

## FIA JUNIOR WORLD RALLY CHAMPIONSHIP (FOR DRIVERS)

### 1. General

The FIA organises the FIA Junior World Rally Championship for Drivers (the Championship).

The Championship is reserved for drivers taking part in the qualifying rallies of this Championship with Super 1600 Cars. Super 1600 Cars are Group A Kit Cars which have front-wheel drive and a normally aspirated engine with a maximum cylinder capacity of 1600 cm<sup>3</sup>, in conformity with the technical regulations applicable to these cars.

The FIA will publish the list of the eligible cars, which will be the only cars that may be used by a competitor to take part in the Championship.

This Championship is run according to the sporting regulations of the FIA World Rally Championship in their entirety, except with regard to the following articles which are specific to the Championship.

### 2. Events in the Championship

The number of events is 7.

### 3. Conditions for participation

**3.1** Registration for the Championship shall be in the name of the driver.

**3.2** Points scored in the Championship shall be in the name of the driver.

**3.3** The entry in individual rallies shall be in the name of the driver.

**3.4** Except in cases of force majeure, any registered driver who does not take part in one of the rallies in the Championship will be automatically excluded from the Championship classification and will be reported to the FIA, which will apply sanctions. The points will not be redistributed to those still in the Championship.

A driver shall be excused from this obligation when he/she is a FIA Priority 1 driver for the rally concerned.

For a case to be considered as force majeure, the entrant must notify the organiser in writing stating the reason for intended non-participation. As evidence all necessary documentation must be lodged with the organiser before the start of the rally for consideration by the Stewards.

If the competitor claims Force Majeure on medical grounds, then the following documents should be submitted to the FIA as soon as possible:

- The formal medical certificate(s) giving a precise diagnosis and description of injuries, prepared by the relevant specialist(s) (orthopaedist, neurosurgeon, sports doctor, etc.).

- Relevant para-clinical documents (X-rays, scans, etc.) to support the diagnosis.

- A signed statement from the driver authorising an FIA Medical Delegate to discuss the case with the relevant specialist(s) who prepared the medical certificate(s).

All documents must be in English (or accompanied by a certified translation), typed and legible. The authenticity of any document, translation, and/or copies must be certified. If the documentation is not complete, the FIA may request that the driver be examined by an FIA Medical Delegate.

**3.5** Applications to compete in the 2004 Championship may be submitted to the FIA no later than 30 November 2003.

**3.6** The maximum number of entries accepted by the FIA will be 30. If more than 30 entries are received at the closing date for entries, priority will be given to ASNs hosting a round of the Championship to nominate up to two drivers.

**3.7** Entry into the Championship shall be considered as an entry in each individual event of the Championship. Individual entry procedure must be respected. Thus, except in cases of force majeure as in Article 3.4, a registered driver must pay each Championship organiser the due entry fees irrespective of his or her participation.

**3.8** Drivers registered to participate in the Championship must have been born on or after 1 January 1975.

**3.9** Only the driver registered to participate in the Championship may drive on all the rally special stages or competitive sections.

**3.10** In rallies counting towards the Junior World Championship, the only cars accepted in the category of Group A 2-wheel drive cars with a cylinder capacity of between 1400 and 1600 cm<sup>3</sup> (A 6) are Super 1600 cars. Furthermore, any competitor not entered in the Junior World Championship must respect all the rules applicable to that Championship and may enter a maximum of only two Championship rallies.

#### **4. Conditions for classification**

**4.1** For each rally in the Championship, a separate classification of the registered drivers will be drawn from the general classification and points will be awarded to the registered drivers according to the following scale:

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

**4.2** The driver who has scored the highest total number of points taking into account the results obtained in the qualifying events of the Championship, will be declared the FIA Junior World Rally Champion.

#### **5. Fuel**

Drivers registered in the Championship must use FIA fuel.

#### **6. Priority and starting order**

**6.1** The drivers registered in the Championship are given 3<sup>rd</sup> priority. Subject to FIA approval, they will take the start after the last 2<sup>nd</sup> priority driver.

**6.2** The start order for the first rally of the Championship shall be in numeric order. From the second rally of the Championship, the start order shall be as the provisional classification of the Championship.

#### **7. Servicing**

**7.1** Only one service vehicle per registered driver is authorised in the service parks. The total space allocated to a competitor will be maximum 10x10 metres. Competitors wishing to bring a service vehicle longer than 8 metres may do so by permission only.

**7.2** The maximum number of mechanics allowed to work on one and the same car at the same time is four. Any breach of this rule will be reported to the Stewards by the rally officials and may result in a maximum penalty of exclusion.

**7.3** Each entrant will be issued with four tabards (or other identifying garments) which are unique for the car belonging to that entrant. To be eligible to work on the entrant's car (or any component that has been taken from the car during that service period), a mechanic must wear one of these four tabards.

**7.4** Any exchange of data with the entrant's car by other than wire connection or memory card is forbidden. Exchange of data with the car is considered work on the car and the mechanic(s) undertaking such exchange must wear a tabard.

The tabard may be exchanged between mechanics during a service period.  
A mechanic with a tabard may accept and fit components that are handed to him by anyone not wearing a tabard.

**8. Tyres**

For each Rally, the maximum number of tyres to be used by each car, including any spare wheels, shall be decided by the tyre supplier in conjunction with the FIA and the organisers. This number shall be announced by the tyre supplier to the teams concerned no later than 4 weeks prior to the start of the rally concerned. Any competitor failing to comply will be reported to the Stewards by the rally officials and may receive a maximum penalty of exclusion.

For each car, the maximum number of spare wheels is two.

**9. Competition numbers**

The FIA will allocate a permanent competition number to each driver registered between 31 and 60 for the Championship season.

**10. Gravel cars**

No gravel car is permitted for drivers entered in this Championship.

**11. Reconnaissance cars**

Article 14.3 of the General Prescriptions (Reconnaissance cars) applies, save that cars must be 2-wheel drive.

**12. Shakedown**

Shakedown for drivers entered in the Championship is left to the Organisers' discretion.

**13. On-board Camera**

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

**14. Procedure for marking the gearboxes and differentials**

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

**14.2** Only one spare gearbox and one spare differential may be marked. The parts will be identified by the car's competition number (e.g. Car N° 1 – spare gearbox N° 1R).

**14.3** These spare parts may be marked at pre-rally scrutineering or during the events. In any case, the gearbox and the differential installed on the car must be sealed.