis of whatever other considerations it thinks appropriate.

11. CRITERIA FOR PRIORITY DRIVERS

11.1 FIRST PRIORITY DRIVERS (P1)

Drivers of World Rally cars, who are:

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

11.1.2 Entered by a registered Manufacturer but not for scoring points in the Manufacturers' Championship.

11.1.3 Registered in the WRC Trophy and entered for the purpose of scoring WRC Trophy points.

11.2 SECOND PRIORITY DRIVERS (P2)

Drivers who are eligible to score points in the WRC 2 Championship.

11.3 THIRD PRIORITY DRIVERS (P3)

Drivers who are eligible to score points in the WRC 3 Championship.

11.4 RGT PRIORITY DRIVERS (RGT)

Drivers who are eligible to score points on rallies of the RGT Cup.

11.5 ROUTE NOTE CARS

11.5.1 For sections of a rally run entirely on asphalt, one route note car may be used for each driver entered with a World Rally car.

Such cars shall:

- Contain no more than 2 persons.
- Comply with the requirements for reconnaissance cars as in Art. 25.1.
- Carry any required FIA signage on each front door including 'Safe Drive' logos.
- Operate the speed control device as used during reconnaissance.
- Respect the speed limit for the special stages which will be announced by the clerk of the course.
- Operate within a schedule issued by the organisers and run under the authority of the clerk of the course.
- Respect the list of route note exchange points which are issued by the clerk of the course.
- Cover no more than one passage of each special stage.
- In no way interfere with the schedule of the rally.
- Be used only for their allocated World Rally Car driver and withdrawn if this driver retires from the event. If not the RNC crew, then one team member per competitor may be present in the RNEP for the sole purpose of handing over the notes to the respective crew(s).

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

12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

12.1 GENERAL

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

12.2 FIA INSPECTION

12.2.1 The route of any rally new to the Championship may be inspected by the FIA. Thereafter, the selection of stages in future WRC rounds remains the responsibility of the organiser who may request the FIA to send a safety observer (at the organiser's cost).

12.2.2 Should a rally report comment adversely on the stages of an itinerary, the FIA may require an inspection prior to the next edition of the rally. Such inspection shall be at the organiser's expense.

12.2.3 An FIA inspection report or the inclusion of any stage in a Championship rally in no way guarantees or implies that a stage can be considered safe.

12.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

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

12.3.2 No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the FIA Safety delegate.

13. RALLY CHARACTERISTICS

13.1 RALLY CONFIGURATION

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

13.1.2 The total distance of the special stages shall be between 300 km and 500 km. There shall be no single special stage minimum or maximum distance. However, there shall be no more than 80 km of special stages between visits to service parks or tyre fitting zones.

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

13.2 PROGRAMME FOR THE RALLIES

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

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

- Reconnaissance
- Administration (may also take place prior to the start of reconnaissance)
- Scrutineering
- Shakedown (as detailed in Art. 29)
- Ceremonial Start
- Rally normally concluding with a mandatory 'Power' stage as in Art. 13.3
- Podium Ceremony

13.2.2 Rallies must competitively run over 2.5 days, including section starts or section finishes. Any variation to this format will be subject to the agreement of the FIA and the Promoter.

13.2.3 Rallies must start on a Thursday with a Ceremonial Start or Super Special Stage and finish on a Sunday.

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

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

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

13.3 'POWER STAGE'**13.3.1 Announcement:**

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

13.3.2 Characteristics

This stage shall:

- Be the last stage of the rally.
- Be run at a time in agreement with the Promoter and the FIA.
- Be run as a stage of the event for all classified competitors.
- Be representative of the rally.
- Be preceded by a regroup of at least 30 minutes. Arts. 42.5.2 and 48.2.2 do not apply for this regroup.
- Be timed to the elapsed millisecond.
- Be chosen in consultation with and after the approval of the FIA and the Promoter.

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

13.3.4 Attribution of 'Power Stage' points

Points will be awarded according to the scale as described in Art. 5.3.2.

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

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

If the Power Stage is definitively stopped before all P1 drivers eligible to start the Power Stage have had the opportunity to complete the stage, the FIA may decide that no points are awarded for the Power Stage.

13.3.5 For the purposes of live TV, there will be interviews and a podium ceremony after the STOP control of the stage. The organisers may stop any car and its crew on the road section immediately after the STOP control of the stage, so that they can take part in this. These crews will be directed by officials at the STOP control of the stage, who may, if necessary, modify the time allowed for the following road section.

13.4 PRESS CONFERENCES**13.4.1 Pre-rally Press Conference**

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

13.4.2 Post-rally Press Conference

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

13.4.3 'Meet the Crews'

At the end of the shakedown and of each section before an overnight regroup, the top 3 drivers classified must attend a 'Meet the Crews' session for media and spectators. This will take place in the service park (usually the 'WRC stage') at 12:00 hrs after the Shakedown and at a time and location advised to the

relevant teams by the FIA Media delegate during the rally. Other selected drivers and team personnel must make themselves available to attend these sessions if requested by the FIA Media delegate.

The organisers may use the option of driver interviews in their service area on arrival to service, provided that these are screened live on a giant video screen in the service area (and possibly the Media Centre). This procedure must be mentioned in the supplementary regulations of the rally.

13.4.4 Autograph Signing Session

All priority drivers and their co-drivers must be available for signing autographs in front of their team area for at least 10 minutes following their arrival at their service bay.

13.4.5 Organiser's Promotional Activities

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

STANDARD DOCUMENTS AND FIA VISA

14. GENERAL

14.1 FIA STANDARD DOCUMENTS

The format and procedure of the following documents as in Appendix II must be followed:

- Supplementary regulations (electronic)
- Bulletins (electronic and printed format)
- Rally Guide 1 & 2 (electronic format)
- Itinerary (electronic and printed format)
- Road Book (printed format)
- Time card (printed format)
- Standard entry form (electronic and printed format)
- Entry lists (electronic format)
- Start lists and results at the rally (electronic and printed format)
- Media Safety Book (electronic and printed format)

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

14.2 ROAD BOOK / ITINERARY

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

Any deviation will be reported to the Stewards.

14.3 TIME CARDS

14.3.1 Each crew is responsible for:

- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

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

14.3.3 In case of the absence of a 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, the crew concerned will be removed from the classification. This information will be pronounced by the clerk of the course at the end of a section.

14.3.4 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the clerk of the course.

15. ISSUING OF AN FIA VISA

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

15.1 ITINERARY

15.1.1 An electronically transmitted version of the itinerary and maps is to be submitted to:

- the FIA and the WRC Promoter at least 5 and a half months before the start of the rally
- the registered Manufacturers, the FIA Timing and Tracking supplier and the tyre and fuel suppliers at least 5 months before the start of the rally.

Should an organiser want to relocate a service park during a rally, as per Art. 49.1, a request must be submitted to the FIA and the Promoter at least 7 months before the start of the rally.

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

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

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

15.2 SAFETY PLAN

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

This draft shall include:

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

A reply shall be given within the following four weeks.

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

15.3 MEDICAL QUESTIONNAIRE

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

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

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

15.4 SUPPLEMENTARY REGULATIONS

See Appendix II.

15.5 ENVIRONMENTAL ACCREDITATION

15.5.1 All WRC and WRC Candidate rally organisers must follow the FIA-developed Environmental Certification Framework, which can be found at <http://bit.ly/afeguide>

15.5.2 In 2017, each rally organiser must attain the middle level of accreditation, Progress Towards Excellence, before the end of the Championship season.

15.5.3 From the 2018 season, the top level of accreditation, Achievement of Excellence, will be mandatory for organisers to be part of the World Rally Championship and organisers of 2018 events will be required to achieve this standard a minimum of four (4) months before their event.

15.6 EVENT ORGANISER INSURANCE QUESTIONNAIRE

Each organiser must complete the insurance questionnaire provided by the FIA at least 2 months prior to the start of the rally.

INSURANCE**16. INSURANCE COVER****16.1 DESCRIPTION OF INSURANCE COVER**

The supplementary regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the competitors, the Promoter, the FIA and the officials of the rally (description of the risks and sums covered).

16.2 PUBLIC LIABILITY COVER

16.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability). A total minimum of €10 million Public Liability cover is recommended.

16.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.

16.2.3 The insurance cover must at least be in effect during the shakedown and then, for competitors running within the itinerary of the rally, from the start of the competition element until the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started shall not be considered to have permanently retired.

16.3 EXCLUSION OF COVER

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

CAR IDENTIFICATION

17. SEASONALLY ALLOCATED COMPETITION NUMBERS

17.1 MANUFACTURERS

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 and the third driver, if applicable, number 3. Using the same system, the numbers are then allocated by the FIA according to the classification of the previous year's Manufacturers' Championship. Remaining P1 drivers, other than those using a number under Art. 17.3, shall be allocated sequential numbers by the organiser up to number 30.

17.2 WRC 2 AND WRC 3

Competition numbers between 31 and 60 for WRC 2 competitors and between 61 and 80 for WRC 3 competitors will be allocated rally by rally, according to the provisional classification of the Championships concerned. Greater numbers may be allocated if required.

17.3 NUMBER REQUESTS

P1 drivers may request a specific number which differs from the above provided that the application is endorsed by the Promoter.

18. COMPETITION NUMBERS AND ADVERTISING

18.1 GENERAL

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

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

18.2 FRONT DOOR PANELS

18.2.1 Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the organiser.

18.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

18.2.3 No signage, other than the colour scheme of the car or the championship identification referred to in 18.9.1, shall be placed within 10 cm of this panel.

18.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned left or right as indicated in the supplementary regulations. An adjacent area of 15 cm x 15 cm shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

18.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width of 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

18.5 ROOF PANEL

18.5.1 One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.

18.5.2 Any organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

18.6 FRONT PLATE

One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

18.7 RESTRICTIONS ON ADVERTISING

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

- It is authorised by the national laws and the FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects Art. 18.2.3.
- It does not interfere with the crew's vision through the windows.

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

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

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.8.1 The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to €2,000.

18.8.2 No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising.

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

18.8.4 Optional advertising shall not be imposed as specified in Appendix VI.

18.9 CHAMPIONSHIP IDENTIFICATION AND ADVERTISING

18.9.1 The following areas are reserved for the Championship Promoter to apply championship identification and advertising by means of sticker sets:

- A space (15 cm high and the full width of the windscreen) (below the existing 15 cm high reservation for Competitors at the top of the windscreen) on condition that it complies with the national laws of the country of the rally.
- A space 6 cm high and 67 cm wide immediately below the front door panel described in Article 18.2.1.
- A space up to 10 cm high and 20 cm wide on the dashboard of the car and within view of the on-board Camera of the Championship Promoter.

18.9.2 Each priority car entered in the Manufacturers', WRC 2, WRC 3 and/or Junior WRC Championships must use the appropriate sticker sets provided by the Promoter. All other competitors must carry the appropriate sticker sets if requested by the Promoter. Any advertising within the championship identification must comply with Articles 18.7.1 and 18.7.2.

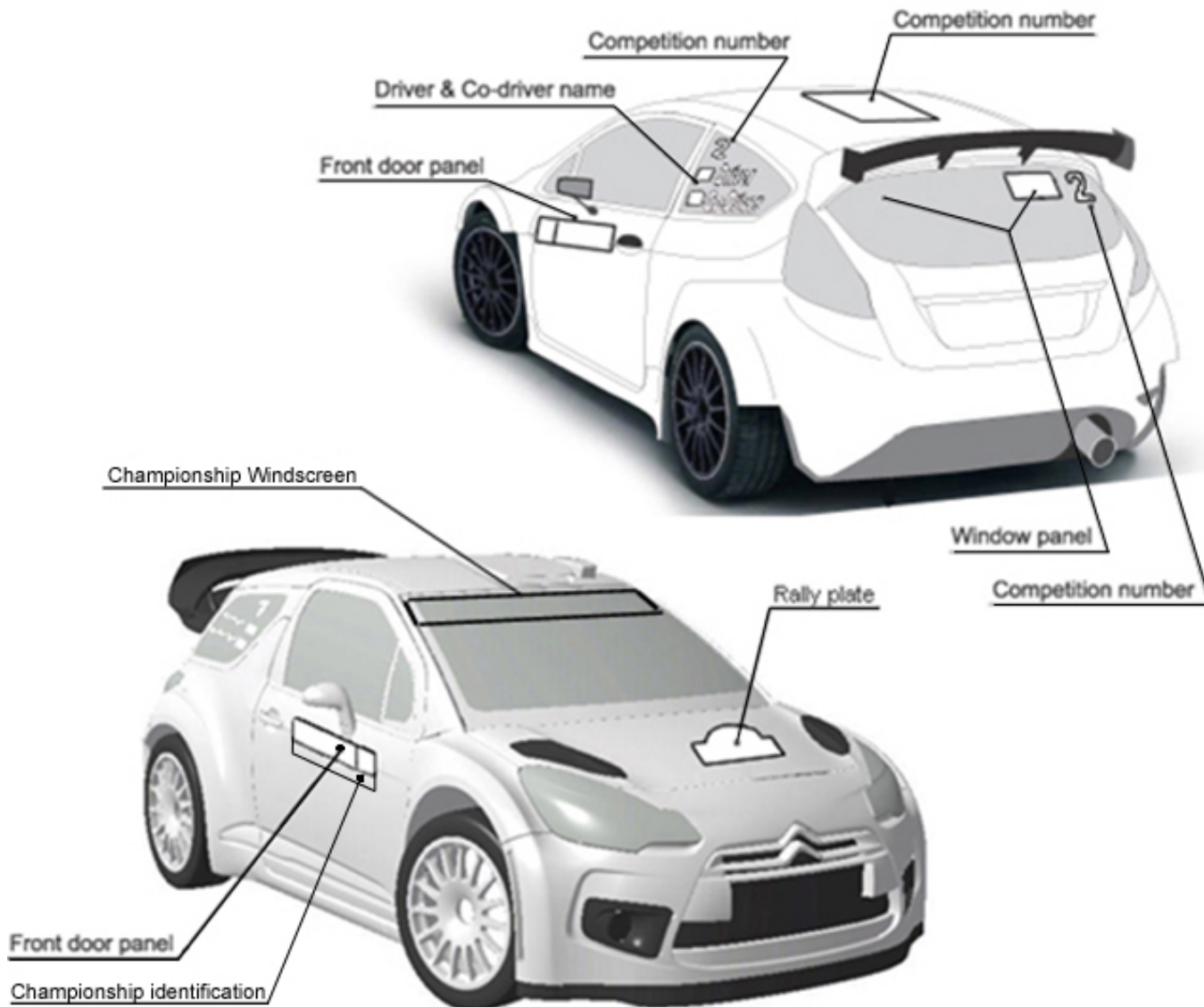
19. DRIVER'S AND CO-DRIVER'S NAMES**19.1 REAR SIDE WINDOWS**

The first initial(s) and surname of both driver and the co-driver, followed by the national flags of their passport nationalities, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
 - In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high and with a stroke width of 1.0 cm.

The driver's name shall be the upper name on both sides of the car.

19.2 DOOR PLATES AND COMPETITION NUMBERS



DRIVING CONDUCT

20. BEHAVIOUR

20.1 GENERAL RULES

- 20.1.1 Crews must always behave in a sporting manner.
- 20.1.2 Cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route or as otherwise permitted in these Regulations.
- 20.1.3 Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.
- 20.1.4 Crews must always drive in the direction of the special stage (except solely to effect a turn round).
- 20.1.5 On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty up to disqualification.

20.2 EXCESSIVE SPEED DURING RECONNAISSANCE

- 20.2.1 It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.
- 20.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows:

Per km per hour over the speed limit: €25

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

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

20.3 EXCESSIVE SPEED DURING THE RALLY

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

Per km per hour over the speed limit: €25

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

20.4 TRAFFIC LAWS

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

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

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

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

20.4.4 For the first infringement other than speeding: a penalty will be applied by the Stewards.

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

20.4.6 For the third infringement: disqualification applied only by the Stewards.

ENTRIES

21. ENTRY PROCEDURE

21.1 SUBMISSION OF ENTRY FORMS

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

21.2 AMENDMENTS ON THE ENTRY FORM

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

21.3 ASN AUTHORISATIONS

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

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

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

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

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

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

21.5 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these regulations and the supplementary regulations of the rally.

22. ENTRY CLOSING DATES

22.1 RESPECT OF CLOSING DATES FOR ENTRIES

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

22.2 ENTRY CLOSING DATES

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

23. ENTRY FEES

23.1 PUBLICATION OF ENTRY FEES

23.1.1 Entry fees must be specified in the supplementary regulations.

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

23.2 ACCEPTANCE OF ENTRY FORM

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

23.3 REFUND OF ENTRY

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

23.4 PARTIAL REFUND OF ENTRY

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

24. CLASSES

24.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the FIA Technical delegate.

RECONNAISSANCE

25. RECONNAISSANCE

25.1 RECONNAISSANCE CARS

Common requirements for all cars used for reconnaissance:

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

25.1.1 Standard Cars

- Totally unmodified standard cars as offered for sale to the general public with a normally aspirated or turbocharged petrol or turbo diesel engine having a maximum cylinder capacity of 2500cc.
- SUV type vehicles.

25.1.2 Production cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.

- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with Arts. 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

25.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

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

25.3 RESTRICTION OF RECONNAISSANCE

Any driver, or his co-driver, who is, or who in the last two years has been a P1 priority driver, who has entered or intends to enter a WRC rally and who wishes to drive on any road which is or might be used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. This shall not apply when the person is known to live in the area. The written permission must then be sent to the FIA. Failure to respect this rule shall result in the driver being reported to the Stewards.

25.4 RUNNING OF RECONNAISSANCE

25.4.1 Timetable

Reconnaissance must take place according to a timetable set by the organiser. In order to allow for media activities, reconnaissance must be completed before 5 p.m. on the Wednesday. Between 5pm-8pm is reserved for FIA and team media activities. Participation in reconnaissance is not compulsory.

25.4.2 Respect of reconnaissance timetable

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

25.4.3 Number of passages

Each crew is limited to two passages on each special stage (special stages run twice are considered to be one special stage). During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Further checks may also be carried out within special stages.

25.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance by use of GPS recorders provided by the FIA supplier to be carried by all drivers. The use of such recorders may involve a fee.

25.4.5 Shakedown

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

25.4.6 Service during reconnaissance

During the reconnaissance timetable, service of reconnaissance cars may only be provided by a maximum of 2 technicians per crew using a vehicle of a maximum of 3.5 tonnes and carrying all necessary service equipment on board.

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

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

25.4.7 Crew

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

25.5 PARTICIPATION IN RECONNAISSANCE ONLY

Any driver holding the appropriate international licence 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. Manufacturer Teams may ask the organiser for some drivers to be included in the schedule for P1 drivers.

SCRUTINEERING CHECKS

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

26.1 GENERAL

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

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

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

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

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

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

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

26.2 TIMETABLE

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

27. DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, may be carried out at any time during the rally including shakedown.

27.2 RESPONSIBILITY OF THE CREWS

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

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

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

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

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

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

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

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

28.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest, or upon the recommendation of the clerk of the course and/or the FIA Technical Delegate to the Stewards.

SHAKEDOWN

29. SHAKEDOWN

29.1 RUNNING OF SHAKEDOWN

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

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

29.2 SHAKEDOWN REQUIREMENTS

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

29.2.2 P1 drivers shall complete a minimum of 3 passages of the shakedown stage.

29.2.3 For P2, P3, RGT and non-priority drivers, participation is optional.

29.2.4 The ideal timeframe shall allow: 1.5 hours for P1 drivers, a further 2 hours for all Priority drivers and an optional final 2 hours for all non-priority drivers.

29.3 FALSE START

For any false start, particularly one made before the signal has been given, a notional time of 10 minutes will be allocated to the car(s) concerned.

29.4 DISCLAIMER

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

29.5 BREAKDOWN DURING SHAKEDOWN

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

29.6 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass scrutineering. For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in Arts. 63 to 64 of these regulations must be sealed.

29.7 SERVICE DURING SHAKEDOWN

Service may be only carried out in the main service park, unless otherwise permitted in the supplementary regulations of the rally. Limitation on the number of personnel as per Art. 48.3 will not apply.

30. FREE PRACTICE / QUALIFYING

The organisation of a Free Practice / Qualifying stage is no longer applicable for 2014 onwards.

CONTROLS**31. CONTROLS – GENERAL REQUIREMENTS****31.1 SIGNAGE OF CONTROLS**

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

31.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

31.3 STOPPING TIME IN CONTROL AREAS

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

31.4 READINESS TO WORK

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

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

31.5 SEQUENCE OF CONTROLS AND DIRECTION

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

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

31.6 MARSHALS' INSTRUCTIONS

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

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

31.7 MEDIA ZONES

A barriered media zone will be established prior to the yellow time control board at service parks or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to personnel holding the appropriate pass. Organisers must plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media zone.

31.8 ON-BOARD CAMERA DATA EXCHANGE POINTS

On-board camera data may be exchanged when in the presence of a member of the team in the media zone, in regroup or parc fermés and at the exit of remote refuel zones.

The organisers may also establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a Communication from the clerk of the course and are solely for the exchange of video data.

32. PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

33. TIME CONTROLS

33.1 OPERATION

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

33.2 CHECK-IN PROCEDURE

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

33.2.2 Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

33.2.3 The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.

33.2.4 The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

33.2.5 Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.

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

33.2.7 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.

33.2.8 The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.

33.2.9 The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

33.2.10 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

a) For late arrival: 10 seconds per minute or fraction of a minute.

b) For early arrival: 1 minute per minute or fraction of a minute.

33.2.11 Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.

33.2.12 If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.

33.2.13 At the discretion of the clerk of the course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

33.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:

33.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.

33.3.2 If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.

33.3.3 Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations (see Art. 37).

33.3.4 If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

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

34. MAXIMUM PERMITTED LATENESS**34.1 MAXIMUM PERMITTED LATENESS**

Any lateness exceeding 30 minutes on any individual target time or an accumulative lateness exceeding 30 minutes in all the sections between two overnight regroupings, will result in the competitor concerned being removed from the classification by the clerk of the course. The crew may nevertheless re-start the rally under the provisions of Art. 46. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

34.2 EARLY ARRIVAL

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

34.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS

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

35. REGROUPING CONTROLS**35.1 PROCEDURE AT A REGROUP**

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

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

35.2 EXIT FROM A REGROUP

Except after an overnight regroup and before the start of the Power Stage, the cars shall re-start in the order of arrival at the regroup.

SPECIAL STAGES**36. GENERAL****36.1 TIMING**

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

For the "Power Stage", timing will be to the thousandth of a second.

36.2 FIA OFFICIALS AND DELEGATES

When carrying out their duties, the entry of FIA officials and delegates onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FIA Safety delegate may have a later time for entry to the special stages. If car n° 0 catches up with them

while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing.

36.3 EVACUATION BY HELICOPTER

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

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

36.3.2 The presence of a helicopter does not remove the obligation to plan land evacuation in the presence of a doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims, possibly assisted by a paramedic qualified in resuscitation, for a casualty needing intensive care during transport.

37. SPECIAL STAGE START

37.1 START POINT

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

37.2 START PROCEDURE

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

37.2.2 There must be a permanent start line (also on gravel and snow) and the jump start photocell should be 40 cm after the start line.

37.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the time card back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

37.4 DELAYED START THROUGH FAULT OF CREW

37.4.1 In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.

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

37.4.3 Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately removed to a safe place. This car will be allowed to re-start on the subsequent day as per WRC Article 46.

37.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators must be advised that the stage is about to recommence before the passage of the next competing car. Alternatively the stage shall be stopped.

37.6 FALSE START

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

1st offence: 10 seconds.

2nd offence: 1 minute.

3rd offence: 3 minutes.

Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.

For the time calculation the actual start time must be used.

38. SPECIAL STAGE FINISH

38.1 FINISH LINE

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

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

38.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second, and tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card and the time will be entered at the next regrouping control.

39. INTERRUPTION OF A SPECIAL STAGE

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

40. COMPETITOR SAFETY

40.1 EQUIPMENT OF THE CREWS

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

40.2 EQUIPMENT OF THE CARS

40.2.1 FIA Safety Emergency console

All cars must be fitted with an FIA Safety Emergency console that comprises an emergency button. Installation and operation instructions will be issued by each organiser as an Appendix to the Supplementary Regulations of the rally. The emergency button must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

40.2.2 "SOS" / "OK" sign

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

40.2.3 Red Triangle

Each competing car must carry a red reflective triangle.

40.3 INCIDENT ON A SPECIAL STAGE

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

- The SOS switch on the emergency console must be activated as soon as possible.
- When possible, the red "SOS" sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
- The red triangle 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, even if the car is off the road.

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

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

- The OK switch on the emergency console must be activated within one minute.
- A green LED on the emergency console will then remain illuminated for the duration of eight seconds, which is confirmation for the crew that the switch has been activated correctly.
- The green "OK" sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to all the other competitors.
 - The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car's position, in order to warn following drivers, even if the car is off the road.

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

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

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

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

40.5 RED FLAGS

40.5.1 Electronic Red Flags

a) Red flag lights will be used in all competing cars. When the electronic Red Flag is activated from rally control, the Red Flag LED light situated on the FIA Emergency Console will flash and a continuous alarm will ring in the cockpit. Crews must confirm acknowledgement of the electronic Red Flag by pressing the OK button as soon as they see it and must immediately reduce speed.

b) The FIA-approved Red Flag LED system to be used will be provided by SIT only.

c) The Red Flag LED must be visible by both crew members.

40.5.2 Red Flags at radio points

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

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

40.5.3 Meanings of a Red Flag

On passing a displayed Red Flag and/or acknowledging an electronic Red Flag, whichever happens first, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

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

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

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

40.5.7 Red Flag points during reconnaissance

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

41. SUPER SPECIAL STAGES

41.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

41.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

41.1.2 The running of a super special stage is optional.

41.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

41.3 SAFETY

41.3.1 A system of Red Flags deployed by marshals or of Red Lights must be positioned to signal competitors to stop or slow. See also Art. 40.5.6.

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

PARC FERME

42. RULES OF PARC FERMÉ

42.1 APPLICATION

Cars are subject to parc fermé rules:

42.1.1 From the moment they enter a regroup park between two sections, until they leave it.

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

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

42.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

42.2.1 As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

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

42.3 PUSHING A CAR IN THE PARC FERMÉ

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

42.4 CAR COVERS

Car covers may not be used.

42.5 REPAIRS IN PARC FERME

42.5.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the FIA Technical delegate and in the presence of a scrutineer, one team member may repair or exchange those FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (i.e. seat belt, extinguisher, etc.).

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

42.5.3 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

42.6 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the FIA Technical delegate and under the control of the marshals.

STARTS AND RESTARTS

43. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser.

The schedule and the place of any ceremony must be indicated in the supplementary regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

44. START AREA

44.1 RALLY START

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

44.2 SECTION START

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

45. START ORDERS AND INTERVALS**45.1 REPOSITIONING OF DRIVERS**

The clerk of the course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers or change the time interval between cars.

45.2 START ORDER DURING THE RALLY

	P1 (as merged group)	P2, P3 and RGT	Non-priority
Thursday SSS (if applicable)	At organiser's discretion		
Friday	Championship classification ¹⁾	As a merged group, at organiser's discretion based on Drivers' performances.	As a merged group, at organiser's discretion
Saturday	Reverse classification order ^{2) & 3)}	Classification order ²⁾ (as a merged group)	
Sunday	Reverse classification order ^{2) & 3)}	Classification order ²⁾ (as a merged group)	

¹⁾ Championship classification means the order of the provisional classification of the respective 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 were not classified in the previous year. P1 drivers re-starting on Friday under Rally 2 regulations shall start as per the Championship classification.

²⁾ The classification order is always based on the provisional overall classification at the end of the last special stage of the previous day, excluding super special stages if run at the end of the day. Any Rally 2 or other penalties incurred after the end of this last special stage (excluding super special stages) will be ignored, but solely for the purpose of establishing this starting order.

³⁾ P1 drivers re-starting on Saturday or Sunday under Rally 2 regulations, shall start as a merged group after the other P1 drivers according to their position in the classification. For their restart on Saturday, the classification as defined under point ²⁾ above will be taken into consideration.

45.3 START INTERVALS

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

45.3.2 P2, P3, RGT and all other cars will start with an interval of at least 1 minute.

46. RE-START AFTER RETIREMENT / RALLY 2**46.1 GENERAL**

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

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

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

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

46.2 PENALTIES

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

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

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

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

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

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

46.2.3 This time penalty will be added to the fastest time of the drivers' priority group (P1, P2, P3, RGT) for each missed stage, which shall include the special stage or super special stage on which the crew has retired. For non-priority drivers, this time penalty will be added to the fastest time achieved in its class by a non-priority driver.

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

47. REPAIRS PRIOR TO A RE-START

47.1 SERVICE LOCATION AND TIME ALLOWED

47.1.1 The car of any FIA priority driver wishing to re-start must be serviced in the rally service park. After retirement, the vehicle must remain where it has retired until permission has been received from the clerk of the course to remove it directly to the parc fermé. Cars of P1 drivers may be brought directly to their service area and wait under Parc Fermé conditions until the FIA technical delegate gives authorisation to repair it or not.

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

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

47.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS

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

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

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

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

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.1 PERFORMING OF SERVICE

48.1.1 From TC0, service of a competing car may be carried out only in service parks and as permitted under Article 52, with the exception of repairs to retired cars of non-priority drivers intending to re-start.

48.1.2 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

48.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

- In service parks and as permitted under Article 52

- In refuel zones
- In tyre fitting zones
- In light fitting zones
- For one team member per car in official car wash areas
- Where permitted by bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

48.2.2 The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted in service parks, in tyre fitting zones, in light fitting zones, at regroupings or whilst the cars are in a media zone.

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

48.2.4 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the service zone and operated by a person without an armband. This person may not touch the car or any parts to be fitted to the rally car.

48.3 LIMITATION ON NUMBER OF PERSONNEL

Cars entered by a Manufacturer for the purpose of scoring points:

48.3.1 In case 2 cars are entered for the purpose of scoring points:

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

48.3.2 In case 3 cars are entered for the purpose of scoring points:

Competitors may have up to twelve persons working on their cars, plus two medical assistants who shall deal with medical and driver equipment matters. Except in the refuel and tyre marking zones, or when driving a car between the parc fermé and the service park, these persons must wear the armbands provided by the FIA.

49. SERVICE PARKS

49.1 SERVICE PARKS – GENERAL

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

49.2 SERVICE PARK SCHEDULES

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

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

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

49.2.2 30 minutes between two groups of stages

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

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

- 10-minute technical checks to be carried out in the parc fermé preceding flexi-service.

49.2.4 10-minutes prior to the finish.

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

49.3 SERVICE PARK IDENTIFICATION

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

49.4 SPEED INSIDE SERVICE PARKS

The speed of cars in the service parks may not exceed 30 kph. Failure to comply with this limit shall result in a penalty applied by the clerk of the course as follows:

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

49.5 EXTERNAL ASSISTANCE

Inside the service park, it is permitted to tow, transport or push a car, with the respective number of team personnel as stipulated under Art. 48.3.

49.6 LAYOUT OF SERVICE PARKS

49.6.1 The organiser must allocate a 'Service Park Zone' (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry Service or Auxiliary plates.

49.6.2 Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to the service park. These vehicles will be allocated an Auxiliary plate.

49.6.3 Organisers are encouraged to work with the Promoter to maximise promotional opportunities and viewing for spectators in the service park. Where possible, this shall include competitor access to their allocated service area from the back to enable the public to have access to crews and teams.

49.6.4 All competitors entered in Support Championships (WRC 2 and/or WRC 3) must be in the same area of the service park unless otherwise permitted as per Art. 49.6.5.

49.6.5 A Manufacturer may send a request to the event organiser and the Promoter to service an additional car or cars in its service area.

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

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

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

51. FLEXI-SERVICE**51.1 GENERAL**

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

51.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES (P1 DRIVERS)

51.2.1 Crews must check into service at their due time, park their car in their allocated bay and submit their time card to the rally official in attendance without carrying out any work on the car. Should a car be unable to be re-started and driven under its own power from the Parc Fermé to the service area before the flexi-service, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

51.2.2 When the service commences the start time of actual service will be marked on the time card by the rally official. It is the competitor's responsibility to obtain this time from the rally official.

51.2.3 The competing car may be driven by an authorised representative of the competitor only once from the service park to the parc fermé, respecting all the formalities of time card presentation and related penalties.

51.2.4 Early check-in at the time control after flexi-service is permitted without penalty.

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

51.2.6 Each competitor will be responsible for the time indicated on its time card.

51.3 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES (P2, P3, RGT AND NON-PRIORITY DRIVERS)

51.3.1 After the 10-minute technical zone inside the parc fermé, the crews may then either enter the service park or leave their car in the parc fermé.

51.3.2 The competing car may be driven by an authorised representative of the competitor only once from the parc fermé to the service park and vice versa, respecting all the formalities of time card presentation and related penalties,

51.3.3 Early check-in at the time control after flexi-service is permitted without penalty.

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

52. TYRE AND LIGHT FITTING ZONES

52.1 TYRE FITTING ZONE (TFZ)

At each tyre fitting zone:

- A time control at its entrance and exit must be defined.
- The target time for the TFZ shall be 10 minutes.
- Any work within the defined zone may only be performed by the crew alone plus one team member per crew, but only using equipment carried on board the competing car. An extra car jack may be brought by the team member.
- The extra tyres to be used may, however, be transported to the zone in a service car and be prepared by the permitted team member to be fitted to the rally car.
- One team personnel may be present in the zone for the changing of tyres and as allowed by Art. 60.8.
- No other team personnel may be present in the zone other than the one allowed above
- Details on the transportation of the tyres to the TFZ will be specified in the supplementary regulations of each rally, as applicable.
- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.
- When a TFZ is preceded by a regroup, a 3-minute technical zone must be arranged before the TC out of the regroup.

52.2 LIGHT FITTING ZONE (LFZ)

At each light fitting zone:

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

53. SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS

53.1 SPACE ALLOCATED

The minimum total space allocated to a competitor as in Art. 49.6 is specified in WRC Appendix VI.

53.2 NUMBER OF ELIGIBLE SERVICE VEHICLES

Only 1 service vehicle or unit per registered driver is authorised in the service space allocated to a competitor. Additional vehicles may be authorised, subject to agreement with the rally organiser.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

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

54.2 PUBLICATION OF RESULTS

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

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

54.2.2 Partial Unofficial Classifications: classifications published at the end of a section before an overnight regroup.

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

54.2.4 Official Final Classification: classification approved by the Stewards.

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

54.3 DEAD HEAT IN A 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 the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.4 FAIR AND IMPARTIAL COVERAGE

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

55. PROTESTS AND APPEALS

55.1 LODGING A PROTEST OR APPEAL

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

55.2 PROTEST DEPOSIT

The protest deposit is €1,000.

55.3 DEPOSIT

If a protest requires the dismantling and reassembly of a clearly defined part of the car, any additional deposit must be specified in the supplementary regulations of the rally.

55.4 EXPENSES

55.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

55.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

55.5 APPEALS

The International Appeal Deposit is €6,000.

56. RALLY PRIZE-GIVINGS

56.1 PODIUM CEREMONY

The competitive element of the rally will finish at the last time control. From there, the Championship podium ceremony (Appendix IV) must be followed.

56.2 PRIZE-GIVING

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

57. ANNUAL FIA PRIZE-GIVING

57.1 LIST OF FIA TITLES

The following titles will be awarded by the FIA for each Championship season:

- FIA World Rally Champion(*)
- FIA World Rally Champion for Manufacturers
- FIA WRC 2 Champion(*)
- FIA WRC 2 Champion for Teams
- FIA WRC 3 Champion(*)
- FIA WRC 3 Champion for Teams
- FIA Junior WRC Champion(*)

(*) *applicable for Driver and/or Co-Driver*

57.2 ATTENDANCE REQUIREMENTS

The attendance of the following at the annual FIA Prize-Giving Ceremony may be requested by the FIA:

- 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 WRC 2
- A representative of the team winning the WRC 2
- The driver and the co-driver winning the WRC 3
- A representative of the team winning the WRC 3
- The driver and the co-driver winning the Junior WRC Championship
- A senior representative of the Manufacturer winning the Manufacturers' Championship

57.3 ABSENCE

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

FUEL – REFUELLING

58. REFUELLING PROCEDURES

58.1 LOCATION

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

The refuel zones may be located at:

- the exit of service parks
- remote locations on the rally route.

58.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than 3 different RZs between two overnight regroupings, one being at the Service Park, may be scheduled.

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

58.1.4 The presence of a fire appliance and appropriate safety measures is required to be arranged by the organiser at any refuel zone.

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

58.2 PROCEDURE

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

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

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

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

- 58.2.5** The responsibility for refuelling is incumbent on the competitor alone.
- 58.2.6** Engines must be switched off throughout the refuelling operation.
- 58.2.7** It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, their safety belts must be unfastened.
- 58.2.8** A car may be pushed out of the RZ by the crew, and/or officials without incurring a penalty.

59. FUEL USE

59.1 TYPES OF FUEL

- 59.1.1** All P1, P2 and P3 drivers must use FIA fuel as provided by the FIA-appointed supplier.
- 59.1.2** Unless otherwise detailed in the rally supplementary regulations, RGT and non-priority drivers may use commercially available pump fuel. This fuel must be dispensed directly into the competing car from pumps at filling stations or from organiser distribution points which are marked in the road book.

59.2 ORDERING OF FIA FUEL

- 59.2.1** No later than 3 weeks prior to the day of the start of the rally, competitors must notify their fuel requirements to the sole supplier at the address to be given in the supplementary regulations of the rally.
- 59.2.2** Information about times and places of the distribution of FIA fuel throughout the programme of the rally will be given in Rally Guide 2.
- 59.2.3** Competitors are responsible for settling direct with the supplier, or supplier's agent, all matters relating to supply and payment.

59.3 TECHNICAL REQUIREMENTS

- 59.3.1** The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J).
- 59.3.2** All competitors are required to fit FIA-specified refuel couplings, except Non-Priority drivers using a car which retains the standard tank.
- 59.3.3** The FIA cannot be held responsible for any consequences of using non-conforming fuel.
- 59.3.4** The FIA reserves the right to check the fuel of any competitor at any time. At any time, the car must contain at least 3L of fuel for sampling. For priority drivers, the 3L of fuel must be removed from the tank via the fuel sampling self-sealing connector (see Technical List n°2).
- 59.3.5** Cars of priority drivers and R-GT drivers specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5).
- 59.3.6** The appointed supplier will notify the Championship registered Manufacturers whenever a new batch is introduced. It is the registered Manufacturers' responsibility to check conformity of the fuel before it is used in competition.
- 59.3.7** Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art. 59.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

TYRES AND WHEELS

60. GENERAL

60.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

60.1.1 Compliance

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

60.1.2 Moulded tyres

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

60.1.3 Treatment of tyres

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

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

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

60.1.4 Barcode number

Each tyre must have either:

- Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different

colour as defined by the FIA) supplied by the 2017 FIA-approved barcode supplier, or:
 - A single moulded barcode number supplied by the 2017 FIA-approved barcode supplier.
 These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

60.1.5 Tyre quantities

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

60.1.6 Devices for maintaining full tyre performance

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

60.1.7 Rims

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

60.1.8 Tyre fitting

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

60.1.9 Tarmac tyre

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

60.2 ALL COMPETITORS ENTERED WITH A WRC CAR

60.2.1 For all types of tyres

Type of tyres to be used:

- Tyres must be supplied by an FIA-nominated tyre company.
- Only tyres approved by the FIA for WRC cars may be used.
- Each tyre must be equipped with a specific permanent RFID Tag approved by the FIA and integrated in the tyre during the production process, before moulding and before the vulcanization of the tyre itself.
- Only the types of tyres specified in the rally supplementary regulations are allowed.
- Competitors must order or obtain their tyres from the tyre company no later than 4 weeks prior to a rally held in Europe and 10 weeks before the other rallies.
- For a given rally, all tyres used by these drivers must come from the same tyre supplier.

P1 drivers:

- Prior to scrutineering at each rally, each tyre company will provide the FIA with a list of barcodes on the basis of which there will be a random procedure (lottery) for the selection of the tyres, overseen by the FIA. Following this selection procedure, the FIA will supply the Manufacturer with a list of barcodes of the tyres that may be used by each driver entered.
- A driver may only use a tyre that has been registered for his car.

60.2.2 Tarmac tyre (dry and wet)

Dry tyres

Type of tyres that may be used:

- One specification of tyre being of the same construction and pattern, supplied in two compounds at each applicable rally.
- Tyres available: The quantity of 2nd choice compound tyres will not be more than 80% of the total quantity of tyres.
- A third compound may be permitted and specified in the supplementary regulations of the event.

Homologation:

- Tarmac tyres must comply with Appendix V and be homologated by the FIA for WRC cars.

Wet tyres

Type of tyres that may be used:

- One specification of tyre only.
- Wet tarmac tyres must comply with Appendix V and be homologated by the FIA for

	WRC cars.
60.2.3 Tarmac tyre (snow / non-studded)	For the Monte Carlo Rally only, an 8"x18" snow type tyre will be permitted.
60.2.4 Tarmac tyre (snow / studded)	For the Monte Carlo Rally only, an 8"x18" snow type studded tyre will be permitted. If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be: <ul style="list-style-type: none"> - Advised to the FIA-nominated tyre suppliers with the draft itinerary (See Art. 15.1) - Stated in the supplementary regulations.
60.2.5 Gravel tyre	Type of tyres that may be used: <ul style="list-style-type: none"> - One specification of tyre being of the same construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each rally. - 16 tyres of the other compound may be used instead of the nominated compound.
60.2.6 Snow tyre (gravel)	One specification of tyre in one compound suitable for mounting on a 7"x15" rim. Stud details must be given in the rally supplementary regulations. If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be: <ul style="list-style-type: none"> - Advised to the FIA-nominated tyre suppliers with the draft itinerary (See Art. 15.1) - Stated in the supplementary regulations.
60.3 ALL COMPETITORS ENTERED WITH AN S2000-RALLY CAR ALL COMPETITORS ENTERED WITH AN R5 CAR ALL PRIORITY DRIVERS ENTERED WITH AN R4 CAR OR GROUP N CAR	
60.3.1 For all types of tyres	<u>Type of tyres to be used:</u> <ul style="list-style-type: none"> - Tyres must be supplied by an FIA-nominated tyre company. - Only tyres approved by the FIA for those cars may be used. - Each tyre must be equipped with a specific permanent RFID Tag approved by the FIA and integrated in the tyre during the production process, before moulding and before the vulcanization of the tyre itself. - Only the types of tyres specified in the rally supplementary regulations are allowed. - Competitors must order or obtain their tyres from the tyre company no later than 4 weeks prior to a rally held in Europe and 10 weeks before the other rallies. - If tyres are purchased before the rally, such tyres must be presented to the supplier before pre-rally scrutineering for barcode checking. - At pre-rally scrutineering, the tyre manufacturer will be recorded by the FIA. - For a given rally, all tyres used by these drivers must come from the same tyre supplier.
60.3.2 Tarmac tyre (dry and wet)	Dry tyres <u>Type of tyres that may be used:</u> <ul style="list-style-type: none"> - One specification of tyre being of the same construction and pattern, supplied in two compounds at each applicable event. - Tyres available: The quantity of 2nd choice compound tyres will not be more than 80% of the total quantity of tyres. - A third compound may be permitted and specified in the rally supplementary regulations. <u>Homologation:</u> <ul style="list-style-type: none"> - Tarmac tyres must comply with Appendix V and be homologated by the FIA for those cars. Wet tyres Type of tyres that may be used: <ul style="list-style-type: none"> - One specification of tyre only. - Wet tarmac tyres must comply with Appendix V and be homologated by the FIA for

	those cars.
60.3.3 Tarmac tyre (snow / non studded)	For the Monte Carlo Rally only, an 8"x18" snow type tyre will be permitted.
60.3.4 Tarmac tyre (snow / studded)	For the Monte Carlo Rally only, an 8"x18" snow type studded tyre will be permitted. If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be: <ul style="list-style-type: none"> - Advised to the FIA-nominated tyre suppliers with the draft itinerary (See Art. 15.1) - Stated in the supplementary regulations. -
60.3.5 Gravel tyre	<u>Type of tyres that may be used:</u> <ul style="list-style-type: none"> - One specification of tyre being of the same construction and pattern, supplied in two compounds of which one compound shall be nominated by the FIA for use throughout each rally. - 16 tyres of the other compound may be used instead of the nominated compound.
60.3.6 Snow tyre (gravel)	One specification of tyre in one compound suitable for mounting on a 7"x15" rim. Stud details must be given in the rally supplementary regulations. If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be: <ul style="list-style-type: none"> - Advised to the FIA-nominated tyre suppliers with the draft itinerary (See Art. 15.1) - Stated in the supplementary regulations.

60.4 NON-PRIORITY DRIVERS ENTERED WITH A 4X4 GROUP N CAR NON-PRIORITY DRIVERS ENTERED WITH AN R4 CAR NON-PRIORITY DRIVERS ENTERED WITH A 2WD CAR	
60.4.1 For all types of tyres	<u>Type of tyres to be used:</u> <ul style="list-style-type: none"> - Make of tyres: free
60.4.2 Tarmac tyre (dry and wet)	<u>Homologation:</u> Tarmac tyres must comply with Appendix V and be homologated by the FIA (see list published on the FIA website). Important: no tyres homologated before 1/05/2013 are allowed. For tarmac tyres, non-priority drivers may continue to use the previously homologated specifications as long as the tread pattern is in compliance with Appendix V. (please refer to the list of eligible asphalt tyres published on the FIA website).
60.4.3 Tarmac tyre (snow)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.
60.4.4 Gravel tyre	Free gravel tread pattern.
60.4.5 Snow tyre (gravel)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.

60.5 PRIORITY DRIVERS ENTERED WITH A 2WD CAR	
60.5.1 For all types of tyres	<u>Type of tyres to be used:</u> <ul style="list-style-type: none"> - At pre-rally scrutineering, the tyre manufacturer will be recorded by the FIA. - For a given rally, all tyres used by these drivers must come from the same tyre supplier.
60.5.2 Tarmac tyre (dry and wet)	<u>Homologation:</u> Tarmac tyres must comply with Appendix V and be homologated by the FIA (see list published on FIA Website).
60.5.3 Tarmac tyre (snow)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.
60.5.4 Gravel tyre	Free gravel tread pattern.
60.5.5 Snow tyre (gravel)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.

60.6 DRIVERS ENTERED WITH RGT CARS	
60.6.1 For all types of tyres	Type of tyres to be used: - Make of tyres: free
60.6.2 Tarmac tyre (dry and wet)	Homologation: For asphalt tyres, RGT Cars drivers may continue to use the previously homologated specifications for one additional year (please refer to the list of eligible asphalt tyres published on the FIA website).
60.6.3 Tarmac tyre (snow)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.
60.6.4 Gravel tyre	Free gravel tread pattern
60.6.5 Snow tyre (gravel)	If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the supplementary regulations.

60.7 CONTROL

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

60.8 TYRE MARKING ZONES

A wheel/tyre marking and barcode reading zone shall be established at the exit of the service parks or TFZs. For the sole purpose of assisting the tyre marking/barcode reading procedure, one team member for each crew may access this zone.

60.9 ROAD SECTIONS

Non-registered pattern tyres may be used on road sections.

60.10 TYRE PRESSURE ADJUSTMENT

The adjustment of tyre pressure is permitted:

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

60.11 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

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

60.12 TYRE SUPPLIERS 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 and temperature checks may be carried out and the data relating to the company's products collected.

61. TYRE SUPPLY**61.1 NOMINATED TYRE COMPANIES**

61.1.1 The FIA will annually publish a list of nominated tyre companies. For 2017, the names and addresses of these tyre companies are:

<p>Michelin Competition, 36, Rue du Clos-Four 63040 Clermont Ferrand, France</p> <p>www.michelin.com</p> <p>Contact: Mr. Jacques Morelli Tel: +33(0)608011350 E-Mail: jacques.morelli@fr.michelin.com</p>	<p>DMack Tyres, 42 Millbrook Road, Kingstown Ind. Estate, Carlisle, England CA3 0EU</p> <p>www.dmacktyres.com</p> <p>Contact: Mr Dick Cormack Tel: +44(0)1228 672100 E-Mail: dick.cormack@dmacktyres.com</p>
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61.1.2 Each tyre company is authorised to register with the FIA one replacement tarmac and one replacement gravel tyre specification once each season.

These specifications shall replace one of the original specifications which thus may not be used concurrently or thereafter.

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

62. TYRE QUANTITIES

62.1 TYRE QUANTITIES FOR 2017

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

- A maximum of 7 tyre changes is permitted on any one rally.
- The maximum quantity of tyres allowed on each rally will be calculated as follows: "X" number of changes multiplied by 4 tyres. In addition, 4 tyres will be added for competitors taking part in the Shakedown, 4 tyres for WRC cars and 2 for the other cars are added in the overall quantity.
- For the Monte Carlo rally, the "X" number of changes will be multiplied by 5 tyres.
- All tyre quantities will be detailed in the supplementary regulations of each rally.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.1 ENGINE REPLACEMENT - ALL COMPETITORS

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

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

63.2 TURBOCHARGERS – NON-MANUFACTURER ENTRIES

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

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

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

63.2.4 The compressors will be assigned to the car's number for use exclusively on that car.

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

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

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

63.3 TRANSMISSIONS – NON-MANUFACTURER ENTRIES

63.3.1 For each car of the FIA priority drivers, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

63.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering. The application of this rule to other cars entered is left to the discretion of the organisers in agreement with the FIA.

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

63.3.4 All the components will be identified by a specific seal number.

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

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

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

63.3.8 The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

63.4 ADDITIONAL REQUIREMENTS

Articles 63.2 and 63.3 also apply to cars entered by Manufacturers ineligible to score manufacturers' points.

64. MECHANICAL COMPONENTS – MANUFACTURERS' CARS NOMINATED FOR SCORING MANUFACTURERS' POINTS

64.1 LIMITATION OF THE NUMBER OF ENGINES

64.1.1 Each Manufacturer must use no more than 3 engines per seasonally allocated car number for the season (see also Art. 64.2.2).

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

64.1.3 A Manufacturer may apply to the FIA for a waiver to use 1 additional engine per team during the year, giving full justification for the request. Once sealed, this engine will be assigned to a seasonally allocated car number.

64.1.4 In the case of engine failure between scrutineering and TC0 it is permitted to replace the engine but a 5-minute penalty will be applied. In this case, the original engine may not be used any further during the season.

64.1.5 At any one time, no more than 3 engines may be sealed per seasonally allocated car number.

64.2 SEALING OF THE ENGINE

64.2.1 The engine of each car entered by a Manufacturer for the purpose of scoring points will be sealed at scrutineering at its first rally and should remain sealed until the end of the last rally of the season (except with approval from the FIA Technical delegate).

64.2.2 If a Manufacturer has used the engines given in Art 64.1.1 and the seals are found to be destroyed without the written approval of the FIA Technical delegate, a 5-minute penalty will be imposed by the Stewards at the next rally.

64.2.3 When a car does not finish a rally, an extra engine per seasonally allocated car number may be allowed without incurring a penalty. No more than 2 extra engines per seasonally allocated car number and per season may be sealed without incurring any penalty.

When an extra engine is used, the engine which was fitted on a retired car (seasonally allocated car number) may not be used any further during the season (see Art. 64.1.4).

64.3 CHASSIS REPLACEMENT

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

64.4 RESTRICTIONS ON CHASSIS

64.4.1 For cars entered by Manufacturers for the purpose of scoring points in the Manufacturers' Championship, the use of chassis per season (testing not included) without incurring a penalty will be limited as follows:

- 9 chassis for each Manufacturer.

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

64.5 LIMITATION OF TRANSMISSION (GEARBOX / FRONT DIFFERENTIAL / CENTRE DIFFERENTIAL / REAR DIFFERENTIAL)

64.5.1 For each seasonally allocated car number for the season a list of linked rallies intended to be run with the same transmission must be notified to the FIA prior to the first rally in which they will take part as:

- 2 links of 2 rallies per car, 1 link of 3 rallies and 1 link of 4 rallies per seasonally allocated car number for a Manufacturer which has nominated all Championship rallies.

- 4 links of 2 rallies per seasonally allocated car number which has been nominated for 10-12 rallies.

- 3 links of 2 rallies per seasonally allocated car number which has been nominated for 7, 8 or 9 rallies.

Transmissions must remain sealed until the end of the last rally of the link (except with approval from the FIA Technical delegate).

If the seals are found to be destroyed without the written approval of the FIA Technical delegate, a 5-minute penalty will be imposed by the Stewards at the next rally.

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

64.5.2 For rallies which are not linked and for Manufacturers' cars entered for fewer than 7 rallies, Arts. 64.7.2 & 63.3 will apply.

64.6 TRANSMISSIONS

For each seasonally allocated car number for the season, 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/or differential assemblies have been used on the first rally of a link (and/or second rally of a link in case of a link of 3 rallies and/or third rally of a link in case of a link of 4 rallies), only once per season, 2 different gearbox and/or differential assemblies may be sealed without incurring a penalty (Manufacturers must inform the FIA before pre-rally scrutineering of the second or third rally of the link).

64.7 TURBOCHARGER / STEERING RACK / FRONT AND REAR SUBFRAME

64.7.1 For each car entered by a Manufacturer for the purpose of scoring points, the following parts will be sealed before each rally:

- 1 turbocharger fitted on the car.
- 1 front subframe and 1 rear subframe fitted on the car.
- 1 steering rack fitted on the car.

64.7.2 For each car entered by a manufacturer for the purpose of scoring points, the following parts will be sealed before each rally:

If 2 cars are entered for the purpose of scoring points:

- 2 spare turbochargers.
- 2 spare front subframes and 2 spare rear subframes.
- 2 spare steering racks fitted.

If 3 cars are entered for the purpose of scoring points:

- 3 spare turbochargers.
- 3 spare front subframes and 3 spare rear subframes.
- 3 spare steering racks fitted.

Those parts may be used on each car nominated to score Manufacturer points.

- They must remain sealed until the end of the rally.

64.7.3 For Manufacturer drivers who are not eligible to score Manufacturer's points, the following will be sealed:

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

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

For each manufacturer, the following parts for cars entered for the purpose of scoring points will be sealed before each rally:

If 2 cars are entered for the purpose of scoring points:

- only 5 sets of shock absorbers and 5 sets of connection systems to the hub carrier are authorised per rally (1 set = 2 front + 2 rear).

If 3 cars are entered for the purpose of scoring points:

- only 7 sets of shock absorbers and 7 sets of connection systems to the hub carrier are authorised per rally (1 set = 2 front + 2 rear).

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

65. ADDITIONAL CAR REQUIREMENTS

65.1 ON-BOARD CAMERAS

65.1.1 If required by the Promoter, a competitor must carry an on-board camera and/or other recording device. This will be fitted by the supplier of the recording device and must be approved by the scrutineers. The competitor shall follow all reasonable instructions to facilitate installation and shall provide power to the recording device as specified in Appendix XIII.

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

65.1.3 Competitors wishing to use a camera must supply the following information to the Promoter (accreditation@wrc.com) at least one week before the start of reconnaissance: competitor's name, car number, competitor's address and use of footage.

65.1.4 Maintenance

With the prior consent of the competitor, the Clerk of the Course may authorise the official TV company to enter the overnight Parc Fermé to maintain the on-board cameras on condition that they are accompanied by a rally scrutineer.

65.1.5 The mountings of the cameras and recorders must be able to withstand a deceleration of 25 g.

65.2 TRACKING SYSTEM

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

65.3 ACCIDENT DATA RECORDERS

WRC cars entered by a Manufacturer Team for the purpose of scoring Manufacturer points must be equipped with one accident data recorder (ADR) sensor from the appointed supplier, which must be connected to the FIA logger and must be installed according to the 'FIA ADR Installation Specification WRC 2017'.

The installation will be checked at scrutineering. It is the responsibility of each competitor concerned to obtain and install these devices and to check that they are functioning correctly throughout the rally. Please note that for any spare or replacement, the lead time can be up to 8 weeks. For any enquiries, competitors should contact adr@fia.com.

All electronic accident data resulting from the use of the ADRs shall be the property of the FIA. The FIA shall comply with the applicable data protection laws regarding such data (to the extent that such data includes data governed by such laws).

65.4 NOISE LEVEL IN THE SPECIAL STAGES

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter, that the gases themselves pass through this catalytic converter. At any time on the road sections, the noise level must be in conformity with Appendix J.

65.5 TRANSMISSION OF DATA / COMMUNICATION

65.5.1 Transmission of data or information regarding performance and/or timing between a team and a competing vehicle by radio, telephone or any other means whether displayed within or outside the view of the crew, is forbidden when the car is running on special stages.

65.5.2 Communication between the teams and the crews for safety purposes is permitted by means of analogue communication systems only.

65.5.3 All information or communication from or to the crews will be monitored and recorded and may be used as evidence for a possible penalty such as exclusion from the Championship.

TESTING**66. TESTING****66.1 PERMITTED TESTING SITES**

For Manufacturers registered in the Championship, testing (as defined in Art. 2.21) is permitted:

66.1.1 On a permanent testing site proposed by the Manufacturer before its first rally of the year and notified to the FIA.

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

66.1.3 In European countries.

66.2 BANNED TESTING

For Manufacturers registered in the Championship, testing (as defined in Art. 2.21) is banned:

66.2.1 In all other countries.

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

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

66.3 DURATION

66.3.1 In order to comply with the limitations on testing, Manufacturers are required to complete the appropriate forms available from the FIA Rally Department at least 5 days before the first day of testing.

66.3.2 In the case of a Manufacturer, a maximum of 55 days in any calendar year. This clause does not apply to testing as stated in Art. 66.1.1.

66.3.3 A single test day also covers the possibility for 2 or more drivers and/or more than one WRC car to test on the same test road, only if these drivers are not testing at the same time.

66.3.4 For Manufacturers, 3 additional test days may be allocated to each team in addition to Art. 66.3.2. These additional days will only be applicable to guest drivers who have not been nominated to score points in the Manufacturers Championship in the previous or current year. Teams should advise the FIA of any guest drivers' test, by email, five days in advance, with copy to all other registered teams (no test form required). The test must comply with articles 66.1 and 66.2.

66.4 TEST RESTRICTIONS FOR P1 DRIVERS REGISTERED IN THE WRC TROPHY, P2 AND P3 DRIVERS

P1 drivers (registered in the WRC TROPHY) and P2 and P3 drivers are prohibited from testing in a country of a Championship round during the three weeks preceding the rally except when a request is made to the rally organiser concerned. This request must include:

- Exact location (incl. GPS point)
- Start and end date,
- Driver(s) name(s),
- Car(s) chassis number(s).

Any test session is limited to a maximum of 2 days.

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

66.5 PRESS, MEDIA OR PR FUNCTIONS

Teams organising press, media or PR functions who believe they may be contravening Article 66 herein must first advise the FIA and the FIA Media delegate.

2017 FIA World Rally Championship Regulations APPENDICES

INDEX

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

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

RALLY CONTROL SIGNS

Control type	CONTROL ZONE (Diameter of signs : about 70 cm)		
Direction of travel			
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	 ← 25 m min. →	 PC ← 25 m →	
TIME CONTROL	 ← 25 m min. →	 TC ← 25 m →	
TC AT SERVICE PARK ENTRANCE	 ← 5 m →	 TC ← 5 m →	
TC AT SERVICE PARK EXIT	 ← 5 m →	 TC Usually leads to RZ and/or TZ ← 5 m →	
TIME CONTROL AND SS START	 ← 25m min. →	 TC ← 50-200m →	 SS START ← 25 m →
END OF SS	 ADVANCE INDICATION ← 100 m →	 FLYING FINISH LINE ← 100-300 m →	 STOP CONTROL ← 25 m →
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: about 70 cm)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE or BLUE SYMBOL on a BLUE or WHITE BACKGROUND *	
TYRE MARKING/ CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
RADIO POINT	 WARNING SIGN ← 100 m →	 RADIO POINT (See also Article 40.6)	
MEDICAL VEHICLE POINT	 WARNING SIGN ← 100 m →	 MEDICAL VEHICLE POINT	

Distances shall be respected as near as practically possible.

* Previous colours/design of these signs may be used until replacements are required.

APPENDIX II

STANDARD DOCUMENTS

For calculating dates of issue of documents, the start of the rally shall be as in WRC Art. 2.1 (i.e. day of administrative checks or start of reconnaissance).

1. SUPPLEMENTARY REGULATIONS

Each rally must produce supplementary regulations (Article 20 of the Code).

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

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

The supplementary regulations must appear on the official rally website at least 2 months before the start of the rally.

CONTENT

INDEX

1. Introduction

1.1 Text similar to:

'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2017 FIA World Rally Championship Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards)

*Additional information will be published in Rally Guide 2, issued on.... [Date of publication]
The 2017 FIA World Rally Championship Sporting Regulations can be found at... [FIA website]'*

1.2 Road surface

1.3 Overall SS distance and total distance of the itinerary

2. Organisation

2.1 FIA titles for which the rally counts

2.2 Visa numbers – FIA and ASN

2.3 Organiser's name, address and contact details (permanent office)

2.4 Organisation committee

2.5 Stewards

2.6 FIA Delegates

2.7 Senior officials

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

2.9 Official Notice Board location(s)

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

- Issuing of the road book, map and Rally Guide 2 (e-version only)
- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)
- Rally HQ opening/closing
- Collection of material and documents
- Administrative checks
- Collection of tracker systems for reconnaissance

- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of FIA rally safety tracker systems from SIT Sports truck
- Scrutineering – sealing & marking of components
- Team managers’ briefing (Manufacturers)
- Helicopter pilots’ briefing
- Shakedown and time-schedule
- FIA Pre-rally Press Conference
- Publication of start list for Ceremonial start (if any) and first Section/s
- Ceremonial start (if any)
- Rally start, place and time
- Publication of start lists for subsequent Sections following overnight regroup
- Podium Ceremony/Prize-giving
- FIA Post-rally Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classifications

4. Entries

- 4.1 Closing date for entries
- 4.2 Entry procedure
- 4.3 Number of competitors accepted and classes
- 4.4 Entry fees / entry packages for Private Competitors
- 4.5 Payment details
- 4.6 Refunds

5. Insurance

6. Advertising and Identification

7. Tyres

- 7.1 Tyres specified for use during the rally

The following text is recommended to cover the use of tyres:

In addition to complying with Articles 60, 61 and 62 of the 2017 WRC Sporting Regulations, the following quantities are confirmed for use.

Tyres:

FIA Nominated Tyre Manufacturer	Tyre	Compound
"Tyre Manufacturer’s name"	"Tyre name with size"	"H or S or H & S"
Emergency tyre (<i>when applicable</i>)	"Tyre name with size"	"H or S"
"Tyre Manufacturer’s name"	"Tyre name with size"	"H or S or H & S"
Emergency tyre (<i>when applicable</i>)	"Tyre name with size"	"H or S"

	List 2 tyres FIA WRC Art. 60.2.1 (WRC cars only)	List 1 tyres FIA WRC Art. 60.3.1 (P2 drivers and Non- priority drivers of 4WD cars with S2000-Rallye / R5)
Hard	XX	XX
Soft	XX	XX
Wet (if applicable)	XX	XX
Total allocated	XX	XX
Extra if shakedown carried out	X	X
Maximum to use	XX	XX

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

Tyre for the Junior WRC (where applicable):

Tyre Manufacturer	Tyre	Compound
"Tyre Manufacturer's name"	"Tyre name with size"	"H or S or H & S"
Driver Priority	Total for the entire rally	Taken from: Soft / Hard
Junior WRC / P3	XX	Hard = XX Soft = XX

7.2 Tyres for use on reconnaissance (if different from Art. 25.2)

7.3 National laws or special requirements (if any)

8. Fuel

8.1 Ordering procedure and price per litre

8.2 Closing date for ordering FIA fuel

8.3 Dispensing method for non-priority drivers (tank connections required)

9. Reconnaissance

9.1 Procedure for registration

9.2 Specific and/or national restrictions – speed limit on the special stages

10. Administrative Checks

10.1 Documents to be presented:

- Competitor's licence
- Driver's and Co-driver's competition licences
- Driver's and Co-driver's valid driving licence
- Driver's and Co-driver's passports or identification
- ASN authorisation, for all foreign competitors and/or drivers
- Completion of all details on the entry form
- Car insurance cover certificate
- Car insurance registration papers

10.2 Timetable

11. Scrutineering, Sealing and Marking

11.1 Scrutineering venue and timetable

11.2 Mud flaps (Appendix J Article 252.7.7)

11.3 Windows/Nets (Appendix J Article 253.11)

11.4 Driver's safety equipment

11.5 Noise level

- 11.6 Special national requirements
- 11.7 Installation of Safety Tracking System

12. Other procedures

- 12.1 Ceremonial start procedure and order
- 12.2 Finish procedure (if different from WRC Appendix IV)
- 12.3 Permitted early check-in
- 12.4 Super special stage procedure and running order (if applicable)
- 12.5 Any special procedures / activities including the organisers' promotional activities
- 12.6 Official time used during the rally
- 12.7 Re-start after retirement – Rally 2 (if applicable)

13. Identification of Officials

14. Prizes

15. Final Checks and Protests

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

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CRO's and their schedules

Appendix 4 Decals and positioning of supplementary advertising

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

Appendix 6 FIA safety emergency console - Installation and operation instructions

Appendices 7, 8, etc.

Items are at the organisers' discretion.

2. BULLETINS

Bulletins are defined in Article 2.2 of these regulations. They may be issued either:

Up to the commencement of scrutineering with the approval of the FIA. Exceptionally, the organiser may modify the rally itinerary or the reconnaissance programme in relation to that approved at the time the Visa was issued, in which case the FIA must be informed.

Or

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

Bulletins must be numbered and dated.

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

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

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

3. RALLY GUIDES 1 & 2

Rally Guide 1

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

Notification (by email) of the publication of RG1 should be sent to:

- WRC Manufacturers
- Competitors from previous years (optional)
- FIA
- WRC Promoter
- FIA delegates
- Support series representatives (if applicable)
- Tyre manufacturers
- Fuel supplier
- FIA Timing & Tracking supplier
- Others on request

Rally Guide 2

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

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

- All competitors
- All permanent FIA-accredited media

* Full detail in Appendix II-1

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

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

APPENDICES	RG 1	SR	RG 2
Note: Format of Appendices is at the discretion of the organiser.			
Headings			
Itineraries			
All Sections	-	X	X
Itinerary compared with previous years	X	-	X
Recce schedule	X	X	X
Maps (A4 format)			
Overview maps	X	-	X
Special stage maps and recce maps	-	-	(optional)
Shakedown map	-	-	X
Relevant cities / towns (showing HQ, service park, hospitals, etc.)	-	-	X
Road books or regional maps, town maps, diagrams to explain how to travel:			
From airport to SP (or road connections)	-	-	X
Between HQ and service park	-	-	X
Between service park and shakedown	-	-	X
Between service park and scrutineering	-	-	X
Between service park and remote / additional refuel zones (if any)	-	-	X
Between service park and tyre fitting zone (if any)	-	-	X
Between service park and light fitting zone (if any)	-	-	X
Between HQ and media centre (if applicable)	-	-	X
Drawings and layouts			
Scrutineering & noise check area	-	-	X
Tyre and light fitting zones (if applicable)	-	-	X
Starting area	-	-	X
Finish area	-	-	X
Service Park drawing	-	-	X

Organisers may consider use of forms for the following:

Hotel / accommodation reservation
 Service park facilities
 Media accreditation
 Helicopter registration
 Recce registration
 Additional material order
 Two-way radio form (if applicable)
 Customs clearance form (if applicable)

Check list for Service Park plans:

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

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

1 – SHAKEDOWN

Shakedown							Thursday, 22 June 2017	
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due		
	(Anytown Pavilion)							
	<i>Shakedown Start</i>		3.55	3.55		16:00		
SD	Shakedown Stage	3.48						
	(Anytown Pavilion)	-	6.50	9.98				
Totals		3.48	10.05	13.53				

2 - SSS TO START THE RALLY

Start (Section 1)							Thursday, 22 June 2017	
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due		
0	Start - (Anytown Pavilion)					18:15		
RZ	Refuel - FIA Fuel							
1	Distance to next refuel	(2.06)	(24.98)	(27.04)				
1		-	10.49	10.49	00:25	18:40		
SS1	SSS Trotting Track 1	2.06	-	-	-	19:00		
1A	Parc Fermé IN	-	14.49	16.55	0:30	19:30		
Overnight regroup								
Re-Start (Sections 2,3,4.....)							Friday, 23 June 2017	
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due		
1B	Parc Fermé OUT - Service IN	-	-	-	0:30	06:00		
	Service A - Anytown Pavilion	(2.06)	(24.98)	(27.04)	0:15			
1C	Service - OUT	-	-	-	-	06:15		
RZ	Refuel - FIA Fuel							
2	Distance to next refuel	(50.68)	(99.16)	(149.84)				

NOTES

- Boxes showing visits to service park 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 surround and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surround and a light grey infill shade.
- All visits to the service park carry a letter A, B, C, etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

3 - TYPICAL SERVICE DURING A DAY

SS10	Vesuvius 1	22.80				11:40
10A	Regroup & Technical Zone IN		50.68	73.48	01:25	13:05
10B	Regroup OUT - Service IN				00:15	13:20
Service E (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:30)	
10C	Service OUT					13:50

Section 4

5

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.16). When there is no regroup involved, there should be a 3-minute Technical Zone before the service park entrance.

4 - REMOTE REFUEL

Start (Sections 1,2)			Friday, 20 October 2017			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start - Skrunda					06:00
RZ 1	Refuel - City (FIA Fuel)					
	Distance to next refuel		(136.00)	(136.00)		
RZ 2	Remote Refuel (FIA Fuel)		[136.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1	Talsi 1	32.14	-	-	-	09:25
2		-	3.17	35.31	0:38	10:03
SS2	Pampal 1	5.13	-	-	-	10:06
3		-	5.79	10.92	0:15	10:21
SS3	Roja 1	27.88	-	-	-	10:24
RZ 3	Remote Refuel (FIA Fuel)		[23.50]			
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone - IN	-	53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone - OUT /	-	0.03	0.03	0:10	12:07
RZ 4	Remote Refuel (FIA Fuel)		[27.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

Section 1

NOTES

- RZ2 identifies the zone as being for FIA Fuel users only.
- See Article 58.1.2 about the number of RZs per day.

5 – TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

SS13	Vesuvius 2	22.80				16:35	Section 5
13A	Parc Fermé & Technical Zone IN	50.68	73.48	1:25	18:00		
13B	Parc Fermé OUT - Flexi Service IN			0:10			
Flexi Service F (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:45)		
13C	Flexi Service OUT - Parc Fermé IN						
All cars must be returned to Parc Fermé no later than						21:00	
Saturday totals		145.18	322.12	467.30			

NOTES

The flexi-service facility is used principally by priority driver teams who have a restricted number of mechanics. The method of calculating the flexi-service window in which all cars must be returned to Parc Fermé is:

The scheduled due time of the last competitor at Service IN + 30' maximum lateness + 45' service time + 15' 'safety net'. Consider the requirement for FIA fuel availability, especially for competitors 're-entering' the rally, and the refuel schedule after the overnight regroup.

The special procedures for P1 drivers as stipulated in Article 51.2 of these Regulations must be observed.

6 - TYPICAL END OF RALLY

17B	Regroup OUT					11:45	Section 9
18		-	14.12	14.12	0:17	12:02	
SS18	Roja 2 (Power Stage)	14.25				12:05	
18A	Regroup & Technical Zone IN	67.13	81.38	1:25*	13:30		
18B	Regroup OUT - Service IN			00:03	13:33		
Service J (Football Stadium)		(79.97)	(188.53)	(268.50)	(00:10)		
18C	Service OUT - Finish - Holding IN				13:43		
Podium					14:00		
Sunday totals		79.97	188.53	268.50			

TOTALS OF THE RALLY				
	SS	Liaison	Total	%**
Friday, 20 October Sections 1, 2	136.21	292.98	429.19	31.7%
Saturday, 21 October Sections 3, 4, 5	145.18	322.12	467.30	31.1%
Sunday, 22 October Section 6	79.97	188.53	268.50	29.8%
Total - 18 SS	361.36	803.63	1164.99	31.0%

* Allow for extra time in road section for any TV presentation at end of stage.

** % = the percentage of the total distance of special stages.

A table as above should conclude the final itinerary page.

5. ROAD BOOK

CONTENT & DESIGN

- The road book must be distributed at least 4 weeks before the start of the rally.
- Headings shall be in English and/or the national language (optional).
- There may be one book for the entire rally or a different book for each appropriate Section, which is recommended. If different books are used, there should be an easy method of distinction.
- The itinerary for the entire rally must appear in each road book.
- A page of all the symbols used must appear in the front of the road book.
- When a rally route is duplicated (i.e. 2 identical loops) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. Clear reference must be made to 'return to page X' for the second passage.
- Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location. Each road book should include at least one SP plan.
- Layout plans of Tyre and/or Light Fitting Zones and Remote Refuel points should be included, if applicable.
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park.
- Alternative routes must be included as a section at the end of the road book.
- Instructions for tripmeter calibration must be included.
- The time allowed for each section should be expressed in hours and minutes.
- Other requirements:
 - Retirement form
 - Enquiry form
 - Accident procedure (see WRC Article 40.3 and 40.4).
- The road book shall be A5 size and bound on the left side with a metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness of 90 gsm or greater.
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the "Direction" column (see example). Alternative routes may use paper of a different colour.
- Individual stage maps shall include:
 - A scale
 - The direction North
 - Reconnaissance route
 - Alternate route
 - Location of start/finish and all emergency vehicle points.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).
- Where a road section is followed by a special stage, the diagram illustrating the start of the special stage must also be shown at the end of the road section as Box 1.

- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed EXCEPT between TC and SS start.
- The thick vertical line between the “Direction” and “Information” columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The number of the special stage shall be placed on the side of the page to enable easy location of the stage. When printing is double-sided this number should be on the outside edge i.e. opposite the bound edge of the page. The number must appear only on pages relating to the special stage.
- All of the emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- The GPS location of the start and finish of each special stage and of the regroupings and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379’.
- There shall be no more than 6 instructions per page.
- Photographs or diagrams of control locations may be included.
- Road numbers shall be included where relevant.
- A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.

OTHER USEFUL INFORMATION

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

6. STANDARD FIA TIME CARDS

GENERAL

- A separate time card must be issued at least for each section of the rally.
- The target time for covering the distance between two consecutive time controls must appear on the time card.
- Hours and minutes must always be shown as: 00.01 - 24.00; only the minutes which have elapsed will be counted.
- Time cards are issued and collected at the end of each section. Used time cards then become available for the results teams to check.
- An organiser may propose to the FIA the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FIA before use.

DESIGN


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


	Logo of Rally <input style="width: 100%; height: 20px;" type="text"/>	Car No. <input style="width: 100%; height: 20px;" type="text"/>	Timecard A 15 Jan 2012	
TC 0	Start <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 0 </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 01 10 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 1 </div> <div style="text-align: center;"> DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 1 </div> </div>			COMPETITOR USE
TC 1	SS 1 Stage Name 23,76 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> PROVISIONAL START SS 1 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 TIME TAKEN </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 00 35 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 2 </div> <div style="text-align: center;"> DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 2 </div> </div>			COMPETITOR USE
TC 2	SS 2 Stage Name 11,79 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> PROVISIONAL START SS 2 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 TIME TAKEN </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 01 05 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 3 </div> <div style="text-align: center;"> DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 3 </div> </div>			COMPETITOR USE
TC 3	SS 3 Stage Name 34,19 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> PROVISIONAL START SS 3 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> ACTUAL START <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> </div> <div style="text-align: center;"> FINISH TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> STOP <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> 1/10 TIME TAKEN </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> TARGET TIME <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 01 30 <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 3A </div> <div style="text-align: center;"> DUE TIME <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 3A </div> </div>			COMPETITOR USE
TC 3A	Regroup/TechZone <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 20px;"> <div style="text-align: center;"> TARGET TIME MIN <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 00 03 MAX <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black; font-size: 1.2em;" type="text"/> 00 13 </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> PROVISIONAL START <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> <input style="width: 40px; height: 20px; border: 1px solid black;" type="text"/> TC 3B </div> </div>			COMPETITOR USE
TC 3B				COMPETITOR USE

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

On the sheet below:
 “Power Stage Delay Time, if applicable”

	Logo of Rally	Car No.	Timecard F 17 Jan 2012	WRC FIA																								
TC 21	SS 21 PowerStage 14.35 km			COMPETITOR USE																								
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">FINISH TIME</td> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td style="border: 1px solid black; width: 20px; text-align: center;">S</td> <td style="border: 1px solid black; width: 20px; text-align: center;">1/1000</td> </tr> <tr> <td style="text-align: center;">PROVISIONAL START SS 21</td> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">ACTUAL START</td> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">TARGET TIME</td> <td colspan="2" style="border: 1px solid black; width: 40px; text-align: center;">01</td> <td colspan="2" style="border: 1px solid black; width: 40px; text-align: center;">23</td> </tr> <tr> <td style="text-align: center;">STOP</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td style="border: 1px solid black; width: 20px; text-align: center;">S</td> <td style="border: 1px solid black; width: 20px; text-align: center;">1/1000</td> <td style="text-align: center;">▼</td> </tr> </table>				FINISH TIME	H	M	S	1/1000	PROVISIONAL START SS 21	H	M			ACTUAL START	H	M			TARGET TIME	01		23		STOP	M	S	1/1000
FINISH TIME	H	M	S	1/1000																								
PROVISIONAL START SS 21	H	M																										
ACTUAL START	H	M																										
TARGET TIME	01		23																									
STOP	M	S	1/1000	▼																								
TC 21A	+ PowerStage Delay Time (applies ONLY to Priority 1 drivers)			START TIME + TARGET TIME + DELAY TIME = DUE TIME																								
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">DELAY TIME</td> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td style="border: 1px solid black; width: 20px; text-align: center;">S</td> <td style="border: 1px solid black; width: 20px; text-align: center;">1/1000</td> </tr> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td colspan="3"></td> </tr> </table>			DELAY TIME	H	M	S	1/1000	H	M				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> </tr> </table>	H	M												
DELAY TIME	H	M	S	1/1000																								
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	TC 21A	TC 21A		TC 21A																								
TC 21A	Technical Zone			COMPETITOR USE																								
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ACTUAL START	H	M	▶	TARGET TIME	H	M																						
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TC 21B	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td colspan="2"></td> </tr> </table>			H	M			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> </tr> </table>	H	M																		
H	M																											
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	TC 21A	TC 21B		TC 21B																								
TC 21B	TechZone OUT/Service IN			COMPETITOR USE																								
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TARGET TIME	H	M																										
00	10	H	M																									
TC 21C	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> <td colspan="2"></td> </tr> </table>			H	M			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20px; text-align: center;">H</td> <td style="border: 1px solid black; width: 20px; text-align: center;">M</td> </tr> </table>	H	M																		
H	M																											
H	M																											
	TC 21C	TC 21C		TC 21C																								

Logo of Rally	Car No.	Flexi Service B WRC	15 Jan 2012							
TC 6B	Flexi Service A			COMPETITOR USE						
TIME AT TC <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table> TC 6B		H	M	▶	TARGET TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">00</td> <td style="width: 20px; text-align: center;">45</td> </tr> </table> DUE TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table> TC GC		00	45	H	M
H	M									
00	45									
H	M									
TC 6C	TC GC <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table>		H	M						
H	M									

Logo of Rally	Car No.	Restart WRC	Rally 2							
Parc Fermé OUT/Service IN				COMPETITOR USE						
ACTUAL START <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table> Parc Fermé OUT		H	M	▶	TARGET TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">03</td> <td style="width: 20px; text-align: center;">00</td> </tr> </table> DUE TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table> TC GC		03	00	H	M
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03	00									
H	M									
Parc Fermé IN <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">H</td> <td style="width: 20px; text-align: center;">M</td> </tr> </table>		H	M							
H	M									

7. STANDARD ENTRY FORM (FOR NON-REGISTERED DRIVERS ONLY)

**RALLY/
ASN
LOGO**

Name of the Rally

**FIA
Championship
LOGO**

INDIVIDUAL ENTRY FORM

	COMPETITOR	FIRST DRIVER	CO - DRIVER
Competitor name			
Surname			
First (given) name			
Date of birth			
Place of birth			
Nationality (as 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 N°			
E-mail address			
E-mail address during rally			
Competition licence N°			
Issuing ASN			
Driving licence N°			
Country of issue			

DETAILS OF THE CAR

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

TYPE OF ENTRY

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

ENTRY FEES

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

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

SEEDING INFORMATION
(to be completed by competitor)

Driver's record:

	Year	Rally	Car	Group	O/A Position	Class Position	N° of Finishers
International							
National							
Other							

DECLARATION OF INDEMNITY

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

ACKNOWLEDGEMENT AND AGREEMENT

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

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

ASN Stamp *

Signature of Competitor

Signature of 1st driver

Signature of Co-driver

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

Date _____

Note: Competitors entered and wishing to score points in the Manufacturers' Championship, WRC 2 or WRC 3 Championship, must use a dedicated standard entry form available from the FIA.

8. ENTRY LISTS**STEP 1: DRAFT ENTRY LIST**

Upon the close of entries as in WRC Art. 22.2, the organiser shall send a Draft Entry List in numerical order by priority group to the FIA for checking, prior to publication on the organiser's website. The FIA shall then reply with any comments. After acceptance by the FIA, the Entry List may be published.

This Draft Entry List shall include:

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

STEP 2: START LIST

As described in WRC Art. 45.2, 45.3 and Appendix VIII for the Junior WRC (if applicable).

9. START LISTS & RESULTS AT THE RALLY

Introduction:

Start lists and results can be posted earlier than the times mentioned in the supplementary regulations or in a bulletin. However, the times mentioned on the lists **MUST ALWAYS** be as mentioned in the supplementary regulations or in a bulletin. If the publication of any 'timed' list is delayed, the clerk of the course shall publish a communication with the new scheduled time for posting (see also WRC Art. 54.2).

CEREMONIAL START & SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering.
- Signed by the clerk of the course after approval by the Stewards and published at the time mentioned in the supplementary regulations.
- Gives start times (or at least intervals between cars) for all competitors.

or

Start list for Section 1 (no SSS) or Start list for Section 2

- Produced after administrative checks and scrutineering.
- Signed by the clerk of the course after approval by the Stewards and published at the time mentioned in the supplementary regulations.
- Gives start times for all competitors.
- Footnote denotes 'Subject to re-scrutineering' (for all retired cars restarting under WRC Art. 47.2.1) – only for Section 2, if applicable.

SECTIONS OF THE RALLY BEFORE AN OVERNIGHT REGROUP

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

- Produced for examination by the Stewards unsigned.

b) Start list for the section after an overnight regroup

- Proposed by the clerk of the course. Repositioning, if any, according to WRC Art. 45.1.
- Signed by the clerk of the course and published at the time mentioned in the supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally if re-start possibility is permitted by the rally supplementary regulations (WRC Art. 46.1.1).
- Footnote denotes 'Subject to rescrutineering for all retiring car(s) restarting No..'

c) Partial Unofficial Classification after the section before an overnight regroup

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

FINAL SECTION OF THE RALLY

d) Provisional Final Classification

- Includes all competitors who have completed the sections after the last overnight regroup (WRC Art. 46.1.4)
- Signed by the clerk of the course after approval by the Stewards and published at the time mentioned in the supplementary regulations (WRC Art. 28)
- 'Subject to the results of final scrutineering' (for the whole classification)
- 'Subject to the results of routine fuel analysis for the following cars....' (should fuel results not be available at the rally)
- 'Subject to Stewards' Decision N°... For Car N°...'
- 'Subject to the results of a complete engine inspection for car N°....'
- 'Subject to the results of the anti-doping tests for the following drivers/co-drivers.....'

Provisional Final Classification of the Power Stage

- Published as specified above, where applicable.

e) Official Final Classification

- Approved and signed by the stewards, then published after expiry of the protest time and after conclusion of the final scrutineering and possible stewards' decision/s following the publication of the Provisional Final Classification
- 'Subject to the results of routine fuel analysis for the following cars....' (should fuel results not be available at the rally)
- 'Subject to further checks to be carried out by the FIA for car N°....'
- 'Subject to the result of the appeal lodged by the competitor of car N°...'
- 'Subject to the results of a complete engine inspection for car N°...'

Official Final Classification of the Power Stage

- Published as specified above, where applicable.

Where applicable:

Provisional Final Classification of the FIA Junior WRC Championship

Official Final Classification of the FIA Junior WRC Championship

Provisional Final Classification of the FIA RGT Cup

Official Final Classification of the FIA RGT Cup

Provisional Final Classification of the FIA WRC Trophy

Official Final Classification of the FIA WRC Trophy

10. MEDIA SAFETY BOOK

Rally Guide 2 contains a large media section and replaces the previous 'Media Guide'. There is, however, need for a safety guide specifically for the visual media. The minimum recommended content of this book is listed below. The Media Safety Book should be distributed to the FIA Accredited Media 2 weeks before the start of the rally.

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

- 1) Invite an FIA photographer and/or a cameraman from the Championship Promoter to inspect the special stages together with the National Press Officer and the Safety Officer as soon as the rally route is decided. It is recommended that a local photographer only be used if he/she is an experienced professional or an FIA Credential Holder.
- 2) Identify within each stage a number of safe areas ('photo areas') for use by photographers and TV crews. Where possible, there must be dedicated tabard media parking as close as possible to these locations, as well as at stage ends. Where access is not possible, due to restricted space and/or safety concerns, this must be clearly communicated in the Media Safety Book.
- 3) These 'photo areas' should be described on paper and accompanied by a photograph depicting the resulting image. There should be diagrams for each location indicating in detail:
 - The SS number and length
 - The SS road closing time for tabard media
 - The SS starting time for the first car
 - The road book reference and GPS reference
 - The specific zone of the photo areas
 - The spectator areas
 - The tabard media parking
 - The access roads
 - The distance, on the SS road, of the photo areas from the SS start/finish.
 - The safety taping
- 4) All the proposed diagrams should be approved by the FIA Safety delegate.
- 5) The approved diagrams will form one section of the Media Safety Book.
- 6) The book should also include:
 - The written description of which areas tabard holders may access and what kind of actions they may perform. At minimum, this section must be produced in English and the local language.
 - Example:
 - They should be allowed to walk immediately in front of the spectator tape / marker boundary, to walk from one point of the stage to another and/or cross the stage during the intervals between the passage of the rally cars, always in accordance with marshals' safety instructions. In addition, tabard media may be permitted to exit the special stages between the running of repeated stages, in the direction of the rally route. This will be permitted only when identified in the Media Safety Book and only after the stage commander has announced the opening of the road after the first passage of rally cars.
 - The specific photo areas, for the use of tabard holders only, must be properly taped, signed and with restricted access. Media marshals, especially briefed on media needs, duties and rights, should be identifiable at the photo areas.
 - Areas where marshals and police are standing are deemed as safe locations; tabard media are permitted to stand with these safety officials.
 - The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard media parking.
 - A complete sample of all authorised passes, tabards (permanent and rally by rally) and media and tabard media car passes.
 - The identification and handling of the media (Media Safety & Identification), as stated in the Appendices of the FIA Media Facilities and Operations Guide.

Organisers should take into account different levels of preparation required at each photo area, in accordance with local circumstances and the quantity of tabard media likely to be in attendance.

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

APPENDIX III

SAFETY

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

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

CONTENTS

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

5.1 GENERAL

The following recommendations should be respected, but need not be included in the Supplementary Regulations of the rally.

Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews.

The Clerk of the Course shall be ultimately responsible for applying these recommendations.

The presence of FIA Safety and Medical Delegates is obligatory for rallies counting towards the FIA World Rally Championship.

FIA Safety and/or Medical Delegates may be appointed for any other FIA Championship; in that case, their duties and authority shall be as specified in the FIA World Rally Championship (hereinafter WRC) sporting regulations and Supplement 8.

5.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

5.2.1 A safety plan must be drawn up and include:

- The location of the Rally Headquarters (Rally Control);
- The names of the various people in charge:
 - Clerk of the Course,
 - Deputy Clerks of the Course,
 - Chief medical officer (FIA approval required for World Championship rallies in accordance with Supplement 2),
 - Chief Safety officer,
 - Safety officers in each special stage.
- The addresses and telephone numbers of the various safety services:
 - Police,
 - Hospitals,
 - Emergency medical services,
 - Fire-fighting services,
 - Breakdown services,
 - Red Cross (or equivalent).
- The full itinerary with detailed road sections.
- The safety plan for each special stage, which should list all key officials, emergency services for that stage, telephone numbers, etc., plus a detailed map of the special stage.
- The organisers and the Clerk of the Course should make provision for an alternative route for each special stage, to be used in the event of cancellation (see 5.4.2.6).
- For WRC rallies, 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 rally.

and includes:

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

5.2.3 In the event of a mass or repeated accident exceeding the capabilities of the medical service on site, contact should be made beforehand with the person in charge of the emergency plan drawn up according to the legal provisions of the country concerned.

The hospitals selected should be contacted in writing, no less than 15 days before the rally, requesting that the emergency services be placed on standby.

5.2.4 Chief Safety Officer

A Chief Safety Officer will be appointed in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.

During the rally he will be in permanent communication with rally control, the Chief Medical Officer and the start of each special stage (by telephone or radio).

He will be responsible for the implementation and enforcement of the safety plan.

5.2.5 Special Stage Safety Officer

Each special stage will have a safety officer who will assist the Chief Safety Officer.

The special stage safety officer ensures that the special stage is inspected and certified in conformity with the safety plan prior to the passage of the zero car.

5.2.6 Officials and marshals

Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.

It is the organiser's responsibility to ensure that officials are adequately trained in this regard.

The personnel should wear identifying tabards. The recommended colours are:

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

5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICES

5.3.1 General

The medical and rescue services provided should comply with the prescriptions contained within this chapter. They must also fulfil the legal requirements in force in each country concerned. These prescriptions apply to all international rallies. For the WRC, the prescriptions indicated below are strictly mandatory and may on no account be of a conditional nature. These prescriptions do not apply to private testing.

On the occasion of any international rally, the FIA has the power to check the organisation of the medical services at any time.

Technical medical information and essential practical instructions are provided in a recapitulative table at the end of this Appendix.

5.3.2 Personnel

At Rally Control

A Chief Medical Officer or his 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 rally.

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 a rally, 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 rally 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.

Before the rally :

The Chief Medical Officer is responsible for the medical part of the Safety Plan, or for the Medical Safety Plan, as are the Clerk of the Course and the Safety Officer.

He must go into all the special stages well ahead of the rally, with the Safety Officer and/or the Clerk of the Course, in a car similar to the medical intervention car to establish the right position for the start and intermediate points, and to make sure that all the medical and safety facilities will be correctly positioned in accordance with the regulations.

He must confirm the viability and quality of the ambulances, the medical helicopter and fire vehicles.

He must check meticulously that the equipment and supplies in the medical and rescue cars are in perfect working order.

He must check that none of the drugs are past their use-by date.

He is responsible for the capacity and the quality of the hospitals designated to cover the rally. He must therefore choose no more than one or two hospitals, if possible, which would be used for drivers and co-drivers. These hospitals may be granted FIA approval and be a reference point for future national, regional and FIA rallies.

During the rally:

Each evening he must examine all drivers and co-drivers who had an accident during the day, even if no medical intervention was necessary, to be sure that they can start the next day (as the Technical Delegate does for the cars to be able to run in Super Rally).

After the rally:

During the two weeks following the rally, the Chief Medical Officer must send the FIA, for the attention of the Medical Delegate and the Medical Commission, a report on all the medical interventions on drivers, officials and spectators. This report must explain the circumstances of the incident or accident, the timing of the interventions, the initial medical status, the treatment and the medical follow-up.

Particular measures for the WRC:

The provisions listed above are obligatory.

In addition, the Chief Medical Officer must be approved by the FIA. The procedure and the conditions for qualification are stipulated in Supplement 2.

He is obliged to attend the biennial Chief Medical Officers' seminar. Except in cases of force majeure, any absence will result in the withdrawal of the FIA's approval.

Any doctors planning to apply for the position of Chief Medical Officer are strongly encouraged to attend the above-mentioned seminar.

The Chief Medical Officer must ensure that the medical and paramedical staff involved are trained in extrication.

He must have a good written and spoken command of the English language.

The appointment of an Assistant Chief Medical Officer is mandatory. He assists the Chief Medical Officer and is delegated for certain missions, or may even replace him. He, too, must have a good command of the English language.

For medical intervention vehicles and treatment/resuscitation units:

- **doctors proficient in resuscitation** and experienced in the pre-hospital treatment of accident victims;

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

- **drivers**, who may be members of these teams;

- personnel trained in casualty extrication.

Particular measures for the WRC:

At each medical point, at least one member of staff must have a good command of the English language.

An FIA Medical Delegate, whose role is defined in Supplement 8, is required in every case.

5.3.3 Intervention vehicles

Their mission is to bring to the scene of the accident:

- on the one hand, the appropriate medical rescue;

- on the other hand, the necessary technical equipment.

Two solutions are recommended:

1) Two separate vehicles, one for the “medical” team, one for the “technical” team.

The medical intervention vehicle transporting:

- a medical team in conformity with Article 5.3.2.
- medical equipment in conformity with Supplement 3.

The technical intervention vehicle transporting:

- a technical team trained in the procedures and techniques for extricating casualties with equipment in conformity with Supplement 3:
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with Rally HQ,
- a warning siren,
- suitable identification,
- a kit of basic rescue equipment determined by the Chief Medical Officer in collaboration with the chief scrutineer, based on Supplements 7 (Extrication) and 3 (Disincarceration).

2) A mixed vehicle, combining “technical” and “medical”.

This carries on board:

- all the equipment foreseen for technical intervention;
- the medical personnel (at least 3 people trained in extrication and the handling of technical equipment) and equipment foreseen for medical intervention.

A stretcher should be carried on board at least one of the vehicles mentioned above.

The vehicles should be suitable for the terrain and capable of moving rapidly in the special stage. The number of vehicles is determined according to the nature, length and difficulty of the special stage concerned.

For the intervention cars, a safety rollbar may be recommended according to the nature of the terrain, and all the members of the team are also advised to wear a helmet.

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

5.3.4 Ambulance equipped for resuscitation

Ambulance equipped for treating vital distress, whether neurological, respiratory or circulatory. The crew comprises a driver, a doctor proficient in resuscitation and/or a paramedic who may be the driver.

Particular measures for the WRC (recommended in other cases):

Its equipment must be in conformity with Supplement 4, Article 2, Part B.

5.3.5 Treatment/Resuscitation unit

Particular measures for the WRC (recommended in other cases):

A resuscitation unit in the form of a temporary or permanent construction, designed for use in the service park and equipped in accordance with Supplement 4; two beds are necessary and sufficient. The unit must be capable of rendering immediate care to a critically ill or injured patient. It must also be able to render care for general medical problems.

A doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims is assigned to each unit.

5.3.6 Evacuation ambulance

An ambulance, complying with the regulations of the country concerned, equipped for transporting casualties, with or without a doctor on board. For transporting a casualty requiring resuscitation, the presence of a doctor proficient in that discipline would be necessary.

5.3.7 Medically equipped helicopter

When provided for, it should meet the requirements specified by the aviation authorities of the country concerned and be equipped with a fixed stretcher.

Particular measures for the WRC:

It is mandatory for all rounds of the WRC.

For the medical equipment, see Supplement 5.

In all cases, the doctor taking part in the evacuation should be proficient in resuscitation. He may be assisted by a proficient paramedic. Where applicable, the helicopter should be equipped for missions in rugged terrain.

It should be reserved exclusively for the rally throughout the duration of the rally.

Organisers’ attention is drawn to the FIA guidelines: “The organisation of helicopters for flight safety” and Article 5.5.3 d) below.

5.3.8 Means of communication

The Chief Medical Officer must be able to communicate with all the members of his team, either through the general radio network or through a dedicated network radio channel.

5.4 SAFETY OF THE PUBLIC

A major priority of the safety plan is to ensure the safety of the general public including spectators.

With the possible exception of 5.4.1, the following non-exhaustive measures should be applied for all international rallies of the 1st category.

5.4.1 Educational film (recommended for all rallies)

- 30-second duration;
- with commentary by a leading driver or drivers, in the language(s) applicable to the country of the rally;
- 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 route of the special stage whilst the stage is open for competition (after the zero car and before the sweeper car).
- f) Safety instructions should be distributed to the public along the special stage and also at all access points.
- g) Adequate numbers of marshals or public order authorities (police, military, etc.) should be present to ensure public safety during the special stage.
- h) Marshals should wear a clearly identifiable jacket as recommended in Article 5.2.6.
- 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 a warning roof light and a siren.
- c) Zero cars should not be driven by any FIA priority driver (1st /2nd or A/B), or by a driver who has retired from the rally.
- d) The drivers and co-drivers of the zero cars must have considerable rally experience, enabling them to drive in complete safety at moderate speeds, and should be able to give the Clerk of the Course full information and comments concerning the conditions along the route. Zero cars should also check time clocks and the marshals' familiarity with time card procedures.
- e) A course car ("Sweeper Car") should pass through each special stage after the last competitor. These cars should carry a panel a panel 36 cm x 50 cm on the bonnet and the two front doors, showing a chequered flag.

5.4.5 Information

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

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

5.4.6 Medical services

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

5.5 SAFETY OF THE COMPETING CREWS

5.5.1 Deployment of the safety services

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

Particular measures for the WRC:

The above measures are obligatory.

- one doctor proficient in resuscitation, experienced in the pre-hospital treatment of accident victims and trained in extrication,
- one or even two paramedic(s) trained in extrication,
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with HQ.

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

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

- one or more medical intervention vehicles,
- one evacuation ambulance,
- one doctor proficient in resuscitation and trained in extrication, or possibly one paramedic proficient in resuscitation and trained in extrication,
- suitable communications equipment to maintain contact with HQ.

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

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

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

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

- c) At the stop point of each special stage:

- two (minimum) 4 kg fire extinguishers with operator(s).

Particular measures for the WRC:

A fire fighting vehicle will be situated at the end of the special stage when the stage is longer than 35 km.

- d) In the service park (obligatory for WRC rallies) or a central location less than 15 km by road from the special stages concerned:

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

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

5.5.2 Dispatching of the rescue service

5.5.2.1 All rescue operations requiring the dispatching of a medical vehicle are initiated by the Clerk of the Course in consultation with the Chief Medical Officer and with information to the stage director. Any evacuation by land or air to the selected hospitals shall be carried out using the routes determined in advance (see Articles 5.2.2 and 5.5.3 a).

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

Particular measures for the WRC:

The above provisions pertaining to the medical personnel are obligatory.

5.5.3 Evacuation

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

- b) The emergency services of all hospitals near the route should be on standby (see Article 5.2).
- c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor proficient in resuscitation.
- d) If evacuation by helicopter is foreseen, the following parameters should be respected:
 - when weather conditions prevent the use of a helicopter, on the joint decision of the Clerk of the Course and the Chief Safety Officer, a special stage may be interrupted or cancelled if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the Chief Medical Officer;
 - the presence of a helicopter does not remove the obligation to plan land evacuation with, for a casualty needing intensive care during transport, the presence of a doctor proficient in resuscitation, possibly assisted by a proficient paramedic;
 - the evacuation time by helicopter or by ambulance should not exceed around 60 minutes.

Particular measures for the WRC:

All the measures mentioned in Article 5.5.3 are mandatory.

5.5.4 Supervision of the road and signalling

5.5.4.1 Marking of Special Stages

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

- a) Major or through roads, or any road along which traffic may be expected, to be blocked and manned by a marshal, police or other authority.
- b) Short no-through roads (e.g. to farms, etc.) to be blocked or taped off, with a notice affixed to the barrier or tape advising of the running of the rally and the danger of entry.

It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, for rectification prior to the commencement of the special stage.

5.5.4.2 Marshal posts will be positioned along the course so as to:

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

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

- a) A red flag must be available at each stage radio point (situated at intervals of approximately 5 km).
- b) The red flag will be displayed to crews only on the instruction of the Clerk of the Course and only at the radio points.
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in Article 5.2.6 above, and on which the radio point symbol is marked. The time of deployment of the flag will be recorded and notified to the stewards by the Clerk of the Course.
- c) During reconnaissance, a sign bearing the symbol specified in point 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.
- d) On passing a displayed red 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 red flag may be deployed in a special stage.
- f) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

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

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

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

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

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

5.5.5 SOS / OK Signs - Competitor safety

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

This triangle must be set in place even if the stopped car is off the road.

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

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

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

5.6 ACCIDENT REPORTING

5.6.1 Accident involving a member of the public

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

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

5.6.2 Accident investigations

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

APPENDIX IV

PODIUM CEREMONY

1. REQUIREMENTS

- 1.1 The finish ramp and podium ceremony shall take place within 2 hours of the arrival of the first car in to final service. The timetable of the first car arriving in to final service shall be subject to agreement between the FIA and the Organiser.
- 1.2 The organiser shall establish a finish holding area to ensure the crews transit the ramp in the correct order. Media and personnel holding the appropriate pass must be permitted access to this area.
- 1.3 The organiser must appoint an official (Master of Ceremonies) responsible for the procedure, which must be rehearsed beforehand. The name of the official responsible and the scheduled rehearsal time must be notified to the FIA Media Delegate prior to the rally.
- 1.4 The finish ramp must incorporate an arch, clearly displaying the name and logo of the rally and branding in accordance with the instructions available from the FIA and the WRC Promoter. A photographers' tower must be placed in front of the ramp, located and set up as per the FIA Media Facilities and Operations Guide. The route leading to and departing from the ramp must be fenced off 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 WRC Trophy, Priority 2, Priority 3 (WRC 3 and Junior WRC) winners, the winning competitor, and the national flags of the first three drivers 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 competitor. Before purchase of cups and trophies the design must be approved by the FIA Media Delegate. 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. The winning Priority 3 crews, and an undercover waiting area for the crews, in case of poor weather.
- 1.11 The organiser must provide transportation for a minimum of 12 drivers/co-drivers (WRC, Priority 2 and Priority 3/s), one competitor's representative and the FIA Media Delegate, from the finish area to the press room for the final FIA Press Conference.
- 1.12 Teams involved in the podium ceremony and those required to present their cars at final scrutineering must have a representative available to take their car to Parc Fermé or final scrutineering.
- 1.13 It is the responsibility of the organiser to inform competitors of the finish procedure.
- 1.14 There must be a reserved area on one side of the ramp, outside the confines of the ramp and podium area, for the winning team(s) to be able to attend the finish.

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

Summary – Procedure

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

Highest national crew → WRC Trophy winner → P2 winner → P3 winners → Team to join winning crews, if requested and approved → Finishers 10th to 4th → 3rd → 2nd → 1st → Champagne spray (if not F1 style podium) → Team to join winning crew, if requested

Overall top three crews called → Presentations → Presentation to the Competitor → Anthems & flags → Champagne spray → Transport to FIA Press Conference (top 3, winning competitor, P2 and P3 winners)

- 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 rally.
- 2.2 There must be no more than two VIPs on the ramp at any one time.
- 2.3 From the finish holding area (fenced and controlled with access permitted only to media and personnel holding the appropriate pass) the schedule shall be as follows:
- 2.4 Provided the timetable allows, the highest-placed national crew drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out and the driver is interviewed. The crew receives any award, departs and drives the car to Parc Fermé or final scrutineering.
- 2.5 The WRC Trophy 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 receives an award, departs and drives the car to Parc Fermé or final scrutineering.
- 2.6 The Priority 2 winner drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out, the driver is interviewed and receives any award. The crew then gets on to the bonnet where they receive two pre-opened bottles of champagne (if not F1 style podium where champagne is sprayed on a different podium), which are sprayed for the benefit of photographers and TV crews (no less than 20"). The crew may be joined by team personnel (maximum 30"), if agreed by the FIA Media Delegate in advance. The crew returns to the car and drives directly to the parking area or Parc Fermé (if adjacent). The winning Priority 2 crew then returns to the finish area on foot and awaits transportation to the press room for the final FIA Press Conference (same procedure for P3 winners)
- 2.7 Crews positioned in the order 10th through to 4th in the overall classification drive to the top of the ramp, open doors, climb out, receive any award and then drive directly to Parc Fermé or final scrutineering.
- 2.8 Third in the overall classification drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. The crew gets out and stands either side of the car with the doors open and the driver is interviewed. The crew then drive off the ramp to the parking area or Parc Fermé (if adjacent), where the team representative takes care of the car. Crew returns to the waiting area on foot.
- 2.9 Second in the overall classification – same procedure as third overall.
- 2.10 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.
- 2.11 If not already positioned, the podium is moved into position at ground level, in front of the ramp and winning car.
- 2.12 The winning crews are then called from the waiting area to stand behind the appropriate level of the podium.
- 2.13 Political dignitaries and/or sponsors (maximum of six) are invited to present the awards.
- 2.14 Crews invited to ascend to their places in order of third, second and winner. Starting with the third placed crew, the presenters make the award presentations individually crew by crew, finishing with the winners. Presenters immediately move back out of the view of photographers and TV crews.
- 2.15 After each crew has received their awards, a representative of the winning competitor 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.
- 2.16 Anthems of the winning driver (according to passport) and competitor (according to country of car homologation) are played. As the winning driver's anthem is played, the flags of the nations of the three first drivers are hoisted as per standard Olympic protocol.
Crews are not permitted to wear hats during the anthems. Sunglasses must not be worn. Immediately after, when the nationality of the winning competitor is different from that of the driver, the national anthem of the competitor 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 same time as the playing of the anthem. After the anthems, there should be an additional spray with six bottles of pre-opened champagne.
- 2.17 Crews depart for transportation to the press room for the final FIA Press Conference.
- 2.18 The winning car is driven to Parc Fermé by a team representative.
- 2.19 The winning Priority 3 crew(s), the top three crews in the overall classification, the representative from the winning manufacturer and the FIA Media Delegate are taken to the press room for the final FIA Press Conference. Access to this transport should be free from spectators.
- 2.20 Other winning cars are then taken by technicians to parc fermé or final scrutineering under escort of the organiser.
- 2.21 All other crews cross the ramp in due time / order, with emphasis given to crews at the organiser's discretion.

2017 Sporting Regulations APPENDIX V Homologation of tyres

The following applies to:

- FIA World Rally Championship
- FIA Regional Rally Championships
- FIA International Series (Rally)

List of Homologated tarmac tyres:

- The list of homologated tyres is available on the FIA website, under the Regulations section.

At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in a rally in order to obtain the FIA homologation.

A / TARMAC TYRE REGULATIONS

1. WRC cars in the World Rally Championship:

- For WRC cars in the World Rally Championship, tyres must comply with Article 60.2 of the FIA WORLD RALLY CHAMPIONSHIP regulations (List n°2 ONLY).

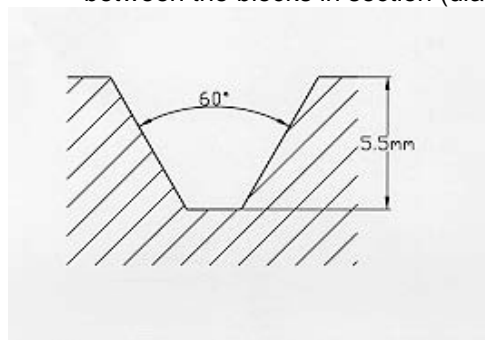
2. Other cars:

Homologation (tread pattern and size):

- 2.1 All Tyres proposed must meet all applicable legal requirements to be used for motor sport competition.
- 2.2 Tread pattern must be moulded.
- 2.3 Control Area:

	Length x Width	Surface	17% rate
9"	170 x 140	23800	4046
8.5"	161 x 140	22540	3832
8"	148 x 140	20720	3522
7.5"	142 x 140	19880	3380
7"	133 x 140	18620	3165
6.5"	124 x 140	17360	2951

- 2.4 In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17% of the total surface.



- 2.5 In the control area, the surface taken up by grooves at least 1.8 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 21.5% of the total surface.
- 2.6 Minimum weight of the tyre (for tyres to be mounted on 18" rims) = 9.5 kg
- 2.7 In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16 mm.
- 2.8 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

- 2.9 At least 2 circumferential lines / Minimum total width of circumferential lines = 12 mm.
- 2.10 At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.
- 2.11 Each tyre must have a specific permanent moulded barcode number supplied by an approved FIA barcode supplier.

B. / WET TARMAC TYRE REGULATIONS (18" rims only)

- In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 27.5% of the total surface.
- Minimum weight of the tyre (for tyres to be mounted on 18" rims) = 9kg
- In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16mm
- In the control area, the sum of the width of the grooves encountered by a circumferential line must be at least 4mm
- At least 2 circumferential lines / Minimum total width of circumferential lines = 12
- At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern
- Each tyre must have a specific permanent moulded barcode number and a RFID Tag supplied by an approved FIA barcode supplier.

C. / TARMAC TYRE REGULATIONS SNOW TYRES

- SNOW tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).
- If studded tyres are allowed, regulations will be specified in the supplementary regulations of the rally.

D. / GRAVEL TYRE REGULATIONS

- Gravel tyres do not require tyre homologation (except WRC list n°1 and list n°2): grooving rate must be more than 25% (see paragraph A Art. 2.3).

APPENDIX VI

STANDARD ENTRY FEES, PACKAGE AND PERMANENT FIA PASSES

Fees for:	Manufacturer		Additional car(s) serviced in the Manufacturer area by a Manufacturer ⁽¹⁾	WRC Trophy	Support Championships (WRC 2 & WRC 3)
	3 cars	2 cars			
Number of cars	3 cars	2 cars	unlimited	1 car	1 car
Status	P1	P1	-	P1	WRC 2: P2 WRC 3: P3
Registration fee	€319,830	€319,830	-	€7,580	WRC 2: €5,050 WRC 3: €2,530
Rally Entry fee	€43,695	€37,000	€6,695	€5,695	€3,935
Required to carry optional advertising	No	No	Yes, unless additional fee is paid	Yes, unless additional fee is paid	Yes, unless additional fee is paid
ADR Units included	6	4	-	-	-
Vehicle Plates:					
• VIP (or guest) plates ⁽²⁾	14	10	2	2	1
• Service plates ⁽²⁾	8	6	1	1	1
• Auxiliary plates ⁽²⁾	15	13	2	2	2
• Route Note car plates (WRC Art.11.4.1)	3	2	1 (for WRC car only)	1	-
Services: ⁽²⁾					
• Area in Service Park ⁽³⁾	65 m x 20 m	45 m x 20 m	10m x 20m	10m x 20m	100 m2
• Toilets at team area	2	2	-	-	-
• WLAN or similar network	1	1	-	-	-
• Water connection & waste removal	Centrally managed by the rally organiser				
• Helicopter plate (non-commercial use only)	1	1	-	-	-
Printed material and Passes : ⁽²⁾					
• Road book sets	15 (6)	12 (6)	3 (1)	2 (1)	3
• Route maps	17 (6)	12 (6)	5 (1)	3 (1)	5
• Programmes	16	12	4	3	5
• Safety Plan (CD)	1	1	-	-	-
• Team Passes	60	50	10	8	6
• Guest Passes	75	60	7	5	2
Permanent FIA Passes :					
• Priority	3	3	-	-	-
• Media/PR	4	4	-	-	-

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

⁽¹⁾ = subject to available space and the agreement of the organiser and WRC Promoter

⁽²⁾ = minimum requirements – additional resources subject to negotiation between the competitor and Rally Organiser.

⁽³⁾ = all space allocations in WRC Trophy area subject to approval by the WRC Promoter

Any arrangement on the “Tyre Manufacturers” package between tyre manufacturer and organiser is subject to approval by WRC Promoter.

All fees exclude local VAT.

APPENDIX VII

START LIGHT SEQUENCE

START PROCEDURE

Countdown:

30 seconds to GO - red zone and red light

10 seconds to GO - 1 (short) beep + red zone and red light

5 seconds to GO - 1 (short) beep every sec + yellow zone and yellow light flashing

“GO” Signal: Green light + Start beep

After “GO” Signal: 20 seconds free start + green zone and green light



It is strongly recommended that the following procedure shall be applied:

- After the actual start time has been written on the time card, the time card should be given back to the crew as soon as possible.
- When the car arrives at the start line, the marshal shall be positioned in front of the car with a stick to define the exact position of the car. 1 minute before the start time, the marshal shall leave this position and the crew shall refer to the automatic countdown clock.

APPENDIX IX**WRC RIGHTS**

Any competitor entering any rally counting towards one of the FIA Rally Championships governed by these Sporting Regulations acknowledges and agrees that all rights, title and interest in connection with the corresponding FIA Rally Championship, including without limitation all copyrights, database rights, and any and all related rights and neighbouring rights, audio-visual rights, domain name rights, trade name and trademark rights including “FIA”, “World Rally”, “World Rally Championship”, “WRC” and “FIA World Rally Championship” (and any translation or permutation thereof), together with any associated goodwill vested therein are the exclusive property of the FIA. Any use of such rights by the competitor other than for the purposes agreed by the FIA (and/or its nominee) in writing is not permitted.

Any competitor entering any rally counting towards one of the FIA Rally Championships governed by these Sporting Regulations acknowledges and agrees that the FIA (or its nominee) may create and use any recording or replication of the competitor taking part in rallies of the corresponding FIA Championship (including the image, logo, livery, colours, name, word mark and likeness of the competitor’s team, car, uniforms, driver(s) and team members, as well as the name and logos of team sponsors present within competitor’s livery) in any form without any need for consent, licence or payment, for any and all purposes (including marketing, advertising and public relations activities as well as any other forms of commercial messaging) that are in the interest of promoting the corresponding FIA Rally Championship. Such use shall be extended to any broadcaster, media partner, championship sponsor or licensee at the FIA’s (or its nominee’s) sole discretion. Such use shall include (but not be limited to) audiovisual recordings, photographs, all forms of editorial coverage, information guides, promotional items, interactive games and any item featuring the competitor alongside 2 other participants in the corresponding FIA Rally Championship. The FIA (or its nominee) shall ensure that such use shall always provide a fair, impartial and accurate representation of the competitor and not imply or suggest the competitor’s endorsement of a product or service. The FIA (or its nominee) shall make reasonable efforts to adhere to relevant branding guidelines as may be issued by the competitor.

APPENDIX X

2017 FIA RGT CUP

1. ANNOUNCEMENT

The FIA RGT CUP is an FIA Cup as described in Article 1 of the 2017 WRC Sporting Regulations and 2017 Regional Rallies Sporting Regulations, for drivers and co-drivers taking part in the qualifying rallies as in Article 4 of this Appendix using eligible cars as in Article 256 of Appendix J.

2. PARTICIPATION

2.1 GENERAL

2.1.1 In order to be eligible for points in the FIA RGT Cup, competitors must participate in an event as listed in Article 4 and use a car of Class RGT which has a valid FIA Passport.

2.1.2 The number of qualifying rallies in the RGT Cup is 5.

2.1.3 If fewer than 5 competitors have been classified at the end of the Cup, the FIA reserves the right to suspend the Cup.

3. POINTS

3.1 GENERAL

3.1.1 The RGT Cup winner titles will be awarded to the driver and co-driver who have scored the highest total number of points in 4 of the qualifying rallies.

3.1.2 Points will be awarded according to a separate classification for RGT Cup drivers and co-drivers which will be drawn from the general classification of each RGT Cup event. Points scored in the 2017 RGT Cup shall be in the name of the driver and co-driver respectively.

3.1.3 All the results of each registered driver or co-driver will count towards the final classification of the RGT Cup.

3.2 RALLY POINTS

3.2.1 Points for each round will be awarded to eligible drivers and co-drivers based on the RGT Cup Overall Classification as follows:

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

3.2.2 The RGT Cup classification will be drawn from the final overall classification of a rally. Results will be published in line with Article 54 of the FIA WRC Sporting Regulations.

3.3 RESOLVING TIES

Any tie in the RGT Classifications shall be resolved in accordance with the 2017 FIA WRC Sporting Regulations, Article 10.

4. CALENDAR

Qualifying RGT Cup rallies for 2017 will be:

Date	Rally	Rally Organiser's Website
16-22 January 2017	Rally Monte-Carlo	www.acm.mc
06-09 April 2017	Tour de Corse	www.tourdecorse.com
25-27 August 2017	Barum Czech Rally Zlin	www.czechrally.com
15-17 September 2017	Rally di Roma Capitale	www.rallydiromacapitale.it
26-28 October 2017	Rallye International du Valais	www.riv.ch

In the event of an RGT Cup Rally being cancelled, a replacement event may be nominated.

5. MARKING AND SEALING OF MECHANICAL COMPONENTS

For each car in the RGT Cup, the engine block and the transmission equipping the vehicle will be sealed during pre-event scrutineering. Each competitor may have one spare transmission and one spare turbo sealed during pre-event scrutineering. The FIA may request that other parts be sealed or marked.

6. SCRUTINEERING

The FIA Technical Delegate, or his assistant, has the power to carry out a detailed inspection of the vehicle before, during and after a Rally. Tampering with or removal of seals fitted to the car or to individual components is forbidden.

APPENDIX XI

ENVIRONMENTAL MANAGEMENT

1 ENVIRONMENTAL MANAGEMENT

- 1.1 All WRC and WRC Candidate event organisers (the organisations that are responsible for managing and conducting the events) must for the 2017 season implement and follow the FIA Institute-developed Environmental Certification Framework and attain the middle level of accreditation, Progress Towards Excellence, before the end of the Championship season.

From the 2018 season, the top level of accreditation, Achievement of Excellence, will be mandatory for organisers to be part of the World Rally Championship and organisers of 2018 events will be required to achieve this standard a minimum of four (4) months before their event.

- 1.2 The WRC and Candidate event organisers are responsible for managing the accreditation process in accordance with the schedule set out in WRC Art. 15.5.1.
- 1.3 It is the decision of the individual organiser to identify the overall number of sections in the Environmental Certification Framework relevant for their operations, but the following sections are mandatory for all events:

Core Principles of Environmental Management:

1. Environmental management commitment.
2. Environmental Objectives and Targets.
3. Environmental Communication and Training.
4. Compliance with Environmental Regulations.
5. Measuring Environmental Performance.

Key Environmental Impact Areas:

8. Energy use
10. Waste management
11. Prevent ground and water pollution.
12. Supply chain, design and materials (procurement strategies)
13. Transport
17. Monitoring Carbon Emissions

- 1.4 Accreditation guidelines are available at: <http://bit.ly/afeguide>. WRC organisers should complete the registration form at: <http://bit.ly/wrcform>

APPENDIX XII**2017 FIA WRC TROPHY****1. ANNOUNCEMENT**

The FIA WRC Trophy is an FIA Trophy as described in Article 1 of the 2017 WRC Sporting Regulations, for drivers and co-drivers taking part in the qualifying rallies as in Article 2 of this Appendix using eligible cars as follows:

- World Rally Cars homologated before 31.12.2013, complying with homologation extension 100/01 KSR and its WR extension, and with the 2013 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.
- World Rally Cars homologated as from 01.01.2014, complying with homologation extension 200/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.
- World Rally Cars homologated as from 01.01.2015, complying with homologation extension 300/01 WRC and with the 2016 Appendix J, Art. 255A. Only WRC cars with an FIA passport issued before 31/12/2016 are allowed.

2. PARTICIPATION

2.1.1 In order to be eligible for points in the FIA WRC Trophy, competitors must register with the FIA before the closing date of entries of the first rally entered. Registration is set at €7,500 and may be made in the name of a driver or in the name of a team holding a current and valid competitor's licence. Co-drivers and drivers entered by a registered team are not required to register.

2.1.2 The maximum number of qualifying rallies in the FIA WRC Trophy is 7.

2.1.3 In order to score WRC Trophy points, the entry in individual rallies must be made using the FIA WRC Trophy standard entry form in the name of the competitor as stated on the licence used to register in the FIA WRC Trophy. Any entry thus submitted shall always be considered as one of the 7 rallies as per Art. 2.1.2, unless the Stewards grant a case of force majeure upon individual application which must be supported by clear evidence. This standard entry form must be sent to the rally organiser and to the FIA.

2.1.4 If fewer than 5 competitors have been classified at the end of the FIA WRC Trophy, the FIA reserves the right to suspend the Trophy.

3. POINTS

3.1.1 The FIA WRC Trophy winner titles will be awarded to the driver and co-driver who have scored the highest total number of points in 6 of the qualifying rallies.

3.1.2 Points will be awarded according to WRC Art. 5.3.1 in a separate classification for the eligible FIA WRC Trophy drivers and co-drivers which will be drawn from the general classification of each event. Points scored in the FIA WRC Trophy shall be in the name of the driver and co-driver respectively.

3.1.3 The 6 best results of each registered driver or co-driver will count towards the final classification of the FIA WRC Trophy.

3.1.4 Any tie in the FIA WRC Trophy Classifications shall be resolved according to WRC Art. 10.

3.1.5 Results will be published in line with Article 54 of the FIA WRC Sporting Regulations.

4. MARKING AND SEALING OF MECHANICAL COMPONENTS

For marking and sealing of mechanical components, refer to WRC Art. 63.

5. TEST RESTRICTIONS

Crews are prohibited from testing in a country of a Championship round during the three weeks preceding the rally except when a request is made by the competitor to the rally organiser concerned. This request must include:

- Exact location (incl. GPS point)
- Start and end date,
- Driver(s) name(s),
- Car(s) chassis number(s).

Any test session is limited to a maximum of 2 days.

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

APPENDIX XIII

ON-BOARD CAMERAS

1. INTRODUCTION

The following instructions apply to all competitors in RC1 cars [2017-spec only] in relation to the on-board camera and/or other recording devices specified by the Promoter under Article 65.1 of the WRC Sporting Regulations. These competitors must facilitate the installation of the following components:

- 1) On-board Recorder and Transmitter ("ORAT")
- 2) Camera Lens
- 3) Camera Loom and Cables
- 4) Camera Mounting Bracket
- 5) Transmitting Antennae

The dimensions, weight and fixing mechanism of such components shall be advised through the official TV company appointed by the Promoter and may be updated from time to time.

The competitor is responsible for compensating any changes in weight to the vehicle that may arise as a result of the components being installed or removed during an event. This also applies to any changes to components as referred to in clause 5 below.

2. ORAT UNIT REQUIREMENTS

2.1 INSTALLATION

A Competitor shall accommodate, within their vehicle and unless another location is agreed in writing with the official TV company, a space to install the ORAT unit that is:

- set back a minimum of 80 mm from the innermost edge of chassis / door sill to allow for easy connection of cables, as well as for access to the control panel and recording media slots; and
- free of obstructions between the chassis / door sill and the ORAT unit.

2.2 ACCESSIBILITY

A Competitor shall ensure the space provided to install the ORAT is free of obstructions that impede or prevent an ORAT operator from:

- changing, replacing and/or testing an ORAT unit within a 10-minute period without removal or disruption of any equipment or cabling installed by the team; and
- removing an ORAT unit entirely from the cockpit within a 10-minute period.

2.3 POWER

A Competitor shall supply the ORAT:

- a direct, un-switched DC power source delivering a minimum of 12.0 volts, 7.0 amps (measured at the point of connection to the ORAT), whenever the car's 'master' power is active (whether or not the engine is running); and
- a switched DC 12v power source delivering a minimum of 12.0 volts, 1.0 amp (required for a trigger, measured at the point of connection to the ORAT), whenever the car is in 'stage' or 'boost' mode.

3. CAMERA LENS, LOOM AND CABLES

3.1 INSTALLATION

A Competitor shall accommodate, within their vehicle, a space to install the camera loom with connectors and one or more camera lenses in the following positions:

- Two positions on the co-driver's side 'A' pillar;
- One position on the driver's side 'A' pillar;
- One position on the centre roll bar behind the driver and co-driver seats to allow for a traditional POV (point of view) camera position;
- one position in the engine bay to allow cameras to be mounted in or on the front body panels or lights.

A competitor must use the cables supplied by the official TV company unless specifically agreed otherwise with the official TV company and then only to the exact technical specifications as supplied (on request).

4. CAMERA MOUNTING SYSTEMS

Only camera and other mounting systems supplied by the official TV company may be used, unless specifically agreed otherwise with the official TV company and then only to the exact technical specifications as supplied (on request).

5. CHANGES TO THE VEHICLE'S HOMOLOGATED PARTS

In cooperation with the individual Competitor and with the prior consent of the FIA technical delegate, the official TV company may initiate specific alterations to non-mechanical homologated parts in order to facilitate installation of (additional) camera lenses, cables and mountings. Such alterations may include modifications to (removable) body panels, light openings, ducts, blanking plates, dashboards, brackets and similar components. Such alterations may not have any significant beneficial effect on the performance of the car, aerodynamically or otherwise.