

GENERAL PRESCRIPTIONS APPLYING TO ALL FIA RALLY CHAMPIONSHIPS, TROPHIES, CHALLENGES OR CUPS

The purpose of the present General Prescriptions (the Prescriptions) is to establish the framework of regulations applicable to the organisation of qualifying rallies for the FIA Championships.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

The Prescriptions detail, complete, and in places clarify, the general conditions described in the Regulations for FIA International Championships (cf. FIA Yearbook of Automobile Sport) under the headings:

- * International Sporting Code and its Appendices (the Code)
- * FIA World Rally Championship
- * FIA World Rally Championship for Drivers
- * FIA World Rally Championship for Manufacturers
- * FIA Privateers Trophy
- * FIA Junior World Rally Championship (for Drivers)
- * FIA Production Car World Rally Championship (for Drivers)
- * FIA European Rally Championship
- * FIA European Rally Championship for Drivers
- * FIA European Rally Cups
- * FIA African Rally Championship
- * FIA Middle East Rally Championship
- * FIA Asia-Pacific Rally Championship

Only the FIA may grant waivers to the Prescriptions and to the above-mentioned Regulations.

I. DEFINITIONS

1.1 Rally of the first category (Sporting event)

Road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A rally consists of a single itinerary, which must be followed by all cars, or of several itineraries converging on the same rallying-point fixed beforehand, and then followed by a single itinerary.

The route may include one or several special stages (or competitive sections for the African Championship), as well as road sections.

1.2 Leg

Each part of the rally, separated by a fixed minimum stopping time.

1.3 Special Stage

Timed speed tests on roads closed for the rally.

1.4 Competitive Section (African continent only)

Timed speed tests on roads not closed for the rally.

1.5 Road Section

The itineraries between two consecutive time controls are called road sections.

1.6 Section

All the parts of a rally between:

- The start and the first regrouping halt.
- Two successive regrouping halts.
- The last regrouping halt and the finish of the leg or the rally.

1.7 Regrouping

A stop scheduled by the Organisers under parc fermé conditions that has a Time Control at the entrance and exit to enable the schedule to be followed on the one hand, and on the other, to regroup the cars still in the rally. The stopping time may vary from crew to crew.

1.8 Neutralisation

Time during which the crews are stopped by the Organisers for whatever reason.

1.9 Parc Fermé

Area in which no repairs or outside assistance is possible, except in the cases expressly provided for by the International Championship regulations and by the supplementary regulations of the rally.

1.10 Bulletin

Official written communication, which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the latter.

The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.

The bulletins are issued:

- By the Organisers, up to the commencement of scrutineering. They will be submitted for the approval of the FIA, except with regard to modifications to the itinerary or to the reconnaissance programme.
- By the stewards of the meeting (the Stewards) throughout the competition except with regard to modifications to the itinerary for which bulletins may be issued by the clerk of the course.

1.11 Time Card

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

1.12 Competitor/Entrant

Physical or legal entity.

1.13 Crew

A crew is made up of two persons on board each car. The two members of the crew will be nominated as driver and co-driver. Both members of the crew may drive during the rally, and each one must possess FIA driver's competition licence for the current year, which is valid for the event.

1.14 Duration of a rally

Any rally starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the car) and ends upon the expiry of one of the following time limits, whichever is the later:

- Time limit for protests or appeals or the end of any hearing;
- End of the administrative checking and post-event scrutineering carried out in accordance with the Code.
- End of the prize-giving.

II. GENERAL CONDITIONS

2.1 Eligible cars

2.1.1 The following cars only may participate in FIA Championship rallies and must comply with the provisions of Appendix J.

2.1.1.1 Touring Cars (Group A), including World Rally Cars.

2.1.1.2 Production Cars (Group N).

2.1.1.3 Other cars as detailed in the Regional Championship regulations.

2.1.1.4 World Rally Cars

Only a manufacturer currently registered in the World Rally Championship or intending to register may produce a World Rally Car. Such World Rally Cars will only be homologated on completion of Championship Registration.

A car driven by a permanently nominated driver (Article 2.3 of the FIA World Rally Championship for Manufacturers) must be the latest homologated version of a World Rally car.

A private entry may use a World Rally Car on condition that it has been assembled and certified according to the manufacturer's specifications. Such competitors may use previous versions of the homologated car.

2.2 Duration of legs - Speed restrictions

2.2.1 Except for the World Rally Championship, the maximum scheduled duration of a leg may under no circumstances exceed 18 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.

2.2.2 This rule does not apply to concentration runs.

2.2.3 Except for the World Rally Championship, for legs of duration of less than 6 hours, the stopping time must be at least equal to the duration of the leg. For legs of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.

2.2.4 The maximum average speed authorised on rally special stages must not exceed 130 kph. The average speed on road sections will be left to the Organisers discretion but must always comply with the laws of the country of the rally. This speed must be specified in the road book.

2.3 Qualification of a rally in an FIA Championship (except for the World Rally Championship)

2.3.1 A rally may qualify for an FIA Rally Championship only if it has been organised at least the year preceding its entry in the Championship. Save for the World Rally Championship, a report will be drawn up by the FIA observer and studied by the Rally Commission with a view to a possible proposal to the World Motor Sport Council and the General Assembly of the FIA.

2.3.2 Any rally for which the observation report is not satisfactory, or which has not complied with the regulations and the commitments undertaken at the time of its inclusion in the Championship, might not be accepted in the Championship the following year. Any rally shown by the report to have failed to comply with the regulations or to ensure a sufficient level of safety for the public and the crews might not be accepted the following year in the Championship concerned.

2.3.3 Any FIA Championship rally, which is cancelled, will not be entered in the Championship the following year, except in a case of force majeure duly recognised as such by the FIA.

2.3.4 Any rally, which is a candidate for an FIA Regional Championship, must conform to the General Prescriptions applicable to the FIA Rally Championships and to the Sporting Regulations of the Championship concerned.

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

III. SUPPLEMENTARY REGULATIONS

3.1 Conditions of Publication

3.1.1 The supplementary regulations printed in A 5 format must be in total conformity with all the specifications listed in:

- The Code;
- these Prescriptions;
- The Specific Regulations of the Championship concerned;
- All further regulations and interpretations published in the FIA Official Bulletin.

3.1.2 The supplementary regulations that the Organisers wish to impose must explicitly mention all supplementary rules and conditions which must be in conformity with the regulatory texts.

3.1.3 Two copies of the draft supplementary regulations must reach the FIA Secretariat at least 3 months before the start of the event, to obtain their approval. Within the four weeks following the receipt of the draft regulations, the FIA will inform the ASN of the organising country of any modifications to be made, and will issue a visa authorising their publication.

Two copies of the final supplementary regulations as published must be sent to the FIA Secretariat at least one month before the final closing date for entries. The various documents, and in particular the supplementary regulations and any bulletins, must be written in the language of the organising country and in English. If the Organisers so desire, they may also publish them in French or any other language.

3.1.4 The title of the FIA Championship to which the rally belongs and the official logo attributed by the FIA to the Championship concerned must appear on the cover of the supplementary regulations of each FIA Championship rally as well as on the bulletins and on the first page of the unofficial and official results.

3.1.5 The supplementary regulations must specify where and when the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s).

The date and time of the Steward's first meeting must also be given.

3.2 Amendments to the supplementary regulations - Bulletins

3.2.1 The provisions of the supplementary regulations may only be amended according to Articles 66 and 141 of the Code.

3.2.2 Any amendment or any additional provision will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.

3.2.3 These bulletins will be posted in the Secretariat, in the rally headquarters, and on the official notice board(s), and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.

3.2.4 These bulletins shall be printed on yellow paper.

3.3 Application and interpretation of the regulations

3.3.1 The clerk of the course is charged with the application of these General Prescriptions, the applicable (Regional or World Rally Championship, etc.) regulations and the supplementary regulations during the running of the rally.

He must inform the Stewards of any important incidents that have occurred requiring the application of the General Prescriptions, the relevant regulations or the supplementary regulations of the rally.

3.3.2 Any protests lodged by a competitor will be sent to the Stewards for deliberation and decision (Art. 171 et seq. of the Code).

3.3.3 Similarly, any case not provided for in the regulations will be studied by the Stewards who alone have the power to decide (Art. 141 of the Code).

3.3.4 For all FIA Championship Rallies and candidate events, the official language must be either English or French.

In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

3.3.5 The driver assumes the competitor's/entrant's responsibility when the latter is not on board the car during the rally.

3.3.6 Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards who may impose a penalty which can go as far as exclusion.

IV. OFFICIALS

4.1 Stewards of the Meeting

The Stewards of an FIA Championship rally shall always comprise three members. Two of these members of a different nationality from that of the organising country shall be appointed by the FIA (including the Chairman) and one by the ASN of the country organising the rally.

There must be a permanent suitable communication between the Stewards and the clerk of the course. At least one of the Stewards must be in the vicinity of the rally headquarters so that any decision can be made without delay.

4.2 Observer

4.2.1 Save for the World Rally Championship, for all FIA Championship rallies, including candidate events, the FIA will appoint at least one observer.

4.2.2 No FIA observer may also be a Steward of the same rally.

4.3 Safety Delegate

The FIA may appoint a safety delegate, who is specifically responsible for monitoring the safety of the public at the rally.

4.4 Checking of the route and special stages by officials

4.4.1 As part of their duties, the FIA observer(s) and the Stewards have the discretion to check all technical and/or safety measures installed on the route and the special stages; they must comply with the following prescriptions:

4.4.1.1 They must display a distinctive emblem on the windscreen of their vehicle, which must be highly visible and recognisable. This will take the place of a pass, and will be supplied by the Organisers.

4.4.1.2 Their entry onto the route of special stages must take place at the latest 30 minutes before the start time of the final road-closing car (car n° 0). The FIA safety delegate may have a later time for entry to the special stages.

4.4.1.3 If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the course-closing car to pass before continuing.

4.5 Technical delegate

For regional Championships, the FIA may appoint a technical delegate.

V. ENTRIES

5.1 Entry forms - Entries

The closing date for entries must be no later than 12 days before the starting date of the rally. The list of entries as well as the starting order of the crews must be published and sent to the FIA at least 8 days before the start of the rally.

5.1.1 Any FIA competition licence-holder wishing to take part in the rally must send the entry form duly completed to the Rally Secretariat (full address, telephone, fax number etc.), before the closing date which will be

specified in the supplementary regulations. Details concerning the co-driver can be sent in up to a further date to be specified in the supplementary regulations.

If this application is sent by fax, the original must reach the organiser within 7 days following the close of entries.

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

5.1.3 No amendments may be made to the entry form, except in the cases provided for in the present Prescriptions. However, the competitor/entrant 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.

5.1.4 No change of competitor/entrant may be made after entries have closed.

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

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

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

5.2 Should it turn out, at the time of scrutineering, that a car does not correspond in its presentation to the group and/or class in which it was entered, this car may, upon the proposal of the scrutineers, be transferred to the appropriate group and/or class upon the decision of the Stewards.

5.3 By the very fact of signing the entry form, the competitor/entrant and all the crew members submit themselves to the sporting jurisdictions specified in the Code and its Appendices, these Prescriptions, the Championship regulations and the supplementary regulations.

5.4 The maximum number of entrants will be specified in the supplementary regulations.

5.5 Entry fees

5.5.1 The entry fees will be specified in the supplementary regulations.

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

5.6 Entry fees will be refunded in full:

5.6.1 To candidates whose entry has not been accepted.

5.6.2 In the case of the rally not taking place.

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

VI. INSURANCE

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

6.2 The insurance premium included in the entry fee must guarantee the competitor adequate cover for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement or exclusion.

6.3 The service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owners.

VII. CREWS

7.1 In applying the regulations in accordance with the General Prescriptions, any retirement of one of the crew members will be reported to the Stewards.

If a third party is admitted on board (except if this is to transport an injured person), the Stewards may impose a penalty as indicated in Articles 152 and 153 of the International Sporting Code.

7.2 Except for rallies of the World Championship, the name of the driver and possibly of the co-driver together with their national flags must appear either on both front wings or on the rear side windows of the car. Any entrant failing to comply with this rule is subject to a cash penalty.

7.2.1 Except for rallies of the World Championship, when the drivers' names appear on the rear side windows, the letters of the driver's name must be white, of a maximum height of 10 cm in upper and lower case Helvetica bold face. The letters of the co-driver's name must be the same size as those of the driver's name. The national flag of each crew member must appear adjacent to the name.

7.2.2 In case of glass breakage, the cash penalty for not carrying the crew name is not applied.

VIII. ITINERARY, ROAD BOOK, TIME CARD AND STANDARD DOCUMENTS

8.1 Road book

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

Crews must keep exactly to the itinerary set out in the road book, without leaving the designated road, or designated service area/park/zone unless the Stewards decide that there is a case of force majeure.

8.1.2 In all cases the road book must be in conformity with the standard road book published in the FIA Rally Championship Regulations. It must be printed in A5 format and must have the OK / NOT OK sign in a minimum A4 format, folded and pasted, inside it.

8.2. Intervals between start times (except for the World Championship)

8.2.1 At the start of the rally and of each leg, the Organisers will schedule the starts of the competing cars at an interval of at least one minute.

8.2.2 This interval must be and remain the same for all the competing cars, unless provision is made for different rules in the specific Regulations of a Championship or unless a specific waiver is granted by the FIA.

8.3 Time Card

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

A separate set of time cards must be issued at least for each section of each leg. Where applicable, provision shall be made for stamps or signature at passage controls.

8.3.2 Crews are obliged to have their passage recorded at all points mentioned on their time card and in the correct order. Any deviation will be reported to the Stewards.

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

8.4 Standard Documents

For the World Rally Championship, the road book, time card, programme for the issuing of documents and the other Standard Documents must conform to the FIA Standard Documents as given in the FIA Standardised Documents (see Appendix VI). For the FIA Regional Championships, apart from the results format (which is strongly recommended) the format of all other Standard Documents must be adhered to.

IX. RALLY PLATES AND COMPETITION NUMBERS

9.1 Except for rallies of the World Championship, the Organisers will provide each crew with the following which must be affixed to their car in the stated manner:

9.1.1 1 set of rally plates, comprising:

9.1.1.1 for the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high

9.1.1.2 for the rear: a transparent sticker fitting into a rectangle 28 cm wide by 15 cm high. On these plates, a space 15 cm wide by 8 cm high will be reserved for the competition number.

9.1.2 One set of two rectangular front door panels, 50 cm wide x 52 cm high.

9.1.3 One rectangular panel of the same dimensions (50 x 52) placed on the roof with the top towards the front of the car (for the World Rally Championship only).

9.1.4 The competition numbers (5 cm wide and 28 cm high) must appear on these panels in black on a white background 50 cm wide x 38 cm high.

X. ADVERTISING

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

It is authorised by the national laws and the FIA regulations.

It is not likely to give offence.

It is not political or religious in nature.

It does not encroach upon the spaces reserved for plates and competition numbers.

It does not interfere with the crew's vision through the windows.

10.2 The advertising spaces situated immediately above or immediately below the competition numbers, as well as other suitable spaces on the rally plates, are reserved for the Organisers' advertising. Such advertising is obligatory and may not be refused by the competitors/entrants. On the competition number panels the advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

The text of this advertising must normally be clearly indicated in the supplementary regulations, or at the latest one month before the start of the rally in an official bulletin.

10.3 Any other advertising proposed by the Organisers can only be optional. Its refusal cannot incur entry fees greater than twice the amount of the entry fees fixed with optional advertising and this additional charge will be limited to a maximum of 3000 US \$.

10.4 Competitors who accept the Organisers' optional advertising must reserve spaces for it, as specified in an appendix to the supplementary regulations of the rally.

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

10.6 All the letters of the name of the event sponsor must be, at most, of the same height and stroke thickness as those of the name of the rally.

XI. TRAFFIC

11.1. Throughout the rally, the crews must strictly observe the traffic laws of the countries crossed. Any crew which does not comply with these traffic laws shall be subject to the penalties set out below:

11.1.1 First infringement: a cash penalty.

11.1.2 Second infringement: a 5-minute time penalty.

11.1.3 Third infringement: exclusion.

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

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

11.3.1 That the notification of the infringement is made through official channels and in writing, before the posting of the classification at the end of the leg;

11.3.2 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;

11.3.3 That the facts are not open to various interpretations.

11.4 It is forbidden, to tow or transport the cars, or to have them pushed, except to bring them back onto the road or to clear the road. Any infringement will be reported to the Stewards.

11.5 Similarly, crews are forbidden under pain of being reported to the Stewards.

11.5.1 To deliberately block the passage of competing cars, or to prevent them from overtaking.

11.5.2 To behave in an unsporting manner.

XII. SERVICING – REFUELLING - REPAIRS

12.1 Servicing – General conditions

12.1.1 Service shall be defined as unrestricted work on a competing car except where limited in the present Article 12 and Article 12.2.

12.1.2 Throughout the rally, servicing of a competing car may be carried out only in service parks. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

12.1.3 Any infringement concerning servicing or any action defined as "Prohibited Service" (see 12.2) noted by the rally officials may entail the application of Articles 152/153 of the Sporting Code by the Stewards. Depending on the gravity of the offence, other sanctions may be applied by the World Motor Sport Council.

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

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

- I) the work is carried out under the supervision of a marshal,
- II) No other work is carried out on the car during the emptying and/or refilling operation,
- III) A suitable safety perimeter is established around the car,
- IV) Two fire marshals are present with fire extinguishers suitable for use on flammable liquids,
- V) Only sufficient fuel is added to reach the next refuel zone.

12.2 Definition of Prohibited Service

12.2.1 The use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car.

12.2.2 Except in service parks or where specifically permitted by means of a Bulletin, on road sections the presence of team personnel or any team conveyance (including helicopters) within one kilometer of its competing car except:

- In special stages (from the yellow sign at the beginning of the Time Control to the stop sign at the end of the Special Stage).
- For competing cars waiting at the time control at the entrance to regroup or service parks or parked inside regroup where the passing of food, drink and information (data card, road book, etc.) to or from the crew is also permitted.
- Whilst transporting the crew(s) to or from the parc fermé.
- Whilst travelling to or from or being present at tyre change zones, as in Art 12.5.1.
- 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 following the service vehicle route as prescribed in the service book, provided that they do not stop at the same location at the same time.
- At points specifically designated solely for the exchange of gravel or ice notes. These points must be listed as 'Information' and posted on the official notice board.

12.2.3 The deviation of a rally car from the route of the rally.

12.2.4 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.

12.3 Service Parks

12.3.1 Except for rallies of the World Championship, service parks will be established in accordance with the following table:

Type	Time permitted In the park	Number of parks per leg	Max. SS distance between parks	Tyre changes	Remarks
I	20' or 45'	Maximum 5	60 km	Yes	45' only at end of legs 1 & 2 20' at end of rally
II	20'	1	-	Yes	Before 1 st SS of each day
III	10'	Unlimited	-	No	

12.3.2 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 1 shall be reduced to 5 m). Preceding the entrance Time Control is a zone, closed off by barriers, to which only authorised personnel (mechanics, press, etc) are admitted.

12.3.3 The speed of cars in the service parks may not exceed 30 kph; failure to comply with this limit shall result in a penalty applied by the Stewards.

12.4 Vehicles allowed in the service parks

12.4.1 Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the Organisers and affixed in the locations specified.

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

12.4.3 Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks under Article 12.4.1 at the discretion of the Organisers.

12.4.4 Where there is insufficient space to conform to 12.4.3, the Organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

12.5 Tyre Changes and Modifications

12.5.1 For all competitors, tyre changes may only be carried out in authorised zones. For Rallies which have requested and received the agreement of the FIA, the Special Stage(s) distance between two tyre changes may be between 40 and 80 km. For the other Rallies, this distance must be between 30 and 60 km.

12.5.2 Except in the authorised tyre change zones, the crew is not permitted to intentionally modify the design of the tyre or the number of studs on the tyres on or in the car, even by means of the equipment on board.

12.5.3 Any infringement will be reported to the Stewards.

12.5.4 As detailed in Appendix 5, paragraph 6, for World Rally Championship rallies, a tyre marking zone shall be established at the exit of the authorised tyre change zone. For the sole purpose of assisting their tyre marking procedure, one team member for each crew may access this tyre marking zone.

12.6 Refuelling

12.6.1 Competitors may only refuel in the refuel zones designated by the Organisers in the road book except as detailed under Article 12.1.5.

12.6.2 Their entry/exit shall be marked by a blue fuel can symbol.

12.6.3 Any action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited.

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

12.6.5 It is recommended that mechanics wear fire-resistant clothing.

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

12.6.7 Engines must be switched off throughout the refuelling operation.

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

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

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

12.7 Changes of mechanical parts - General conditions

Only one turbo change per leg, per car, is authorised. This change must be carried out in a service park and the turbo may be transported in the service vehicles; or outside the service park, by the crew alone, but the turbo must be transported on board the competition car.

Any breach of this rule will result in the competitor being excluded from the rally by the Stewards.

12.8 Conditions for limitation on the use of spare parts

A limitation on the use of the following spare parts is introduced in FIA Championship rallies.

12.8.1 Turbocharger and compressor (hereinafter referred to as "Compressor")

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

12.8.1.2 The checking of the car's Compressor and of a maximum number of spare Compressors allowed (one for each leg) is compulsory.

12.8.1.3 The Compressors will be marked with the number of the car (e.g. car N° 1 = Compressor N° 1A + spares 1B, 1C and 1D) and will be allocated exclusively to that car.

12.8.1.4 If the competitor does not make use of the possibility of changing the Compressor on each leg, the number of spare Compressors which may be used is automatically reduced.

Example: Car N°1- Compressor N°1A - 3 legs.

Spare Compressors 1B, 1C, 1D. If no change is carried out on the 1st day, the use of one of the spare Compressors is not permitted.

12.8.1.5 Once the change has been carried out, the Compressor which has been replaced by the one carried in the competing car will be reinstalled on board the car or in a service vehicle, in which it must be transported until the end of the leg (parc fermé) where the scrutineers can check it. The competitor may then install in its place the spare Compressor (if any) for the next leg.

12.8.1.6 In the course of one and the same leg, a Compressor which has been replaced may be used again on the same car.

Example: Car N°1 first leg: Compressors 1A and 1B may be used indiscriminately

12.8.1.7 All the Compressors which have been used will remain sealed until the scrutineers can check their conformity.

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

12.9 Gearboxes and differentials

12.9.1 For each car, between the gearbox and the series of differentials installed in the car (front and/or central and/or rear), only one spare gearbox and one series of spare differentials may be used in each rally.

12.9.2 At pre-rally scrutineering the competitors are obliged to have the gearbox / differential(s) installed on the car marked, as well as the spares. This marking should normally be carried out at the same time. The parts will be identified by the car's competition number (e.g. Car No 1 – gearbox No 1, spare gearbox No 1R).

12.9.3 The seals and markings will be carried out in accordance with the specifications published by the FIA for the different models of cars.

12.9.4

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

b) Controls may be carried out by the scrutineers in order to check that the regulations are respected.

12.9.5 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may subsequently be reused in accordance with the conditions set out above.

12.9.6 Under all circumstances, the markings/seals must remain intact throughout the duration of the rally, and the scrutineers may at any time ask the competitors for a control and may, at the end of the rally, dismantle the parts in order to check their conformity.

12.9.7 The FIA technical delegate will seal/mark all the cars of the FIA seeded drivers. The application of the rule to the other cars entered in the event is left to the discretion of the Organisers, in agreement with the FIA.

12.9.8 Reminder: the seals/markings are carried out in such a way as to allow the competitors to replace the clutch and possible accessories.

12.10 Limitation of the number of turbochargers per car and per rally (for the FIA World Rally Championship only)

12.10.1 For the two 1st priority drivers, the following would be sealed:

- 1 turbocharger fitted to the first driver's car.
- 1 turbocharger fitted to the second driver's car.
- 2 replacement turbochargers (which may be used by either the first or both the second driver).

12.10.2 For the other drivers:

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

XIII. TYRES**13.1 Banning of slick tyres**

The use of slick tyres is prohibited in all the rallies of the FIA Championships. The rules governing the use of tyres, included in Appendix V, must be strictly respected.

13.2 Studded tyres

13.2.1 For studded tyres, no restrictions are set on the tyres themselves, the number of tyres and the rubber composing them.

13.2.2 However, studs must comply with the regulations in force in each country crossed. Organisers are obliged to state the regulations in force in the supplementary regulations of the rally.

13.3 Control of studded tyres

The method used for checking studs must be specified in the supplementary regulations of the rally.

XIV. RECONNAISSANCE

14.1 One or more of the following three rules for reconnaissance apply and are specified in the supplementary regulations:

14.1.1 Reconnaissance forbidden either by the authorities or by the owners of the land (military authorities, Forestry Commission, private owners):

The Organisers must give the crews the opportunity of acquainting themselves with the itinerary by covering it (at a time fixed in advance and of which both the public and the competitors have been informed), in normally registered cars while respecting the Road Traffic Laws.

14.1.2 Reconnaissance likely to cause disturbance (disturbances in residential areas, the inconveniencing or endangering of other road users, etc.):

Reconnaissance, restricted in both duration and number of passes, must be organised.

14.1.3 Free reconnaissance in areas where the environment is not likely to be disturbed, or where legislation allows it.

14.2 Reconnaissance

Organisers who decide to include in their supplementary regulations a text on reconnaissance must allow the possibility of using reconnaissance cars conforming to Article 14.3 below.

14.3 Reconnaissance cars

- 14.3.1** Series production car.
- 14.3.2** The car must be painted in a single colour, with no advertising, stickers, etc.
- 14.3.3** The engine shall be a series production engine (complying with the Group N regulations).
- 14.3.4** The gearbox shall be a series production gearbox (complying with the Group N regulations).
- 14.3.5** The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- 14.3.6** Suspensions shall comply with the Group N regulations.
- 14.3.7** Underbody protection is authorised (complying with the Group N regulations).
- 14.3.8** The fitting of a steel safety rollbar complying with Articles 253-8.1 to 8.4 of Appendix J is authorised.
- 14.3.9** Safety harnesses in colours similar to those of the interior of the car are authorised.
- 14.3.10** Bucket seats in colours similar to those of the interior of the car are authorised.
- 14.3.11** Two additional road-homologated headlamps are authorised.
- 14.3.12** The rims are free within the limits of Appendix J, Group N, and shall be fitted with:
- 14.3.13** Road-homologated series production tyres for asphalt.
- 14.3.14** Free tyres for dirt.
- 14.3.15** The crew may use a "light" intercommunication system (without helmets).

XV. SCRUTINEERING - ADMINISTRATIVE CHECKS**15.1 Scrutineering before the start and during the rally**

- 15.1.1** Save when a waiver has been granted by the FIA, all crews and cars taking part in the rally must arrive at scrutineering (and/or administrative checks) in accordance with the given timetable.
- 15.1.2** Any crew reporting to the scrutineering area (and/or administrative checks) outside the time limits prescribed in the supplementary regulations of the rally will be reported to the Stewards.
- 15.1.3** The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards may pronounce a penalty which may go as far as refusal to allow the car to start.
- 15.1.4** 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.
- 15.1.5** Any car which does not comply may be refused the start by the Stewards based on the report presented by the scrutineers.
- 15.1.6** The checks carried out before the start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the National Road Traffic Laws, etc.).
- 15.1.7** This shall include:
 - 15.1.7.1** Identification of the crew. Each member must have with him two recent identity photos (4 x 4 cm).
 - 15.1.7.2** Identification of the car, the chassis and cylinder block, any of which may be marked at any time.
- 15.1.8** Additional checking, of the crew members as well as of the car, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his car throughout the duration of the rally; any violation will be reported to the Stewards.
- 15.1.9** Should identification marks (see Article 15.1.7) be affixed, it is the responsibility of the crew alone to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the Stewards.

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

15.1.10 Any fraud discovered, and in particular identification marks presented as original and untouched which have been tampered with, will be reported to the Stewards, as well as of any other competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands, which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

15.2 Final Control

- 15.2.1** As soon as each crew arrives it must drive its car to the parc fermé. A brief check shall be carried out there to verify:
 - 15.2.1.1** Its conformity with the car submitted at initial scrutineering.
 - 15.2.1.2** If there is cause to impose any of the penalties provided for.
- 15.2.2** The absence of one of the identification marks, as per Article 15.1.7, will be reported to the Stewards.

15.2.3 Thorough scrutineering, involving the dismantling of the cars and/or as detailed in Article 15.2.5, may be carried out at the absolute discretion of the Stewards ex officio or following a protest or upon the recommendation of the clerk of the course.

15.2.4 Should the above-mentioned dismantling be the result of a protest, a deposit (the amount of which shall be specified in the supplementary regulations), to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest is upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

15.2.5 End-of-rally scrutineering will concern at least the following components:

- Suspension.
- Brakes.
- Transmission.
- The conformity of the chassis/body shell.
- The restrictor and turbocharger if one exists.

The minimum number of cars to be scrutineered will be the first two cars of different makes in the general classification, the car classified first in Group A or N, the car classified first in the FIA Junior World Rally Championship, if not included in the aforementioned, and possibly the car classified first in the promotion category.

XVI. START AND RESTART

Before the start and before any restarts, the Organisers may assemble all the competing cars in a starting area, on the conditions given in the supplementary regulations. In this case, the penalties (exclusively pecuniary) for late arrival in the start area shall be specified in the supplementary regulations.

16.1 Crews may enter the start parc fermé 10 minutes before their start time.

16.2 The target starting time will appear on each crew's time card.

16.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg or a section shall be penalised by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

16.4 Since the crews have 15 minutes within which to report at the start of the rally, of a leg or a section, if they report within these 15 minutes the actual starting time shall be entered on the time card.

16.5 The starting order, as detailed in the relevant Championship regulations, will then remain unchanged until at least 10 % of the total distance of the special stages has been completed.

16.6 The starting order for the subsequent legs will then be determined according to the provisional classification established at the end of the previous leg and will be posted at the time specified in the programme of the supplementary regulations.

XVII. TIME CARD

17.1 At the start of the rally, each crew is given a time card on which the time allowed to cover the distance between two consecutive time controls shall appear. This card has to be handed in at the finish control of one section and replaced with a new one before the start of the next section. Several time cards may be issued together, bound in the form of a book, covering a section or leg of the rally.

Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The crew is responsible for any entries made on the time card. Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

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

17.2 The time card must be available for inspection on demand, especially at the controls where a member of the crew for stamping must present it personally and entry of times recorded.

17.3 Any correction or amendment made to the time card will be reported to the Stewards, unless the appropriate marshal has approved such correction or amendment.

17.4 The absence of a stamp or signature from any passage control, the absence of a time entry at a time control, or the failure to hand in the time card at each control (time, passage or regrouping) or at the finish, will be reported to the Stewards.

17.5 The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a printout device.

17.6 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the Stewards, who will deliver a final judgement.

XVIII. PROCEDURE FOR THE FUNCTIONING OF CONTROLS

18.1 General provisions

18.1.1 All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation control areas, are indicated by means of FIA approved standardised signs.

18.1.2 A warning sign on a yellow background marks the beginning of the control area. At a distance of no less than 25 m, an identical sign on a red background indicates the position of the control. An area of at least 5 m both before and after the Control on both sides of the road shall be protected by barriers to enable control duties to be carried out. The end of the control area, approximately 25 m further on, is indicated by a final sign on a beige background with three black transversal stripes.

18.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige sign with three transversal stripes) are considered as *parcs fermé* (see Article 20.1.2) and no repairs or assistance may take place within the control area.

18.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.

18.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

18.1.6 The marshals may not give them any information on this target check-in time.

18.1.7 Controls shall be ready to function 15 minutes before the target time for the passage of the first competing car.

18.1.8 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes after the target time for the arrival of the last competing car, plus exclusion time.

18.1.9 Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will ill be reported to the Stewards.

18.2 Signage of controls

18.2.1 The signs which appear in Appendix I must be used.

18.2.2 All controls, i.e. time controls, passage controls, starting and finishing controls of special stages and stop points, are indicated by means of standardised signs complying with the drawings in Appendix I.

18.2.3 The signage of the control area is carried out by means of three signs as described hereafter: (see Appendix I).

N.B: If need be, the signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag.

18.2.4 Time Control

18.2.4.1 Sign N°1 on a board with a yellow background indicates the beginning of the control area.

18.2.4.2 The location of the control itself is indicated by sign N°1 on a red background, the end of the control area being indicated by sign N°5 (beige background).

18.2.5 Passage Control

Signs will be displayed in the same manner as at time controls, except that the sign used will be N°2 at the beginning of the control area and at the control, with sign N° 5 to indicate the end of the control area.

18.2.6 Special Stage

18.2.6.1 The starting point is indicated by means of a sign N°3 on a red background.

18.2.6.2 Sign N°4 on a yellow background precedes the finish. Sign N°4 on a red background indicates the finishing line, where times will be taken.

18.2.6.3 A "STOP" sign on a red background is placed approx. 100 to 300 m further on.

18.3 **Control area**

All control officials must be identifiable. At each control, the chief must wear a distinctive tabard in order to be immediately identifiable.

18.4. **Passage Controls**

At these controls, identified by the signs shown in Appendix 1, 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.

18.5 **Time Controls**

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.

18.6 **Check-in procedure**

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

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

18.6.3 The actual timing and entry of the time on the time card can 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.

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

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

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

18.6.7 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.

18.6.8 The crew does 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.

18.6.9 Example: A crew, which is supposed to check in at a control at 18h58', shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".

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.

18.6.10 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.

18.6.11 At the time controls at the end of a leg, of a section, of a regrouping, or at the end of the event, the Organisers may authorise the crews to check in advance without incurring any penalty, provided that this clause has been stated in the supplementary regulations of the rally or is indicated in a later bulletin. However, the time entered on the time card is the scheduled time of the rally, not the actual time.

18.6.12 Lastly, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control area more than a minute before the actual check-in time), the chief marshal at the control must make this the subject of a written report to be sent immediately by the clerk of the course to the Stewards, who will impose any appropriate sanction.

18.7 Time of Leaving Controls

18.7.1 If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.

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

a) These two controls shall be included in a single control area (see Articles 18.1.3 and 21.1.2), the signs of which shall be laid out as follows:

a1) Yellow warning sign showing a clock face (beginning of area).

a2) Red sign showing a clock face (time control) at a distance of approximately 25 m.

a3) Red sign showing a flag (start of the special stage) at a distance of 50 to 200 m.

a4) Finally, end of control sign (3 transversal stripes on a beige background) 25 m further on.

b) At the time control at the finish of a road section, the appropriate marshal will enter on the time card on the one hand the check-in time of the crew and on the other, its provisional starting time for the following road section. There must be a 3-minute gap to allow the crew to prepare for the start. If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, 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 soon.

c) Immediately after checking in at the time control, the competing car is driven to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these Prescriptions (see Article 19.4).

d) If following an incident a divergence between the two entries exists, the starting time of the special stage is binding, unless the Stewards decide otherwise.

18.8 Exclusion

Crews are bound, under pain of exclusion pronounced by the Stewards, to check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

18.8.1 Any lateness exceeding 15 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or leg of the rally, or a total lateness for the whole of the rally of more than 60 minutes will be reported to the Stewards. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

18.8.2 Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control are not taken into consideration when calculating the time counting towards exclusion for exceeding the maximum lateness.

Examples:

Road Section A:

Start 12h00 - target time 1h00 - check-in time 13h10

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 minutes.

Road Section B:

Target time 1h30 - check-in time 14h20

Penalty for early arrival = 20 minutes.

Lateness counting towards exclusion = 10 minutes. (not compounded)

Road Section C:

Target time 2h00 - check-in 16h30

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting towards exclusion = 10 additional minutes.

TOTAL ROAD SECTIONS A + B + C

Total penalties (for late and early arrivals):

1 min. 40 seconds + 20 minutes. + 1 min. 40 seconds = 23 minutes. 20 seconds.

Total lateness counting towards exclusion: $10 + 10 = 20$ minutes.

18.8.3 The Stewards, upon the proposal of the clerk of the course may increase the exclusion time at any point. The crews concerned shall be informed of this decision as soon as possible.

18.8.4 Exclusion for exceeding the maximum permitted lateness may only be announced by the Stewards at the end of a section or at the end of a leg.

18.9 Regrouping Controls

18.9.1 Regrouping areas may be set up along the route. Their entry and exit controls are subject to the general rules governing the controls (see Articles 18.1, 18.2 and 18.3).

18.9.2 The purpose of these regrouping areas will be to reduce the intervals, which may have occurred between competing cars as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

18.9.3 Example:

120 cars at the start of the rally

First regrouping of 4 hours

Starting time from the regrouping control: 12h01

18.9.3.a Target time for the arrival of car N°1 at the regrouping control 8h01.

Target time for the arrival of car N°120 at the regrouping control 10h00.

18.9.3.b Actual arrival time of car N°1 at the regrouping control 8h45.

Actual arrival time of car N°120 at the regrouping control 11h50

(60 cars have retired during this part of the rally).

18.9.3.c Starting time of car N°1 12h01.

Starting time of car N°120 13h00.

The respective length of stopping time shall therefore have been:

- 3h16 for car N°1.

- 1h10 for car N°120.

18.9.4 On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card book. The crews will receive instructions on their starting time. They must then drive their car immediately and directly to the parc fermé (XX). Engines must be stopped. The Organisers may give them a new set of time cards either at the entrance or at the exit of the parc fermé.

18.9.5 After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. Otherwise, cars should start in the order in which they started the previous section. In no case can the times set during special stages alone be taken into consideration when establishing the general classification which must include road penalties as well as any other penalties expressed in time.

XIX. SPECIAL STAGES

19.1 Special stages are speed tests on roads closed for the rally. For special stages and competitive sections, timing will be to the second, except in the World Championship in which the timing will be to the tenth of a second. However, timing to the tenth of a second is permitted for rallies counting towards Championships other than the World Championship.

19.2 During the special stages, the crew must wear approved crash helmets and safety belts when in the car, under pain of being reported to the Stewards.

19.3 Crews are forbidden to drive in the opposite direction to that of the special stage; any breach of this rule will be reported to the Stewards.

19.4 Special stages commence from a standing start, with the car placed on the starting line. Any car not able to start from this point in the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place.

19.5 Starts of special stages will be given as follows:

19.5.1 When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the special stage time card (hour and minute). He will hand this document back to the crew and will count down aloud: 30" - 15" - 10" and the last five seconds one by one.

Alternatively, this method may be replaced by an electronic countdown system, counting down by seconds and clearly visible to the crew from the start position. This system may be electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal. This system may also be synchronised with a starting lights system of which the description and regulations must be included in the supplementary regulations of the rally.

19.5.2 When the last five seconds have elapsed, the starting signal shall be given whereupon the car must start immediately.

19.6 The start of a special stage may only be delayed in relation to the scheduled starting time by the appropriate marshal in a case of force majeure.

19.7 In the event of a late start ascribable to the crew, the appropriate marshal will enter a new time, the penalty then being 1 minute per minute or fraction of a minute late.

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

1st offence: ten 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.

19.9 Special stages end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden; any breach will be reported to the Stewards. Timing is recorded on the finish line, using chronometers, which must have print-out equipment, and are backed up by stopwatches, print-out not compulsory. At the finish of special stages, the timekeepers must be positioned level with the timing line which is indicated by a sign with a chequered flag on a red background.

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

19.11 The crew must then report to the Stop Point indicated by a red "STOP" sign to have its finishing time entered on the special stage time card (hour, minute, second, and tenth of a second for the World Championship). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's special stage time card and the time will be entered at the next neutralisation area or regrouping control.

19.12 If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

19.12.1 At the start: exclusion.

19.12.2 At the finish (Stop Point): 5-minute time penalty.

19.13 The times recorded by the crews in each special stage, expressed in hours, minutes, seconds, and tenths of a second for the World Championship, shall be added to their other penalties (road, technical, etc.) expressed in time.

19.14 During a special stage, assistance is forbidden.

Any breach of this rule will be reported to the Stewards. Such decision may only be announced by the Stewards at the end of a section or at the end of a leg.

19.15 The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question, unless the FIA grants a waiver.

19.16 Termination of a Special Stage

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

19.16.2 However, no crew, which is totally or partially responsible for stopping a stage, may benefit from this measure. It will be given the time, which it might eventually have set if this is greater than the scratch time awarded to the other crews.

19.17 Road-Closing Cars

The Organisers must provide at least 2 road-closing cars numbered "00" and "0".

These cars must drive the whole route of all the special stages of the rally.

19.18 Safety Plan

The safety plan must be in conformity with the plan which appears in Appendix IV.

SOS/OK Signs

19.19 Competitor safety

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

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

19.19.3 Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is 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.

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

stewards who may impose penalties in accordance with the International Sporting Code.

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

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

19.19.7 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 crews failing to comply may be subject to a penalty at the discretion of the stewards.

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

19.19.9 The road books shall contain a page giving the accident procedure (see Appendix IV).

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

XX. PARC FERME

20.1 General Conditions

While cars are subject to parc fermé rules, the opening of the bonnet or any repair or refuelling is strictly forbidden. The cars are subject to the parc fermé rules:

20.1.1 From the moment they enter a starting area (if one exists), a regrouping area or an end of leg area, until they leave it (see Article 18.1.3);

20.1.2 From the moment they enter a control area until they leave it (see Article 18.1.3)

20.1.3 From the moment they reach the end of the rally until the time for lodging protests has expired (see XXV) and the Stewards have authorised the opening of the parc fermé.

20.1.4 Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

20.1.5 At the start of a rally there may be a starting parc fermé, into which the cars must be driven a maximum of 4 hours before the start.

20.1.6 Crews may enter the parc fermé ten minutes before their starting time.

To leave a parc fermé for the start, regrouping halt or end of leg (see Article 20.1.1), the crew shall be allowed to enter the parc fermé 10 minutes before its starting time. If a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

20.1.7 Only the officials on duty and/or the members of the crew are authorised to push a competing car inside or at the entrance to or exit from a parc fermé at a start, time control, regrouping halt or end of leg.

20.2 Repairs in parc fermé

20.2.1 If the scrutineers of a rally consider that the state of a car has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a scrutineer.

20.2.2 The time taken for the repair must be considered, as so many minutes late, to prevent a crew from trying to regain the time lost during such repairs, the penalty for which is 1 minute per minute or fraction of a minute. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

20.2.3 By way of exception and under the supervision of an authorised marshal or scrutineer, the crew may, while in the parc fermé, at the start, regrouping area or end of leg change the glass window(s) with the possibility of the assistance of up to 3 persons .

20.2.4 If, in order to change the glass window(s), it is necessary to straighten the bodywork and/or safety rollbar, Article 20.2.2 will apply.

20.2.5 These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 20.2.2.

20.2.6 As soon as they have parked their car in the parc fermé, the drivers must stop the engine and leave the parc fermé and no member of the crew is allowed to re-enter it.

20.3 The drivers may not perform doughnuts at any time during the start, finish or other ceremonial procedures of a rally.

20.4 The use of car covers is not permitted in parc fermé.

XXI. RESULTS**21.1 Determination of results**

The results are established by adding together the times taken during the special stages (competitive sections for African rallies) and the time penalties incurred on road sections together with all other penalties expressed in time.

21.2 Publication of results

During the rally, the classifications to be published will be as per the following Article 21.2.1

21.2.1 - Unofficial classifications: classifications distributed by rally control during a leg.

- Partial unofficial classifications: classifications published at the end of a leg.

- Provisional final classification: classification published by rally control at the end of the rally.

- Official final classification: classification approved by the Stewards.

21.2.2 The classifications must include the results of the special stages as well as all penalties expressed in time.

XXII. DEAD HEAT IN A CHAMPIONSHIP OR IN A CHAMPIONSHIP RALLY**22.1 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:

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

22.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.

22.1.3 In the event of a further tie, the rule for deciding between the drivers and co-drivers concerned shall be according to the number of best times achieved in the first special stage of each Championship rally in which they have taken part.

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

22.2 Automobile Makes or Manufacturers

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

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

22.2.2 According to the greater number of highest places achieved in all the rallies in which the tying makes or manufacturers have taken part, taking into account only one place per rally for each make or manufacturer.

22.2.3 According to the greater number of highest places achieved in all the rallies in which the tying makes or manufacturers have taken part; if a make or manufacturer has achieved more than one place in the same rally, the points for these places will be added together.

22.2.4 According to the number of 7th places, 8th places, etc., one 7th place being worth more than any number of 8th places being worth more than any number of 9th places, and so on.

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

22.3 Dead heat in a Championship rally

In the event of a dead heat in a rally, the competitor who accomplished the best time for the first special stage will be proclaimed winner. If this is not sufficient to be able to decide between the competitors who are tied, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This rule may be applied at any time during the rally.

XXIII. MINUTES - CLOSING REPORTS**23.1 Minutes**

During the running of the rally, the proceedings of the meetings of the Stewards will be recorded in minutes drawn up in one of the official languages of the FIA.

23.2 Closing reports

At the end of the rally, the Organisers may draw up a closing report.

23.3 Submission of minutes and reports

The minutes, including the closing report, if any, must be sent to the FIA within seven days of the end of the rally.

XXIV. PROTESTS AND APPEALS

24.1 All protests must be lodged in accordance with the stipulations of the Code (Articles 171 et seq.).

24.2 All protests must be lodged in writing and handed to the clerk of the course together with the protest fee which shall not be returned if the protest is judged unfounded.

24.3 If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay one of two additional deposits which will be specified in the supplementary regulations of the rally:

24.3.1 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.);

24.3.2 For a protest involving the whole car.

24.4 The expenses incurred by the work and by 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.

24.5 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 to them.

24.6 Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 180 et seq. of the Code.

24.7 The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down by the FIA.

24.8 Application and Interpretation of the Prescriptions

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

XXV. FAIR AND IMPARTIAL COVERAGE

The Organisers of an event shall ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

XXVI. FINAL TEXT















26.1 The final text of these Prescriptions is the English version which shall be used should any dispute arise as to their interpretation.

26.2 These Prescriptions come into force on 1 January 2004.

APPENDIX I

RALLY CONTROL SIGNS - SIGNALISATION DES CONTRÔLES

(Diameter of signs : about 70 cm)
(Diamètre des panneaux de signalisation : 70 cm environ)

Direction Sens du parcours	Control type Nature du contrôle	CONTROL ZONE ZONE DE CONTRÔLE			Directi on Sens du parcou rs	
⇒	PASSAGE CONTROL CONTRÔLE DE PASSAGE	YELLOW SIGNS Beginning of Control Zone <i>PANNEAUX JAUNES Début de Zone de Contrôle</i>	RED SIGNS Compulsory Stop <i>PANNEAUX ROUGES Arrêt obligatoire</i>	BEIGE SIGNS End of Control Zone <i>PANNEAUX BEIGES Fin de Zone de Contrôle</i>	⇒	
			← 25 m → 	← 25 m → 		
			PC CP			
⇒	TIME CONTROL CONTRÔLE HORAIRE		← 25 m → 	← 25 m → 	⇒	
			TC CH			
⇒	TIME CONTROL AND SS START CONTROLE HORAIRE ET DEPART D'ES		← 25 m → 	50 m ← → min 	25 m ← → 	⇒
			TC CH	SSS Dd'ES		
⇒	END OF SS <i>FIN D'ES</i>		← 100 m → 	100 - ← → 300 m 	25 m ← → 	⇒
			FLYING FINISH NON-STOP LIGNE D'ARRIVEE VEHICULE LANCE	SSF Ad'ES		

All distances are approximate.
Toutes les distances sont approximatives.

FIA STANDARD RALLY CONTROL SIGNS

TIME CONTROL



Pre sign YELLOW
Control sign RED

SPECIAL STAGE START



Control sign RED

SPECIAL STAGE FINISH



Pre sign YELLOW
Finish sign RED

SPECIAL STAGE STOP CONTROL



Stop sign RED

END OF CONTROL ZONE



End of Control BEIGE

PASSAGE CONTROL



Pre sign YELLOW
Control sign RED

REFUEL ZONE START



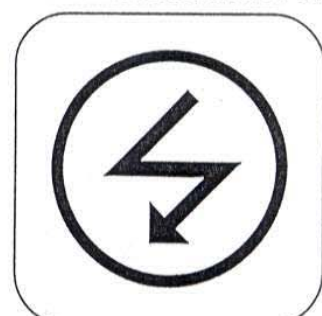
Zone start BLUE

REFUEL ZONE END



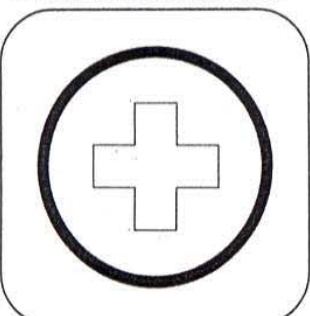
Zone finish BLUE

RADIO COMMUNICATION POINT



Pre sign YELLOW
Radio point sign BLUE

SAFETY MEDICAL POINT



Pre sign YELLOW
Medical point sign BLUE

TYRE MARKING



Sign BLUE
Marker pen RED

TYRE MARK CHECKING



Sign BLUE
Magnifier RED

APPENDIX II

COMPETITORS' RELATIONS OFFICER

PRINCIPAL MISSIONS

Inform the competitors and play a mediating role at all times.

This post must be entrusted to an official in possession of a licence issued by their ASN as it implies a certain knowledge of the general regulations. They may attend the meeting of the panel of the Stewards, in order to keep abreast of all the decisions taken.

The competitors' relations officer must be able to be easily identified by the competitors. To this end it is advisable that :

- 1) They wear a very conspicuous badge or a tabard.
- 2) They are introduced to the competitors at the drivers' briefing.
- 3) Their photograph be included in the Supplementary Regulations or in a bulletin if possible.

PRESENCE DURING THE RALLY

When the Secretariat is opened, they should have the secretary of the meeting draft a schedule of their duties which shall be posted on the notice board of the rally and which shall include :

- Presence at scrutineering
- At the Secretariat of the Meeting
- At the start of the rally
- At the regrouping halts
- In the Parc Fermé at end of sections
- Near the parc fermé at the finish (the latter being dependent on the rally timetable).

Function

- Give accurate answers to all questions asked
- Provide all information or additional clarifications in connection with the Regulations and the running of the rally.

Mediation

Avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the time keepers).

The competitors' relations officer shall refrain from saying anything or taking any action which might give rise to protests.

APPENDIX III

LIST OF CONNECTORS FOR TAKING FUEL SAMPLES

TECHNICAL LIST N° 5

1) Wiggins Dry Coupling : QD - 06D

James Lister and Sons Ltd
 Sandwell Industrial Estate
 Spon Lane South
 Smethwick, Warley, West Midlands B66 1QJ (GB)
 Tel. : 21-52 57 733 - Tlx : 33 66 66 - Fax : 21-55 35 951

Krontec
 Maschinenbau GmbH
 D-93073 Neutraubling (D)
 Tel. : 09 401 / 70 30 62 - Fax : 09401 / 70 24 76

2) Goodridge Dry Break Coupling : QD 591-06

Goodridge Ltd (Attn. Mr. George Owen)
 Exeter Airport Business Park
 Exeter EX5 2UP (GB)
 Tel. : (0392) 69090 - Fax : (0392) 66956

Goodridge Sarl
 22, boulevard Victor Hugo
 77000 MELUN (F)
 Tel. : 01 64 38 44 44 - Fax : 01 60 68 96 74

Goodridge Ltd.
 35-15(701) Kamiki Tazawa 4-Chome
 Setagata-KV, TOKYO 156 (J)
 Tel. : (03) 3329 5504 - Fax : (03) 3304 3316

Goodridge BV
 Leuwestein 40
 2627 AM DELFT (NL)
 Tel. : (015) 565232 - Fax : (015) 624717

3) Symetrics : MFR-11362 4306 06A V3 SN 158 et/and MFR-11362 34406 06A V3M SN 155

Symetrics Inc.
 PO Box 555
 Newbry Park
 Cal 91319-0555 (USA)

Raceparts UK
 Unit 3 - Rockeford Ind. Estate
 Wallingford, Oxon (GB)
 Tel. : 491-37142/37740 - Tlx : 847872

Gieffe
Via San Giullano 39
15040 CASTELCERIOLO (AL) (I)
Tel. : 0131/58 52 5 - Fax : 0131/58 54 54

4) Swap-Lite : 06

Earl's : 240106

Earl's
Performance Products
189W Victoria St.
Long Beach CA 90805 (USA)
Tel. : 213/609 1602

Tecno 2 s.r.l.
Via Roma 40
10099 S.MAURO T.SE (I)
Tel. : 0111/822 1969 - Fax : 0111/822 5073

Krontec : QD-06D

Krontec
Maschinenbau GmbH
D-93073 Neutraubling (D)
Tel. : 09 401 / 70 30 62 - Fax : 09401 / 70 24 76

Goodridge : QD 588-06

Goodridge Ltd (Attn. Mr. George Owen)
Exeter Airport Business Park
Exeter EX5 2UP (GB)
Tel. : (0392) 69090 - Fax : (0392) 66956

Goodridge Sarl
22, boulevard Victor Hugo
77000 MELUN (F)
Tel. : (1) 64 38 44 44 - Fax : (1) 60 68 96 74

Goodrige Ltd.
35-15(701) Kamiki Tazawa 4-Chome
Setagata-KV, TOKYO 156 (J)
Tel. : (03) 3329 5504 - Fax : (03) 3304 3316

Goodridge BV
Leuwestein 40
2627 AM DELFT (NL)
Tel. : (015) 565232 - Fax : (015) 624717

5) Aeroquip : D 90 / FBM 3083

Think Automotive Ltd
292 Worton Road
Isleworth
Middlesex TW7 6EL (GB)
Tel. : 081 568 1172 - Fax : 081 847 5338

Flexible Hose Supplies Ltd
 140 Edinburgh Avenue
 Slough SL1 4UA (GB)
 Tel. : 075 357 0863 - Fax : 075 382 4141

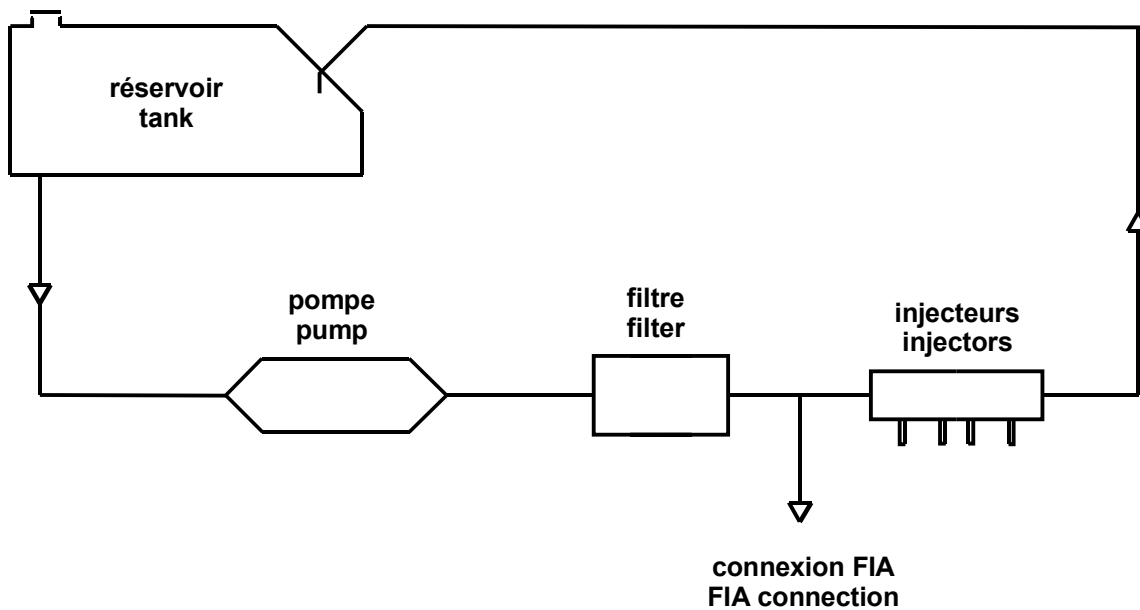
6) STAUBLI RBE :

06 11 50 OD JV
RMI 09.7655/L/EA/JV
SPH 05/BA/L/KJ/JV (Raccord)
SPT08.7655/L/JV

STAUBLI
 B.P. 70
 74210 FAVERGES (F)
 Tel. : (33) 50 65 60 60 - Fax : (33) 50 65 60 69

- The use of one of these connectors is obligatory in Rallies for the seeded drivers, but connectors 1, 2 and 3 are recommended in this case.

The assembly must be carried out according to the following diagram :



APPENDIX IV

SAFETY IN INTERNATIONAL RALLIES

The application of the following regulations is compulsory (but need not be included in the Supplementary Regulations of the rally).

Each organiser is encouraged to introduce additional measures in order to improve safety.

The Organisers' attention is further drawn to the requirements of Appendix H of the International Sporting Code, in particular those contained in Article 9.2.

1. GENERAL SAFETY

1.1 Safety Plan

A safety plan must be drawn up and include:

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

1.1.2 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 events in accordance with Appendix H)

Chief safety officer

Safety officers in charge of the safety of each special stage.

1.1.3 The addresses and telephone numbers of the various safety services in the areas where each special stage will be run:

Police

Hospitals

Emergency medical services

Fire fighting services

Breakdown services

Red Cross (or equivalent)

1.1.4 The full itinerary with detailed road sections;

1.1.5 The safety plan for each special stage, which must detail:

a) The exact location of all marshal posts, emergency vehicle and radio points by means of an accurate map. All GPS references used in the event must be exposed in the form of Degrees, Minutes and Decimals of minutes, e.g. 139° 36. 379'

b) Zones which are considered by the Organisers as open to the public, all other areas being considered prohibited to the public.

c) Measures to be taken for the safety of the crews.

d) Measures to be taken for the safety of the officials of the event.

e) The procedure for tracking competitors' vehicles.

f) Actions to be taken in the event of a missing crew.

1.1.6 The safety plan must specifically address issues in each of the following areas:

a) Safety of the public.

b) Safety of the competing crews.

c) Safety of the officials of the event.

1.1.7 For World Championship rallies, a draft of the safety plan must reach the FIA, the FIA media and safety delegates, at least two months prior to the start. This plan must contain the full itinerary including the road sections. Any comments by the FIA will be advised within two weeks of receipt.

1.2 Chief Safety Officer

1.2.1 A Chief safety officer will be designated in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.

1.2.2 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).

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

1.3 Special Stage Safety Officer

1.3.1 Each special stage will have a safety officer who will assist the chief safety officer.

1.3.2 The special stage safety officer must inspect the special stage and certify its conformity with the safety plan prior to the passage of the 0 car.

1.4 Control

1.4.1 The clerk of course shall be ultimately responsible for ensuring compliance with the safety plan.

1.4.2 In FIA Championship rallies the observer(s) will pay special attention to all safety procedures.

2. SAFETY OF THE PUBLIC

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

The following non-exhaustive measures, which complement the provisions of Appendix H of the International Sporting Code, are obligatory for all international rallies, except for Section 2.1.

2.1 Educational film (recommended for all events)

2.1.1 In the form of a commercial spot,

2.1.2 30 second duration.

2.1.3 With commentary by a leading driver or drivers, in one or more language(s) applicable to the country of the event.

2.1.4 Should not show accidents.

2.1.5 Should be broadcast several times.

2.2 Special Stage recommendations

2.2.1 The design of each event should take into account spectator considerations unique to the country in which the event is taking place.

2.2.2 Special stages should be situated and scheduled to discourage movement of spectators between them.

2.2.3 Reconnaissance is considered a safety factor.

2.2.4 Should a special stage be delayed or cancelled for safety reasons this will not be penalised in the observers' report (unless due to problems created by or not properly anticipated by, the Organisers).

2.2.5 Cars (referred to as course information cars) equipped with public address systems must traverse each stage approximately one hour before the road closure cars (zero cars) to warn spectators and ensure that any who are in prohibited areas are removed from those areas. The car may be replaced by a helicopter equipped with loud speakers. This operation may be repeated several times if necessary.

2.3 Control of Spectators

2.3.1 The Organisers, with the assistance where necessary of the public order authorities, must use his / her reasonable endeavours to limit access of the public to clearly defined zones, all other areas being regarded as prohibited to the public.

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

2.3.3 Safety instructions must be distributed to the public at all access points.

2.3.4 Marshals or public order authorities (police, military etc.) must be present in sufficient numbers to ensure public safety during the special stage.

Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket.

2.4 Refuelling and Servicing

Where the public is permitted access to areas where refuelling or servicing will take place, the Organisers must ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

2.5 Accident Reporting

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 to the next radio point as specified in the road book and signposted on the route according to Article 3.3.3 below. If he fails to observe this rule, the Stewards may impose on the crew responsible a penalty which may go as far as exclusion.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents. (This rule must be included in the regulations of the event)

2.6 Accident investigations

Any accident involving a fatality or serious injury must be the subject of a report to the FIA Rally Commission, with a copy to the FIA Medical Commission. This report is to be prepared by a committee consisting of the ASN-appointed steward of the event, the ASN-appointed chief scrutineer, the chief safety officer, the chief medical officer and, where possible, a representative of the police or similar authority. The report should reach the FIA no more than 30 days after the conclusion of the event except where legal or other protocols prohibit.

2.7. Course cars

2.7.1 Each organiser must use at least two course cars numbered 00 and 0 (“Zero Cars”).

2.7.2 Each car must have a panel 36 cm x 50 cm on the bonnet or the roof, and the two front doors bearing the word “Safety” or the equivalent in the national language of the event, and be equipped with warning roof lights and a siren. The Zero (0) Car must be equipped with a video camera to record the conditions on every special stage during the passage of this car.

2.7.3 The drivers and co-drivers of the Zero Cars must have considerable rally experience, be fully conversant with all relevant regulations and the safety plan and must keep the clerk of the course fully informed at all times concerning the conditions along the route. No Priority A driver or a driver who has retired from the rally may drive a course car. The clerk of the course should take note of the recommendations of the Zero Car drivers in order to ensure that a special stage is cancelled if dangerous conditions exist. Zero Cars should also check time clocks and have time cards correctly completed.

2.7.4 “Course Information Cars” equipped with public address systems must traverse all special stages approximately 45 mins to 1 hr before the start of the first car to warn spectators and ensure that any who are in dangerous places are removed from those areas. The car may be replaced by a helicopter equipped with loudspeakers. The operation may be repeated several times if necessary.

2.7.5 Each organiser must use a course opening car (“Sweeper Car”) to pass through each special stage after the last competitor. These cars must carry a panel as detailed in Article 2.7.2 showing a chequered flag.

2.7.6 Course cars must be FIA homologated series production cars. Cars in the process of being homologated or cars which are not homologated but are widely available may be used with the specific approval of the FIA.

2.8 Safety on Road Sections

The itinerary and time schedule must take traffic problems and the crossing of built-up areas into consideration.

2.9 Information

Information addressed mainly to the public will be issued by different means;

- written, spoken and televised media
- Posters
- Distribution of leaflets
- Passage on the route of a vehicle (course information car) equipped with loudspeaker to inform the spectators (45 minutes to 1 hour before the start of the first car).

3. SAFETY OF THE COMPETING CREWS

3.1.1 At the start of each special stage:

In compliance with Appendix H 9.2 and 9.4 and with any vehicles having unimpeded access to the stage:

- 1 medical first intervention vehicle
- 1 doctor qualified in resuscitation
- 1 paramedic
- 2 4-kg fire extinguishers with trained operator
- Hydraulic (or similar) extrication equipment capable of cutting roll cage tube
- Suitable communications equipment to maintain contact with HQ.

3.1.2 At the intermediary points on the route for long stages (>15 km):

Where the average speed of the fastest competitor (based on the rally average of the previous year) is less than 75 kph, the deployment of these vehicles should be revised and their number and/or positioning modified if necessary so as to obtain intervention times comparable to those of the fastest special stages. Furthermore, if the nature of the ground, the climatic conditions or special circumstances require it, this distance may be modified on the joint proposal of the Chief Medical Officer and the safety officer (the FIA Medical Delegate and the FIA Safety Delegate in the case of rallies in the World Championship), when the safety plan is approved. These provisions are recommended for all rallies.

Such safety points shall involve:

- 1 medical intervention vehicle
- 1 doctor qualified in resuscitation or possibly 1 paramedic specialised in resuscitation
- Suitable communications equipment to maintain contact with HQ.

3.1.3 At the stop point of each special stage:

2 (minimum) 4kg fire extinguishers.

3.1.4 Either,

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

b) At the start of the special stage:

1 standardised ambulance complying with the regulations of the country concerned, equipped for resuscitation (see Appendix H 9.4).

1 breakdown vehicle.

Suitable communications equipment to maintain contact with HQ.

If the location is the service park, then two of each of the specified vehicles, so that if one is called into service the other will remain on standby.

3.1.5 For World Championship rallies, and recommended for other rallies, a rescue ambulance helicopter when the time required for transferring a casualty by road between the furthestmost point of the special stage and the hospital is greater than 1 hour and 30 minutes (Appendix H 9.2).

3.1.6 The first intervention vehicle shall be capable of proceeding into the stage quickly and shall be equipped as a minimum as follows:

a) The medical team as specified in Appendix H 9.2.

b) The medical equipment as specified in Appendix H 9.2.

c) A kit of basic rescue equipment specified by the chief medical officer in collaboration with the chief scrutineer.

d) 2 4-kg fire extinguishers with trained operator.

e) Suitable communications equipment to maintain contact with Rally HQ.

f) A warning siren.

g) Suitable identification.

Note: Where the terrain so requires, two vehicles may replace the first intervention vehicle:

1 medical intervention vehicle (a + b + e + g)

1 technical intervention vehicle (b + c + d + e)

3.2 Preventative Measures (Signalling and road markings)

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

a) major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, police or other authority.

b) short no-through roads (e.g. to farms etc) must be blocked or taped, with a notice affixed to the barrier or tape advising of the conduct of the event and the danger of entry.

3.2.2 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 which must be rectified prior to the commencement of the special stage.

3.2.3 Marshals' posts will be positioned along the course so as to;

- keep the public outside prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers

- As far as possible, warn crews of any obstructions in the special stage, through the use of yellow flags

3.2.4 Should the use of yellow flags be required, the following procedure is to be adopted;

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

3.2.4.2 The yellow flag will be displayed to crews only on the instruction of the clerk of the course.

The flags may only be displayed by a marshal wearing a distinctive yellow jacket on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the Stewards by the clerk of the course.

3.2.4.3 On passing a displayed yellow flag, the driver must immediately reduce speed 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.

3.2.4.4 A crew which has been shown the yellow flag will be given a notional time for the stage, according to the procedures laid down in Article 19.16.

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

3.2.4.6 Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

3.3 Supervision

3.3.1 A radio network (set up approximately every 5 km) unique to each special stage must be established to allow the vehicles to be tracked and the running of the rally to be supervised.

3.3.2 Each radio point shall be identified in the road book and by a sign at least 55 cms in diameter, bearing the radio point symbol. The radio point sign symbol must be in black on a blue background.

3.3.3 In addition there should be a warning sign 100 m prior to the SOS radio point.

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

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

3.4 Road Book

3.4.1 Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the green "OK" sign must be clearly shown by a crew member to the next 3 following vehicles and to any helicopter attempting to intervene.

3.4.2 Each road book shall contain a separate page preceding the itinerary page in which the accident procedure will be set down (refer to example sheet).

3.4.3 All competitors are obliged without exception to comply with the requirement of General Prescriptions Article 19.19 Competitor Safety.

3.4.4 All competitors are to be reminded of this regulation by the issuing of a written notice to each crew member at documentation.

3.4.5 Any crew which is able to, but fails to comply with this rule may be penalised by the Stewards in accordance with the International Sporting Code.

Example

Accident & Safety Procedure

1) All competitors must be conversant with FIA Rally General Prescriptions Article 19.19 Competitor Safety and Appendix IV Article 3.4 Road Book.

2) When a red "SOS" is displayed it is **MANDATORY** to stop and assist the crew requiring help. You are responsible to help the injured and make sure that safety services are mobilised as quickly as possible.

3) The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.

4) The next car must take the following information to the NEXT radio post which may be the finish control:

- competition number of the crew involved
- if and how many crew members or spectators are injured
- if any crew member or spectator are trapped in or outside the car
- location of the accident, i.e. the closest road book junction or kilometre post
- any other vital information, i.e. fire, water.

5) The following cars must stop if the red "SOS" is displayed.

6) All competitors stopped in a stage must place their red triangle at least 50 m before where the car is stopped even if the car is clear of the road.

7) The event emergency telephone number is: (organiser to detail).

8) If you retire you must inform the organisers: telephone number(organiser to detail).

9) All competitors retiring from the event are obliged to hand in their time card to the nearest control point as soon as possible.

This page to be inserted in road books

3.5 Evacuation

3.5.1 Evacuation routes must be planned for each special stage. They must be clearly shown in the safety plan (by a map or diagram).

3.5.2 Emergency services of all hospitals near the route must be on standby.

3.5.3 Organisers are reminded of Article 9.2.3.3 of Appendix H of the International Sporting Code, which specifies that a helicopter is required on events in an FIA Championship where the journey by road between the farthest point of a special stage and the nearest hospital takes 1 1/2 hours.

4. SAFETY OF THE OFFICIALS

- 4.1 Whilst the primary responsibility of the Organisers is to ensure the safety of the public and the competing crews, the safety of officials is also very important.
- 4.2 Organisers must ensure that in performing their duties officials are not required to place themselves in danger.
- 4.3 It is the Organisers' responsibility to ensure that officials are adequately trained in this regard.

5. WORLD RALLY CHAMPIONSHIP REQUIREMENTS

Although this section relates particularly to events in the World Championship, its application is recommended for all international rallies.

5.1 Each event of the FIA World Championship has its own special characteristics. Each Organiser must adapt the safety measures to the terrain and to the characteristics of the public. The Organisers are responsible for this to the FIA World Motor Sport Council and the FIA Rally Commission. The measures implemented will be detailed in the observers report and the Rally Commission will take them into account when selecting events for the Championship.

5.2 It is the Organisers' responsibility to accelerate the education of the public and of all parties concerned, by improving the safety requirements, including the educational film on safety.

5.3 Running of Special Stages

5.3.1 The clerk of course is responsible in all circumstances for the running of the event.

5.3.2 However, the clerk of course should take note of the recommendations of the FIA Safety Delegate (see Article 5.3.7), the observers and the chief safety officer, as well as the crew of the zero cars in order to ensure that a special stage is cancelled if dangerous conditions exist.

5.3.3 The Organisers and the clerk of the course must make provision for an alternative route for each special stage which could be used in the event of cancellation as above.

5.3.4 Should the clerk of the course refuse to cancel a special stage which is considered dangerous, he may be called to appear before the Rally Commission in the presence of the permanent safety delegate where the video film taken from any competing car or zero cars may be viewed (see below).

5.3.5 In addition, it is required that the 0 car be fitted with a video camera which must record the conditions on every special stage, during the passage of this car. In relation to the video footage from competing cars, the Rally Commission requests that ISC provide to the FIA permanent safety delegate at the end of each leg, a copy of all video tapes taken from the first competing vehicle on the road equipped with an on-board camera.

5.3.6 If the Rally Commission confirms that a special stage has been run in dangerous circumstances, a proposal will be put to the World Council that the event concerned should not be included in the following year's World Championship.

5.3.7 The FIA has appointed a permanent safety delegate for events in the FIA World Rally Championship.

The delegate will traverse each special stage either by helicopter or in a suitably equipped vehicle positioned between the 0 car and the 00 car.

There must be suitable communication between the permanent safety delegate designated by the FIA and the clerk of the course. This communication must consist of a primary system in conjunction with an independent backup system.

The permanent safety delegate shall be empowered to make recommendations concerning the running of a special stage should, in his opinion, public safety be potentially compromised. The final decision to cancel or delay a special stage shall rest with the clerk of the course.

However, the World Motor Sport Council may demand an explanation from an organiser who fails to accept the recommendation of the permanent safety delegate.

5.4 The Rally Commission will continue to study other solutions to safety issues.

5.5 Helicopter surveillance is desirable in rallies of the World Championship.

APPENDIX V

TYRE REGULATIONS

1. World Rally Championship

All tyres must be moulded.

2. Definition of moulded tyres

2.1 Definition of the control surface

Tread pattern with a width of 170 mm (85 mm each side of the tyre centre line) and a circumference of 140 mm. In this area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram 1) and 2 mm wide must occupy at least 17 % of the total surface.

This tread pattern must be moulded.

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

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

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

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

2.5 Hand-cutting is authorised on homologated tyres.

3. Tyre homologation

At least two weeks before the start of scrutineering for a given event, the tyre manufacturer will present the FIA with a drawing (or drawings) of the tread pattern(s) to be used in this event in order to obtain the homologation in accordance with point 2. Once obtained, the homologation remains valid, with no expiry date.

The FIA will issue a form for each tread pattern, with a calculation of all the different parameters, in accordance with point 2.1.

Each tyre manufacturer will supply the FIA with a drawing (scale 1) of the tread pattern and the dimension of the smallest groove, in accordance with point 2.

On the homologation drawing, the manufacturer will indicate the size of the rim and the dimensions for the purpose of determining the adequate control surface.

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

4. During the event

4.1 Point 2.1 will be checked at the start of each rally and each time the competitor replaces a used tyre with a new tyre.

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

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

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

5. Other FIA Championships

All the cars taking part in the FIA Championships must use moulded tyres (see definition in point 2 above).

6. Tyre marking procedure

The marking of the tyres is obligatory for all the competitors entered in the World Rally Championship (Drivers and Manufacturers).

Concerning the regulations on tyres within the framework of the World Rally Championship only, the following points must be noted:

- The tyres will be marked throughout the rally in accordance with the instructions given by the FIA.
- At the start of each leg, the four tyres mounted on the car and the two possible spare tyres will be marked using a special ink, the same colour for all the competitors.
- At the start from each service park or service zone, the same marking operation will be carried out using a different colour.
- Tyres which have not been used on the previous special stages or which, even if they have already been used, are nevertheless in conformity with the regulations, may be marked again.

A tyre marking zone reserved exclusively for this purpose shall be established at the exit of the refuelling zone and denoted at its entrance by the tyre marking sign. For the sole purpose of assisting the tyre marking procedure, one extra member of the team of each crew may have access to this zone and only for the period of time when the car is in that zone.

The Organisers should make due allowance for this in the rally timetable.

Control

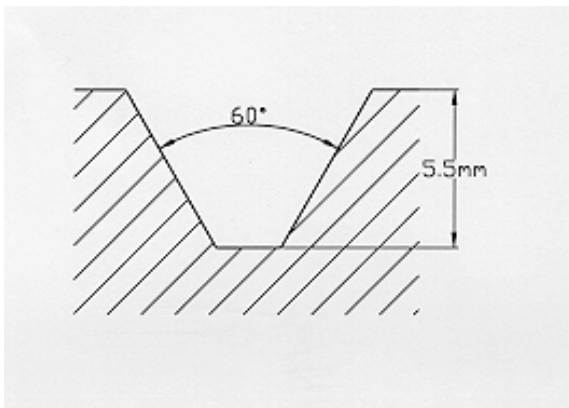
At any time during the event, controls may be carried out to check the conformity of the tyres.

Any tyre, which is not in conformity, will be marked with a special stamp and must not be used.

At the time control before the start of a special stage, if a scrutineer notes that a tyre mounted on the vehicle is not in conformity as regards the minimum depth (see point 4.4.2 of the tyre regulations), the competitor must replace this tyre with one carried on board his vehicle, on condition that the replacement tyre is in conformity, before taking the start.

The post chief will then issue the competitor with a new starting time for the start of the special stage concerned.

Any breach of the tyre regulations will be submitted to the Stewards and may result in a penalty, which may go as far as the exclusion of the crew by the Stewards.



APPENDIX VI

STANDARD SUPPLEMENTARY REGULATIONS FOR FIA CHAMPIONSHIP RALLIES

Introduction

The following outlines the content of the Supplementary Regulations for all FIA Championship rallies. It is a guide for use of the rally organisers. This layout is centred on World Rally Championship events. Some headings are not valid for Regional Championship events, and in some cases, the contents may need to be adapted to local needs.

Announcement

The rally will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions applicable to all FIA Rally Championships, the regulations for the FIA World Rally Championship and FIA Junior World Rally Championship / FIA Production Car World Rally Championship (for drivers), 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).

Index

Programme

- Opening date for entries
- Closing date for entries
- Issuing of the road book, map and Rally Guide 2
- Closing date for order of FIA fuel
- Closing date for co-driver details
- Reconnaissance starts
- Collection of material and documents
- Opening of media centre and media accreditation
- Team manager briefing
- Doctors' briefing
- Helicopter pilots' briefing
- Reconnaissance ends
- Shakedown
- First Stewards' meeting
- Pre-event press conference
- Administrative check
- Scrutineering – sealing and marking
- Publication of start list for Leg 1
- Ceremonial start (if any)
- Publication of start list for Leg 2
- Publication of start list for Leg 3
- Publication of final provisional classification
- Prize-giving
- Final scrutineering
- FIA press conference

1. Description

- 1.1 Place and date of the event
- 1.2 FIA titles for which the rally counts
- 1.3 Visa numbers – FIA and ASN
- 1.4 Location of Rally HQ
- 1.5 Location of start and finish
- 1.6 Location of parc fermé for each leg
- 1.7 Location of service park(s)
- 1.8 Location of media rooms
- 1.9 Road surface

2. Organisation

- 2.1 Organiser's name
- 2.2 Address and contact details
- 2.3 Organisation committee
- 2.4 Stewards of the meeting
- 2.5 Observers (if any) and delegates
- 2.6 Senior officials inc competitors' relations officer, press officer and safety officer

3. Entries

- 3.1 Opening and closing dates
- 3.2 Entry procedure
- 3.3 Number of entrants accepted and classes
- 3.4 Entry fees
- 3.5 Payment
- 3.6 Refunds

4. Insurance

5. Advertising

6. Identification Numbers

7. Tyres (if applicable)

8. Fuel

- 8.1 Order Procedure
- 8.2 Distribution during the rally

9. Testing

- 9.1 National restrictions (if any)

10. Reconnaissance

- 10.1 Procedure for registration
- 10.2 Schedule
- 10.3 Specific and / or national restrictions
- 10.4 Fitment of speed control checking devices

11. Administrative Check

- 11.1 Location
- 11.2 Times / schedule
- 11.3 Documents to be presented

12. Scrutineering, Sealing and Marking

- 12.1 Location
- 12.2 Times / schedule
- 12.3 National regulations

13. Shakedown

- 13.1 Who may participate
- 13.2 Location
- 13.3 Times

14. Start of the Rally

- 14.1 Publication times of starting lists
- 14.2 Ceremonial start (if any)
- 14.3 Official start
- 14.4 Start area / start parc fermé

15. Running of the Rally

- 15.1 Time card change during the rally
- 15.2 Starting system of special stages
- 15.3 Early check-in at the end of a leg
- 15.4 Identification of officials
- 15.5 Super special stage (if any)

16. Service Park(s)

- 16.1 Location(s)
- 16.2 Access times for service vehicles
- 16.3 Other points

17. Gravel Cars

- 17.1 Registration
- 17.2 Particular regulations

18. Prizes

- 18.1 Prize-giving
- 18.2 Prizes

19. Final Checks

20. Results

- 20.1 Publication of provisional final classification

21. Protests

- 21.1 Protest fees
- 21.2 Appeal fees

Appendix 1

Itinerary

Appendix 2

Name and photographs of CRO

Appendix 3

Competition numbers and advertising

Appendices 4, 5, 6, etc

At the organiser's discretion

APPENDIX VII**TIME CARDS****STANDARDS FIA TIME CARDS****SIZE**

18 cms ↑ x 9 cms ⇔ (vertical format) plus allowance for binding and index tabs as shown.

BINDING

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

USE OF THE PAGES

1. Top page [1] is detached at the arrival TC (after completion by the timing marshal) and is retained by him. The second page [1] is detached and given to the crew of the competing car. The hard copy page remains in the bound book.
2. Special Stage sheet [2] is detached after entry of the times and is kept by the STOP control marshal.
3. The top sheet of page [3] is removed after entry of the times and is kept by the arrival TC marshal. The second copy is removed and retained by the crew of the competing car. The third hard copy remains in the bound book.





This system ensures that at each control where times are recorded there is an « original » copy of the time card with the timing marshals. This is immediately available for checking and verification in case of need. Each co-driver also has an "original" copy of the time card for his/her own verification and confirmation of the times.

ISSUE AND COLLECTION OF TIME CARD BOOKS








The books containing the relevant time cards are issued and collected at locations deemed convenient by each event Organisers where there is a halt in the Rally which makes this possible and convenient, such as at Service Parks, Regrouping Controls, etc. Used bound books then become frequently available for the Results teams to undertake checking and auditing of times.

LANGUAGE












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

			
24-26 Aug 2001		TC 18B - TC 18C 105.15 km 70.1 km/h	
ARRIVAL TIME at TC 18C	Hr Min		
DUE TIME (Competitor use)	Hr Min		
TARGET TIME		01 30	
ACTUAL START			
TIME TAKEN			
		TC 18B	
		CAR NUMBER	
		STAMP/SIGN	

ROAD SECTION SHEET

			
24-26 Aug 2001		TC 19 - TC 20 27.16 km 54.3 km/h	
ARRIVAL TIME at TC 20	Hr Min		
DUE TIME (Competitor use)	Hr Min		
TARGET TIME		00 30	
ACTUAL START			
TIME TAKEN			
		RS	
		CAR NUMBER	
		SS 19 EHIKKI 2 19.08 km	
FINISH TIME	Hr Min Sec 1/10		
ACTUAL START			
TIME TAKEN			
Provisional start time			STAMP/SIGN
ARRIVAL TIME at TC 19			

ROAD SECTION & SPECIAL STAGE SHEET

 24-26 Aug 2001	 TC 19 - TC 20 27.16 km 54.3 km/h											
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Hr	Min											
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Hr	Min											

APPENDIX VIII

ROAD BOOK

- The Road Book shall be A5 size.
- The Book is to be printed in portrait format and bound on the left side with metal or other suitably strong binding capable of 360° opening.
- Printing may be double-sided in which case paper of thickness 90 gsm or greater must be used.
- Printing is to be on white paper only i.e. there is now no need to use colour to distinguish between special stages and liaisons, this being achieved by a shading of the "Direction" column similar to the sample.
- There must be an easy method, preferably on the cover, of distinguishing the Book for each Leg.
- Headings shall be in English and/or the national language optional.
- A new page is required for the start of each road section (a Special Stage). However, whereas previously a new page was used from the Stop Point after a special stage, this is no longer necessary, the end of the special stage (and start of the liaison) being a continuation on the same page (as per the example).
- The vertical line between the "Direction" and "Information" column shall be filled in black where the road surface is gravel and shall be left blank (white) where the surface is tarmac or sealed.
- The number of the Special Stage may be placed on the side of the page (as shown on the attached example) to enable easy location of the stage. When printing is double-sided it should be the outside edge i.e. opposite the bound edge. The number should only appear on pages relating to the special stage.
- All of the 5 km SOS points and ambulance points should be indicated by the appropriate symbols.
- A symbols page should appear in the front page of the Road Book.
- The itinerary for the whole rally should appear on each Road Book.
- Where a road section is followed by a special stage the distance, in metres, between the Time Control and the Start of the Special Stage must appear in the bottom right hand corner of the Information box for the instruction indicating the Time Control.
- The GPS location of the Start and Finish of each special stage and of the regroupings and service parks should be shown.
- A map of each special stage may appear on the page immediately prior to the first page for each special stage. This map may include:
 - a scale
 - the direction North
 - reconnaissance route
 - alternate route
 - start/finish and 5km SOS Points locations.
- They may be no more than 6 instructions per page.
- Photographs or diagrams of control locations be included if necessary to avoid confusion.

- The Road Book should also contain:
 - A variation in direction arrow thickness should be used to indicate a major / minor road, not the direction to be taken.
 - A tripmeter point on the junction drawing is helpful.
 - On road sections, junctions to / from another SS is useful.
 - list of hospitals/medical centres
 - telephone numbers for Rally HQ and Emergency Services
 - withdrawal form
 - enquiry form
 - Green or Red Cross and "OK" sign

TC 4 - SEINE		Distance		Leg Etape 1	Page
TC 5 - DANUBE		74.60 kms.		Section 2	12
Special Stage Epreuve Speciale <i>Thames</i>		Average Moyenne 4 17.64kms.		Time allowed Temps Imparti 80 mins.	
Distance		Direction		Information	
Total	Partial			Dist. to go Dist. regres.	
68.46	0.34	 49		 6.14	
70.67	2.21	 50		 3.93	
71.03	0.36	 51		 3.57	
74.60	3.57	 52		 TC 5 (0.24) 0.00	

TC 5 - DANUBE		Distance		Leg Etape 1	Page
TC 6 - RHINE		31.92 kms.		Section 2	13
Special Stage Epreuve Spéciale <i>Danube</i>		5 23.64 kms.	Record 17.28 (1994) Sainz - Moya Toyota Celica GT4	Time allowed Temps Imparti 33 mins	
Distance		Direction		Information	
Total	Partial			Dist. to go Dist. regres.	
0.00	-				31.92
		1	23.64		
0.93	0.93				30.99
		2	22.71		
1.74	0.81				30.18
		3	21.90		
5.15	3.41				26.77
		4	18.49		
5.36	0.21				26.56
		5	18.28		
6.42	1.06				25.50
		6	17.22		

5

APPENDIX IX

STANDARD ENTRY FORM

EVENT/ASN

LOGO

Name of the RallyFIA
Championship
LOGO

INDIVIDUAL ENTRY FORM

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

DETAILS OF THE CAR

Make		Registration No.	
Model		C.C.	
Year of manufacture		Body No.	
Group / Class		Engine No.	
Homologation No.		Predominant colour	
Country of registration		Tech. Passport No.	

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 entrants ASN, a bankers draft or details of a bank transfer etc.)

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

SEEDING INFORMATION

First _____ Driver _____
 Car _____ Group/Class _____

FIA Priority A YES/NO Previous FIA seed YES/NO
 FIA Priority B YES/NO If yes, year _____
 National seed YES/NO Priority _____
 National Championship winner? YES/NO If yes, championship _____ Year _____

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

DECLARATION OF INDEMNITY

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

ACKNOWLEDGEMENT AND AGREEMENT

By my signature I declare that all the information contained on the entry form is correct and that I acknowledge and agree in full to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this event.
(Wording variable depending on national laws and regulations in force)

ASN Stamp *	Signature of Entrant	Signature of 1 st . driver	Signature of Co-driver
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*Or letter from the entrant's ASN authorising and approving the entry

Date _____

APPENDIX X

REGULATIONS ON THE CRITERIA FOR INCLUSION OF RALLY DRIVERS ON THE FIA SEEDED DRIVERS' LISTS

FIA World Rally Championship

1. First Priority

First priority drivers are the drivers entered by a manufacturer registered for the FIA World Rally Championship for Manufacturers.

2. Second Priority

The Second priority drivers are:

2.1 Drivers entered with a World Rally Car who have been classified among the first ten in a World Championship Rally during one of the two previous Championship years or during the current Championship year. Drivers who have won the FIA Junior World Rally Championship or the FIA Production Car World Rally Championship during the two previous Championship years.

2.2 Drivers sanctioned by the FIA.

3. Third priority

Drivers entered in the FIA Junior World Rally Championship or the FIA Production Car World Rally Championship will be included in this list.

4. Priority B

4.1 Drivers who have been included on the priority A list in one of the two previous years and have lost this right (valid for 2 years).

4.2 Drivers who were placed 2nd or 3rd in the European, African, Middle East or Asia-Pacific Championships the previous year.

4.3 Drivers who have been classified 4th, 5th or 6th in a rally counting towards the FIA World Rally Championship for Drivers in the previous year.

4.4 Drivers who have won a group but who have not come first in the general classification of a rally counting towards the FIA World Rally Championship for Drivers in the previous year.

4.5 Any request made and approved by the Rally Commission Seeding Working Group after examination of the record of the driver concerned, the list of international rallies completed, and the car entered during the previous year. The programme planned for the next year and the group and potential performance of the car intended for use will also be considered. (NOTE: only rallies that were registered on the FIA international sporting calendar will be taken into account. National rallies will not be considered when evaluating the application. Priority B seeding status does not have any validity in World Rally Championship events).

4.6 In the case of an A or B seeded driver entering a rally with a car that in the opinion of the stewards does not justify him benefiting from his priority in the initial starting order, they may reposition him at their discretion.

4.7 All applications, using the official application form, type written (not hand written), must be sent within the period between 1st December and 1st March. Any application received outside this time frame will be studied once only at the beginning of June each year. Applications received at any other time will not be considered.

4.8 Completed application forms should only be submitted on behalf of their licence holders by ASNs and must bear their stamp or seal.

4.9 All application forms should be sent to Surinder Thatthi at the following addresses: Fax +254-20-4440346, or E-mail: surinder@africaonline.co.ke

The following application form for rally driver B seeding will be sent to the ASNs concerned.



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

APPLICATION FORM FOR RALLY DRIVER B SEEDING

(The application form must be completed by the ASN and submitted to the FIA for consideration by the Rally Commission after approval by the Rally Driver Seeding Working Group).

Application submitted by ASN:

On behalf of its licence holder, driver [full name]

Date of application:

ASN Stamp

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RESULTS FOR 2003

EVENT	CAT.	DATES	S/F	O/A Result	CAR	GRP

SCHEDULE FOR 2004

EVENT	CAT.	CAR	GROUP

Notes: Event category: WRC [World Rally Championship], ERC [European Rally Championship], ARC [African Rally Championship], MERC [Middle East Rally Championship], APRC [Asia Pacific Rally Championship], INT [International rally], NAT [National rally].

S/F – Number of cars starting and classified as finishers

O/A Result: General classification result

If necessary, use a separate page to detail results and future schedule of events.

Final decision regarding approval or refusal of this application rests with the FIA.