

FIA WORLD RALLY CHAMPIONSHIP

1. GENERAL PROVISIONS

The FIA organises the FIA World Rally Championship (the Championship) which is the property of the FIA and which comprises two World Champion titles, one for the drivers and one for the manufacturers. It is made up of a maximum of 16 events.

The Championship is governed by the FIA International Sporting Code and its appendices (the Code), the Rally General Prescriptions (the Prescriptions) and the present Sporting Regulations specific to the Championship.

2. ELIGIBLE CARS

2.1 Groups:

Production Cars – Group N

Touring Cars – Group A (including World Rally Cars).

2.1.1 In rallies counting towards the Junior World Rally Championship, the only cars accepted in the category of Group A 2-wheel drive cars with a cylinder capacity of between 1400 and 1600cc (A6) are Super 1600 cars. Furthermore, any competitor not entered in the Junior World Rally Championship must respect Articles 7 and 8 (Servicing and Tyres) applicable to this Championship, with the exception of tyre make which is free.

2.1.2 In rallies counting towards the Production Car World Rally Championship, any competitor not entered in this Championship must respect Articles 7 and 8 (Servicing and Tyres) applicable to the Production Car World Rally Championship.

2.2 Classes:

A minimum number of five starters per class are admitted: should this number not be attained, the competitors in the class concerned are admitted in the next class up.

3. CHARACTERISTICS OF THE RALLIES

3.1 Types of road surface

Unless a waiver is requested by the Organiser ASN and granted by the FIA, a road surface of a single type (asphalt or gravel) must be used for the special stages of a rally.

3.2 Special stages

3.2.1 The total length of the special stages is a minimum of 340 km and a maximum of 360 km.

3.2.2 When the helicopter cannot fly, on the joint decision of the clerk of the course and the FIA safety delegate, a special stage may be postponed or cancelled if the transfer time by ambulance to the selected hospital is greater than the time decided to be appropriate after consultation between the chief medical officer and the FIA safety delegate.

3.2.3 Points regarding the use of yellow flags:

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

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

The flags may only be displayed by a marshal wearing a distinctive 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.

c) During reconnaissance, a sign bearing the symbol specified in the General Prescriptions must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.

d) On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or safety car drivers he / she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

- e) No flag other than the yellow flag may be deployed at any point in a special stage.
- f) Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

3.3 Average speed in road sections

The average speed in the road sections must comply with the legislation currently in force in the country holding the rally. This speed must be specified in the road book.

3.4 Maximum average speed in special stages

It is recommended that :

- a) The average speed of any special stages run on gravel or a loose surface should not exceed 130 kph.
- b) The average speed of any special stage run on asphalt or a sealed surface should not exceed 110 kph.

3.5 Starting Order, Intervals and Re-Start

3.5.1 Leg 1

a) The First (P1) and Second Priority (P2) drivers shall start Leg 1 in the order of the provisional classification of the World Championship for Drivers for the current year. For the first round of the Championship, the start order shall be that of the final classification of the previous year. The FIA shall decide the order of drivers who have not been classified in the previous World Championship for Drivers.

b) The Third Priority (P3) drivers (drivers entered in the Junior or Production Car World Championships) shall start Leg 1 in the order of the provisional classification of their respective Championships for the current year. These maximum 30 cars shall carry competition N° 31 to 60. For the first round of the Championship, the start order shall be that of the final classification of the previous year. The FIA shall decide the order of drivers who have not been classified in the previous year.

c) All other drivers shall start as recommended by the Organiser. These cars shall carry competition Nos. 61 onwards.

3.5.2 Legs 2 and 3 (always based on the classification determined at the finish of the final special stage of the previous leg excluding any Super Special stage)

a) Any crew which has retired from either Leg 1 or Leg 2 may re-start the Rally from the start of the next leg. However, the crew will be penalised with a 5-minute penalty added to the fastest time of the drivers' priority group for each missed stage which shall include the special stage on which the crew has retired. For non-priority drivers, this 5-minute time penalty will be added to the fastest time achieved in its class. Should retirement occur after the last special stage, the crew will nonetheless be deemed to have missed that last special stage.

b) P1 and P2 drivers shall restart as a group recognising that the Stewards may apply Article 141 of the Code. The first 15 drivers in this group shall start in reverse order. The remaining drivers will restart in order of their provisional overall classification.

c) P3 drivers will normally restart as a group after the P1 and P2 drivers in order of their provisional classification recognising that the Stewards may apply Article 141 of the Code.

d) Subject to any decision of the Stewards on grounds of safety, all remaining drivers will restart as a group after the priority drivers in order of their provisional overall classification.

3.5.3 At the start of the rally, the first 20 P1 and P2 drivers will have an interval between their start times of at least 2 minutes. For subsequent legs, the first 20 P1 and P2 drivers in the partial unofficial classification will have an interval of at least 2 minutes. However, the start interval at the starting podium of a rally is left to the discretion of the Organiser. This point must be included in the Supplementary Regulations of the rally. Championship rallies that do not run special stages must also comply with this regulation.

3.6 Advertising, Competition Numbers and Driver's names

3.6.1 Advertising

The name of an automobile manufacturer cannot be associated with the name of the rally or appear in the Organiser's compulsory advertising spaces.

3.6.2 Competition Numbers

For the FIA World Rally Championship, the Organiser will provide each crew with the following which must be affixed to their car in the positions stated:

3.6.2.1 2 x front door panels measuring 67 cm long by 17 cm high including a 1 cm white surround. This panel shall comprise a 15 cm x 15 cm competition number box which shall always be at the front of the panel.

When the number is greater than 99, the box width may be increased. Numerals will be fluorescent yellow (PMS 803) of height 14 cm and stroke width 2 cm on a matt black background. The remainder of the door panel is reserved for use of the Organiser.

3.6.2.2 Each panel shall be placed horizontally at the leading edge of each front door with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the bottom window line.

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

3.6.2.4 1 x rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the Organiser. This panel shall be positioned at the top of the rear window, centred left or right as indicated in the Supplementary Regulations and adjoined to an area of 15 cm sq. This area shall contain the fluorescent orange (PMS 804) 14 cm high competition number on a clear backing. These numerals may be reflective and must be visible from the rear at eye level.

3.6.2.5 2 x numbers for each rear side window which shall be 25 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804) and may be reflective. These numbers shall be placed at the top of the rear side windows in conjunction with the driver's name (see Article 3.6.3).

3.6.2.6 1 x roof panel being 50 cm wide and 52 cm high, to be placed on the roof with the top towards the front of the car. A coloured fluorescent orange (PMS 804) competition number, 5 cm wide and 28 cm high will be displayed on a white background 50 cm wide and 38 cm high as in General Prescriptions Article 10.2.

3.6.2.7 For the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high which shall include the competition number.

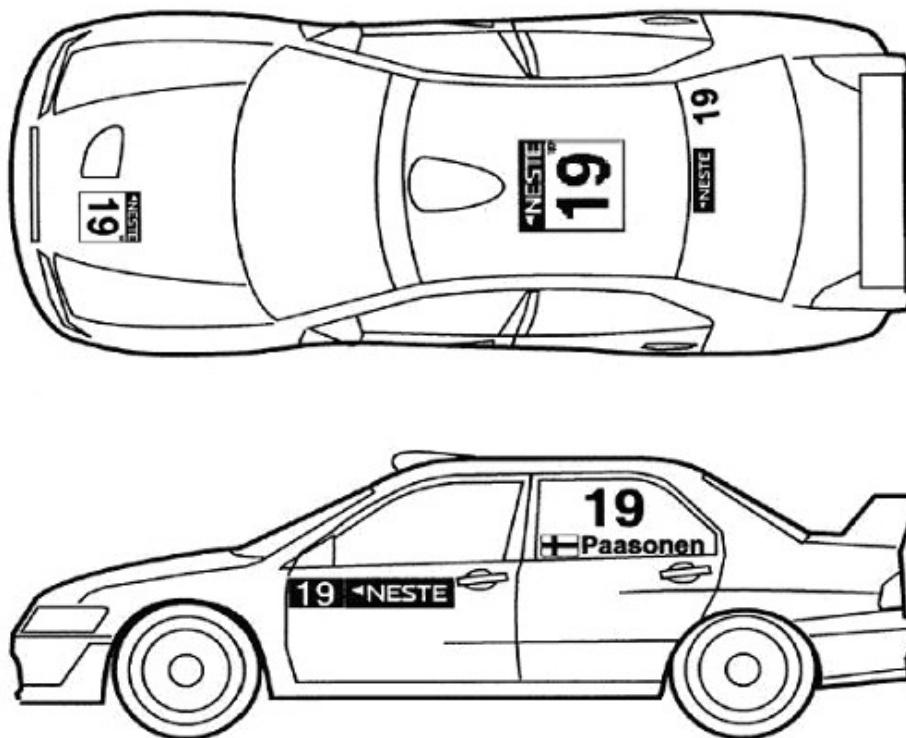
3.6.3 Driver and Co-Driver Names

3.6.3.1 The name of the driver must appear with his / her passport nationality national flag on the rear side window of both sides of the car, under the competition number. The surname alone shall be:

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

3.6.3.2 In addition to 3.6.3.1, the names of the driver and co-driver, with their national flags, must also appear on the front wings of the car.

Door plates and competition numbers



3.7 Entry fees

3.7.1 For each manufacturer entered in the World Championship, a standard entry fee of 28,000 € for each of the Championship rallies is charged. The fee for any third car entered by a manufacturer registered to participate in the Championship is 3,000 €.

3.7.2 The standard closing date for entries shall be 5 weeks before the start of the rally.

3.8 Noise level in the special stages

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

3.9 Tracking System

All cars must be fitted with:

- An FIA approved Safety Tracking System which will be checked at scrutineering. Instructions regarding collection return and fitment will be issued by each Organiser.
- An FIA approved Tracking System which will make it possible to check that prohibited servicing has not been carried out on the car.
- Any misuse of the system(s) during the rally will result in the competitor being reported to the Stewards who may impose penalties which may go as far as exclusion.

3.10 Tyre regulations

3.10.1 Number of tyres (except for Monte Carlo)

a) Tyre patterns:

For all the World Championship Rallies except the Monte Carlo Rally, 2 tyre patterns are authorised for each manufacturer entering the World Rally Championship.

- For the P1 and P2 drivers entered by a manufacturer registered in the Championship: these patterns must be registered with the FIA before the beginning of an event in accordance with the deadlines given in the table in Appendix V.

- For the P2 drivers not entered by a manufacturer registered in the Championship: the patterns must be registered during scrutineering. At scrutineering, the P2 drivers must name and give drawings or photos of 2 types of tyres (patterns and dimensions).

- Only these tyres may be used during the Rally. For each pattern, the dimensions will be given and if left tyres are different from right tyres, their patterns must be symmetrical. Handcutting is permitted.

b) Number of tyres

All P1 and P2 drivers entered by a manufacturer must provide the FIA with the list of bar codes of the tyres that may be used for each driver in accordance with the deadlines given in the table in Appendix V.

- A driver may not use a tyre that has been marked for another driver.

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

Each tyre must have a specific bar code number.

c) Bar code lists: the crews of the registered manufacturer teams and the crews entered in the Junior World Rally Championship must submit the bar code numbers of the tyres fitted to their cars at the exit TC of each service park when this TC is followed by a special stage, within 30 minutes following the exit of the car.

3.10.2 Number of tyres for Monte Carlo

In addition to the 2 types of tyre (not studded) allowed for asphalt, for the Monte Carlo rally it is possible to add 1 other type of tyre: It must fit 8x18-inch rims for 2-litre turbo (or the maximum authorised for the other classes). The number of studs must be stated in the supplementary regulations of the rally.

3.10.3 Banning of the use of foam rubber in tyres in Group N

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

3.10.4 Tyre regulations

Where no special stage is involved, non-registered pattern tyres may be used on liaison sections between 2 service parks, from the start, and to the finish of the rally.

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

3.11 Where a crew is unable to participate in the ceremonial start and/or super special stage on the Thursday evening (refer article 6.1) due to any incident during shakedown it shall be permitted to start the remainder of the rally on Friday morning at its allocated time provided that the Stewards are notified in their meeting and subject to passing the necessary scrutineering checks. Any crew affected by these circumstances, shall be allocated a time equal to the fastest Super Special Stage time recorded within its priority group (P1, P2, P3 and non-priority drivers) plus 30 seconds. The crew concerned must still attend the ceremonial start.

3.12 Limitation of the number of engines

3.12.1 Engine

For all cars entered by a manufacturer registered in the Championship, it will be possible to use a maximum of 8 engines for 16 Rallies. Cars entered by a manufacturer must be equipped with the same engine for rallies which are paired. The engine will be assigned to a competitor's number.

The list of Rallies to be run with the same engine is as follows:

1. Monte Carlo and Sweden
2. Mexico and New Zealand
3. Italy and Turkey
4. Cyprus and Greece
5. Finland and Germany
6. Argentina and Great Britain
7. Japan and Australia
8. France and Spain

3.12.2 Sealing of the engine

The engine of each car entered by a manufacturer will be sealed by a scrutineer at the start of the first rally of each pair and must remain sealed from the start of the first rally to the end of the second rally of the pair.

These seals may be destroyed only in the following cases:

- change of oil pan (only under the supervision of a scrutineer)
- if the car does not finish the first rally of a pair (the new engine will be sealed before the start of the second rally).

If the car finishes the first rally of a pair (thus appearing in the final classification) and the seals are found to be destroyed before the second rally of the pair (except for a change of oil pan), a 20-second penalty may be imposed by the Stewards at the next event.

3.13 Limitation on mechanical parts

For cars entered by a manufacturer registered in the Championship, the following parts will be sealed before each Rally:

- 1 front subframe and 1 rear subframe fitted on the car.
- 2 spare front subframes and 2 spare rear subframes for a team of 2 cars.
- 1 steering rack fitted on the car.
- 2 spare steering racks for a team of 2 cars.

All these parts must remain sealed until the end of the rally.

The car must always be equipped with a sealed front subframe, rear subframe and steering rack.

3.14 Limitation on the number of chassis

No more than 10 chassis for each 2-car team are permitted during the Championship season.

Up to 2 additional chassis may be allowed by the FIA in case of complete destruction.

4. SERVICE AND REPAIRS IN THE CASE OF A WITHDRAWAL / RETIREMENT

4.1 Service Parks

4.1.1 Throughout the rally there should be one Service Park from which it is recommended that the shakedown be serviced. Waivers may be granted by the FIA to allow the use of remote tyre fitting zones throughout the itinerary of the Rally.

4.1.2 The time scheduled for each rally car in the Service Park is as follows:

- a) Before 1st SS of each day: 10 minutes.
- b) Between two groups of stages: 30 minutes which shall be preceded by a 3-minute technical checking zone.
- c) At the end of legs 1 and 2: 45 minutes.

4.1.3 There will be a maximum of 120 km of special stage distance between visits to the Service Parks.

4.1.4 Entrants of priority 1 and 2 drivers may have up to eight personnel per car entered (six fixed for each Rally and two variable). These identified personnel may work on any car in the Rally.

4.2 Remote tyre fitting zones

4.2.1 In special circumstances by way of a waiver granted by the FIA, remote tyre fitting zones may be created. Remote tyre fitting zones must:

- Respect the special stage distances of the General Prescriptions (Article 12.5.1).
- Be defined by a time control at their entrance and exit.
- Not exceed 10 minutes duration for any one car.
- Allow for the changing of tyres and any service as under Article 4.2.3.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Article 4.2.2, the rally officials and media with appropriate passes.
- Prohibit the cutting of tyres and / or any method of artificially warming tyres outside the service park.

4.2.2 At any tyre fitting zone, a maximum of 2 team personnel per competing car may enter the zone. In the zone, only the crew and the 2 team personnel may work on their car. It is recommended that remote tyre fitting zones are located so that the same team personnel can attend these zones as well as the service park. Instructions on a recommended route must be provided.

4.2.3 Whilst in a remote tyre fitting zone, except for the use of jacks, chassis stands, wheel nut spanners, torque wrench and plain water, the team personnel must use only equipment, parts and tools carried on board the competing car. Tools may be battery operated including any necessary lighting.

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

4.2.5 As an exception to Article 12.2.2 (General Prescriptions), 1 vehicle pass per competing car will be issued by the Organiser for transport of team personnel to the remote tyre fitting zone.

4.2.6 For each car, a maximum of 12 tyres may be transported to a remote tyre fitting zone. In the case of P1 and P2 drivers entered by a manufacturer registered in the Championship, bar-code lists for these maximum 12 tyres must be submitted at the Service Park exit Time Control before or at the same time as the car's departure from that Time Control.

4.3 Flexiservice - 45'

4.3.1 Flexi-servicing of 45' shall permit the removal of the competing cars from a parc fermé to an adjacent service park, linked by entry and exit time controls as per the requirements listed under Article 12.3.2 of the General Prescriptions.

4.3.2 For the operation of 45' flexi-servicing, crews will enter the parc fermé at the time specified (Article 18.6.11 of the General Prescriptions). When preceded by a special stage this parc fermé may be preceded by a 3' technical checking zone in which cars may be weighed.

4.3.3 Crews then either enter the service park or leave their car in the parc fermé. The competing car may be driven by an authorised representative of the entrant, respecting all the formalities of time card presentation and related penalties, only once from the parc fermé to the service park and vice versa.

4.3.4 In no case may the 45 minutes of service time be exceeded without penalty. The competing car may be returned to the parc fermé before the 45 minutes have elapsed.

4.3.5 The operational window of flexi-servicing time starting from the arrival of the first car into the parc fermé is left to the discretion of the Organiser but must be declared on the rally itinerary.

4.4 Service Planning

In order to comply with Articles 16.1.1 and 17.3.1 of the World Rally Championship regulations, Organisers must, in the draft stage of route planning, advise the FIA of their decided application of Articles 4.1, and 4.2.

4.5 Vehicles allowed in the service parks

4.5.1 2 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 Organiser and affixed in the locations specified.

4.5.2 In addition each manufacturer entered in the Championship will be allowed 2 additional service vehicles identified as in Article 4.5.1.

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

4.5.4 Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks under Article 4.5.1 at the discretion of the Organiser.

4.5.5 Where there is insufficient space to conform to 4.5.4, the Organiser shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

4.5.6 When there is insufficient space to conform to 4.5.4, the auxiliary vehicles of the manufacturers entered in the Championship may access the service parks solely to deposit or remove personnel and/or equipment.

4.6 Media Zones

A barriered Media Zone will be established prior to the yellow Time Control board at service parks, remote services, or regroup parks. Within this zone, access shall be limited to the personnel holding the appropriate pass.

4.7 Repairs in the case of a withdrawal / retirement

4.7.1 A crew which has failed to complete a leg will be assumed to re-start the next leg (notwithstanding Art. 3.5.1 (legs 2 & 3 b)). If the crew does not wish to re-start, the form located in the rear of the road-book must be completed and lodged with the Organiser as soon as possible before the Stewards' meeting preceding the re-start. Any car wishing to re-start must be serviced in the Rally service park. After such a car has retired, the vehicle must remain where it has retired until permission has been received from the clerk of the course to remove it directly to the parc fermé as in Article 4.3.2.

4.7.2 Servicing of retired cars must respect all conditions of Article 12 of the General Prescriptions except Article 12.3.1. The clerk of the course may require that the vehicle be scrutineered before starting the next leg. The car may be removed for service at any time from the parc fermé for up to 2 consecutive hours in addition to the 45 minutes. However, all cars must be returned to the parc fermé 4 hours before the start of the next leg.

4.7.3 When the withdrawal of a competitor is caused by an engine failure, the engine may be changed in accordance with Article 3.12.1 and a time penalty will be imposed in accordance with Article 3.5.2.a).

5. SUPER SPECIAL STAGES

5.1 A super special stage is a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time. The organising of a super special stage is optional.

5.2 The specific regulations regarding the running and the organisation of a super special stage must conform to the regulations included in Chapter XIX of the General Prescriptions and must be included in the supplementary regulations of the rally.

A separate safety plan must be submitted to the FIA at least 4 months before the rally for the approval of the observers designated for the rally and to the FIA safety delegate. Specific areas must be clearly identified for use by the media.

5.3 The roads, at the starting point, must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

5.4 The length of a super special stage should be between 1.5 km and 5 km.

5.5 The road surface of a super special stage should be of the same type as that of the rest of the rally.

5.6 The starting order of a super special stage is entirely at the discretion of the Organiser. However, the Organiser must detail the procedure in the supplementary regulations.

5.7 If a car fails to correctly complete a super special stage, it may be removed by the Organiser and placed on the road immediately after the Control at the finish of the stage or directly into the service park when there is no road section between the two.

The crew will then be subject to all regulations, service restrictions and the itinerary of the rally.

This crew, or any crew recording an actual time exceeding 3 minutes plus the fastest stage time, will be allocated a time of 3 minutes plus the fastest stage time.

6. PROGRAMME FOR THE RALLIES

Tuesday & Wednesday

* RECONNAISSANCE. Reconnaissance shall start at the latest time required on Tuesday in order to complete two passages of each stage by Wednesday evening.

Wednesday

- * Administration
- * Briefings
- * Start of scrutineering

Thursday

- * 08.00 - 11.00. Shakedown Mandatory for P1 drivers (WRC Art.13.1). Organisers' option to extend to include P2 and/or P3 drivers. Ideally to be run within a 25 km loop from the Service Park or to have the option to service cars at a suitable area near shakedown.
- * 11.00 – 13.00 Recommended time for P3 drivers shakedown
- * 11.30 - 12.30. FIA Media Conference
- * 13.00 - 18.00. Promotional activities
- * 18.00 - 21.00. Time window for P1 drivers for opening ceremony or super special stage

Friday

- * 10' Morning service if super special the previous day
- * Stages (no one stage run more than twice)
- * At least one 30' service at the service park
- * First car completes final stage (except evening super special) by 17.30
- * 45' flexi service at end of the day

Saturday

- * 10' Service after overnight Parc Fermé
- * Stages (no one stage run more than twice)
- * At least one 30' service at the service park
- * First car completes final stage (except evening super special) by 17.30
- * 45' flexi service at end of the day

Sunday

- * 10' service after overnight Parc Fermé
- * Stages (no one stage run more than twice)
- * Possibility of one 30' service at the service park. A waiver may be granted by the FIA to have no service park on that day.
- * 20' service prior to podium procedures
- * First car completes final stage by 13.00 (waiver application may be made to change this schedule for rallies outside Europe or when required for television purposes within Europe).
- * Finish ceremony to follow FIA procedures, ideally at rally centre
- * Prize giving on the podium
- * Post rally FIA media conference
- * Post rally scrutineering.

7. SCRUTINEERING**7.1 Weighing the cars**

The weight of the cars may be measured at any time during the event in accordance with Articles 254-5 and 255-4 of Appendix J.

7.2 End-of-rally scrutineering will concern the following components:

- Suspension.
- Brakes.
- Transmission.
- The conformity of the chassis.
- The restricted 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 and the car classified first in Group N.

The interval between the arrival of the cars in the scrutineering area and the posting of the results must not be less than two hours.

7.3 It is not necessary for the crews to be present at scrutineering. However, they must be represented by a representative of the competitor duly designated in writing.

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

7.5 The same engine block and bodyshell must be used on a particular car for the duration of the Rally. For those competitors who have failed to complete a Leg and wish to re-start a subsequent Leg, no reserve car may be used. Further, only those components which have been sealed at initial scrutineering may be used throughout any of the three Legs of the Rally. Such components must remain in their sealed state.

8. FUEL - GENERAL CONDITIONS AND CONDITIONS FOR USE

8.1 A sole supplier of fuel will be appointed by the FIA, following an invitation to tender, to distribute a single fuel for the Championship rallies. FIA fuel must be used by all Priority drivers. Non-priority drivers may use commercially available pump fuel dispensed from pumps at filling stations marked in the road-book. The fuel supplier must respect the contract signed with the FIA. This fuel will be available at the start of each leg.

8.2 Cars of priority drivers must be fitted with FIA fuel sample couplings, although the FIA reserves the right to check the fuel of any competitor. All competitors are required to fit refuel couplings, except non priority drivers using a car which retains the standard tank.

8.3 The FIA reserves the right, at all times and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Sporting Code (Appendix J).

9. FUEL - CONDITIONS FOR SUPPLY

9.1 No later than 3 weeks prior to the start of the rally, the competitors must notify their fuel requirements to the sole supplier at the following address:

Shell Global Solutions - Germany
PAE-Labor
Att. Mr. Richard Karlstetter
Hohe Schaar Strasse 36
21107 Hamburg
Germany
Tel: +49 40 7565 4715
Fax: +49 40 7565 4502
Email: richard.karlstetter@shell.com

9.1.1 A copy of this notification must be sent to the FIA.

9.1.2 Reminder: the Organiser must send the definitive list of entrants to the FIA Secretariat.

9.2 The fuel is distributed at the site of the pre-rally checks from a vehicle belonging to the supplier (the times and places will be agreed with the Organiser, and the competitors will be informed). The distribution is carried out using 25-litre cans which will later be returned to the supplier in accordance with the agreements made with the competitors.

9.3 A distribution vehicle will also be deployed at the starting point of each leg, close to the parc fermé, according to schedules which will be established in agreement with the Organiser and notified to the competitors.

9.4 The competitors are responsible for checking the conformity of the event fuel each time they receive a delivery from the supplier and before it is used in competition.

9.5 The competitors are responsible for settling directly with the supplier any matter arising because of a possible delivery of non-conforming fuel, it being understood that the FIA cannot be held responsible for any hurtful consequences of this delivery.

10. SPARE WHEELS

The cars of P1 and P2 drivers may only carry 1 spare wheel (except for the Acropolis Rally for which a maximum of 2 spare wheels may be transported).

The cars of the other drivers may carry a maximum of 2 spare wheels.

11. ROAD BOOK

The road book must be made available to all the competitors 30 days before the start of the rally.

12. RECONNAISSANCE

The presence of FIA priority drivers and / or their co-drivers on a special stage, in any way whatsoever, is considered as reconnaissance.

12.1 Duration

12.1.1 Except when a waiver is granted, the reconnaissance for all competitors must take place within the rally schedule as outlined in Art 6 of the regulations. Any crew found to be in breach of this rule will be subjected by the Stewards to one of the penalties laid down in Article 152 of the Code. Moreover, if the Stewards decide that the offence is very serious, they may propose to the ASN of the crew concerned that their licences be suspended for a period equivalent to the number of World Rally Championship events for which they may have been suspended. Reconnaissance should take place according to a timetable which specifies when competitors may commence their reconnaissance. The Organiser must ensure that each driver does not cover the same special stage more than twice and there shall be control marshals at the start and finish of each special stage. Further checks may also be carried out during each special stage.

a) Any P1 driver / co-driver visiting the region of a rally at any time other than for the rally must advise the Organiser and the FIA in advance of his/her visit, except where the priority driver / co-driver is known to live in this area.

b) Any competitor testing in the country of a World Championship rally must advise the Organiser in advance and specify the names of the drivers who will be testing. Any breach of the above rules a) and b) will entail the application of one of the sanctions provided for in Article 152 of the Code, unless there are exceptional circumstances.

12.1.2 Reconnaissance outside the schedule as set by the Organiser is considered a very serious offence and will be reported to the Stewards who may apply penalties (see Art. 13.2). Any driver who is currently or who in the last two years has been included on the A or B priority list, or any driver designated by the FIA, taking part or intending to take part in a rally, who wishes to drive on any road which is or might be used for a special stage in that rally, must notify the Organiser beforehand of his intention to do so and must obtain the Organiser's written permission. The written permission must forthwith be sent to the FIA. Any failure to respect this rule shall result in the drivers being reported to the Stewards who may apply penalties (see Art. 13.2). It is emphasised that reconnaissance is not practice. All the Road Traffic Laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.

12.1.3 Any driver may take part in reconnaissance for a rally with a view to taking part in the following year's Championship. The regulations on reconnaissance must be respected in their entirety and the Organiser must be informed.

12.1.4 A system for controlling the speed throughout reconnaissance by means of a GPS must be used on all the cars.

12.2 Sanctions

Throughout reconnaissance, the speed limit will be as per the laws currently in force in the country concerned. However, the Organiser may determine a speed limit in the special stages.

All infringements noted will be posted on the official notice board and submitted to the Stewards of the Meeting at their first meeting for deliberation and possible sanctions.

Also, the Stewards are required to consider applying further penalties under Article 152 of the Code and depending on the gravity of the offence, may report the competitors concerned to the FIA for possible further sanctions.

In any case, the Organiser must forward to the FIA the names of each competitor and driver committing an offence, in order to monitor regular offenders.

13. SHAKEDOWN AND TESTING

13.1 Shakedown

For a given car, the engine, the complete transmission and the mechanical parts mentioned in Article 12 of the present regulations must be sealed (for that car).

According to the timetable of a rally (Article 6), a shakedown stage must be organised on a road surface representative of the rally.

The shakedown stage must be organised as if it were a stage run during the rally and incorporate all the safety measures as detailed in Appendix IV of the General Prescriptions. Save in case of force majeure, the participation of all P1 crews and their cars is obligatory.

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

13.2 Testing

13.2.1 Testing is defined as the combined presence of a competitively driven World Rally Car and personnel employed by or contracted to a team outside the itinerary of a rally.

13.2.2 For manufacturers registered in the Championship, testing is permitted only:

- In France, Great Britain, Spain, Italy and the Czech Republic.
- For a maximum of four days per calendar year in Finland, Sweden, Greece and Germany. Such testing days must be advised to the FIA and the Organiser of the relevant World Rally Championship event beforehand.
- By a manufacturer new to the Championship on the day before reconnaissance of any event where testing is otherwise prohibited.

For manufacturers registered in the Championship, testing is banned:

- In all other countries.
- In the country of any World Rally Championship round from the start of reconnaissance until the end of the rally.
- On any road which is or might be used a special stage of any current Championship rally.

13.2.3 Teams organising press, media or PR functions who consider they may be contravening this regulation must first advise the FIA and the FIA media delegate.

14. COURSE CARS

No P2 driver or priority A driver may drive a course car.

14.1 Organiser' course cars

The Organiser' course cars must be FIA-homologated series production cars (or cars in the process of being homologated), and requests concerning these cars including all special cases must receive the approval of the FIA. The Organiser may also ask the FIA for permission to use cars which are not homologated, but which are widely available.

14.2 Reconnaissance cars

The FIA may fit speed monitoring equipment to any car. The speed limit on stages shall be announced in the supplementary regulations. For gravel rallies, tyres will be free unless otherwise detailed in the supplementary regulations. Road-homologated series production tyres shall be used for asphalt rallies.

During reconnaissance, the following cars may be used:

14.2.1 Standard Cars

Totally unmodified cars as offered for sale to the general public may be used. Standard cars must be two-wheel drive with a normally aspirated engine of maximum capacity of 2000cc or SUV vehicles of less than 180 HP. These cars may be fitted with an under body protection and carry on-board navigation equipment.

14.2.2 Rally Cars

Use of the competitor's own car entered for the rally concerned.

14.2.3 Series Production Cars

Cars complying with Article 14.3 of the General Prescriptions.

14.2.4 During the hours of the reconnaissance schedule on days 1 and 2, service of reconnaissance cars may only be provided by a maximum of 2 technicians per team using a car complying with Article 14.2 of these regulations and carrying all necessary service equipment on-board.

15. PROCEDURE CONCERNING THE CHOICE OF ITINERARY**15.1 Introduction of new special stages or new selective sections**

15.1.1 7 months prior to the start, the ASN of the organising country will send the FIA the draft itinerary, indicating and describing the new special stages and / or selective sections which the Organiser plans to introduce.

15.1.2 Immediately after receiving this draft, the FIA will send it to the Manufacturers and the FIA Safety Delegate for consultation.

15.1.3 Any observations which the Manufacturers or the FIA Safety Delegate may wish to make must be sent to the FIA within the following month.

15.1.4 6 months before the start, the FIA may send an inspector to the site of the rally to check the quality of the decided new special stages, taking into account any comments made by the manufacturers. If the FIA inspector's assessment is favourable, the draft itinerary will be granted a visa.

15.1.5 Should the Organiser wish to make any subsequent modifications for reasons of force majeure, he must submit an application via his ASN, giving reasons, to the FIA for official approval.

15.1.6 The inspector's travel costs will be borne by the FIA. The costs of the inspection on site will be borne by the Organiser, who will also provide the means of carrying it out.

15.2 Further inspection

If, during the running of a rally, a special stage or selective section has provoked serious objections from several competitors following reactions from their drivers, the part of the itinerary concerned, if it is kept for the following year, will also be the subject of an inspection such as described in Article 15.1 above.

15.3 Respect of the official itinerary and sporting programme

15.3.1 Except in a case of force majeure, the clerk of the course must see to it that the itinerary, thus defined and inspected, is respected in its entirety.

15.3.2 No further objections made either before or during the running of the rally will be taken into consideration.

However, where requested by the commercial rights holder, the Organiser may establish On-Board Camera (OBC) tape exchange points within road sections of the itinerary. Such points should be included in the road book or notified by a bulletin and be restricted to access by FIA accredited media and TV crews solely for the exchange of video tapes, adjustment of camera equipment or conducting interviews. Additional time may be permitted for this within the itinerary.

Access for carrying out this same work is also permitted in the media zone when queuing to enter a service area and in regroupes or parcs fermés when in the presence of a member of the team.

15.3.3 Any manoeuvre or action in breach of the present measures will result in the application of the penalties set out, without prejudice to any other sanction taken by the Stewards.

16. QUALIFICATION AND CONDITIONS FOR THE ISSUING OF AN FIA VISA

16.1 A rally may qualify for the Championship only if it has been organised the year preceding its inclusion in the Championship. If necessary, the FIA may appoint 1 or 2 observers to draw up reports on request by the FIA. Other reports will be drawn up by other officials appointed by the FIA.

16.2 Any rally for which the reports requested by the FIA are not satisfactory, or which has not complied with the regulations and the commitments undertaken at the time of its inclusion in the Championship, will not be accepted in the Championship the following year. Any rally shown by the reports 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 in the World Championship the following year.

16.3 Before issuing any visa, the FIA will evaluate the following documents and check that the following procedures have been respected:

16.3.1 Plan of the route and main points of the programme

To be submitted at least 7 months before the start of the rally in the form of an itinerary and a map.

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

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

The route is to be submitted by the Organiser to the FIA Safety Delegate and to the entered Teams.

The deadline for any comments or major modifications is 30 days after submission to the FIA.

16.3.2 Safety Plan

An initial draft of the safety plan is to be submitted 4 months before the start of the rally.

This draft shall include precise detail of the areas both admitted and prohibited to the public.

The FIA sends the draft to the FIA Safety Delegate. The reply is to be given within the following month.

16.3.3 Insurance

Details of the civil liability cover are to be submitted to the FIA at least 3 months before the start of the rally. It is not necessary to produce the insurance policy - a summary of the cover in French and in English will suffice.

The document must be returned to the Organiser within the month following its submission.

16.3.4 Regulations

To be submitted in the form of a draft to the FIA at least 4 months before the start of the rally.

The document must be returned to the Organiser within the month following its submission.

16.3.5 Other points

At the start of each season, the FIA will draw up a schedule for the publication of all the documents as detailed in Appendix VI to the General Prescriptions for Rallies.

17. ATTRIBUTION OF POINTS

17.1 Should the competitors have covered less than 2/3 of the total distance of the special stages of the rally when the rally is stopped, only half the points shall be awarded.

17.2 Should one of the qualifying rallies not be able to be run in its entirety, for any reason whatsoever, but at least 2/3 of it has been covered as in 18.1, provided that the Organiser draw up a final general classification, full points shall be awarded.

18. TECHNICAL, SAFETY, MEDIA AND MEDICAL DELEGATES

18.1 For each rally, the FIA will appoint a technical delegate who will be the chief scrutineer.

18.2 The FIA will send a safety delegate, who is specifically responsible for monitoring the safety of the public, to each rally.

The FIA safety delegate has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions for spectators are not satisfactory.

18.3 For each rally, the FIA will appoint a media delegate who will be in charge of all the media aspects.

18.4 For each rally, the FIA may appoint a medical delegate who will liaise with the rally Chief Medical Officer regarding all medical aspects.

19. PRESS CONFERENCES

19.1 At each Championship rally, a maximum of 6 drivers / co-drivers / team personnel are selected by the media delegate to attend a press conference which takes place on the Thursday preceding the start of the rally, between 11.30 and 12.30 in the media centre.

19.2 The first 3 crews finishing the rally and a representative of the winning manufacturer must attend a press conference which takes place in the media centre after the finish of each Championship rally. The duration of this press conference must not be more than 90 minutes.

20. PRIZE-GIVING

20.1 At the prize-giving of a Championship rally, the prize winners are obliged to participate; the winners of the general classification must also participate in the other official ceremonies.

20.2 Should prize winners fail to turn up at the prize-giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the crew is present at the prize-giving, the penalties shall be left to the discretion of the Organiser.

21. ANNUAL PRIZE-GIVING

21.1 A senior representative of the management of the manufacturer winning the Manufacturers' Championship must be present at the annual FIA prize-giving ceremony.

21.2 The drivers finishing first, second and third in the Championship must be present at the annual FIA prize-giving ceremony.

21.3 The co-drivers finishing first, second and third in the Championship must also be present at the annual FIA prize-giving ceremony.

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

22. PODIUM CEREMONY AND PRIZE-GIVING

22.1 The competitive element of the rally will finish at the "finish holding area Time Control IN". From there, the finish ceremony starts and the drivers will move according to officials' orders.

22.2 Prizes for all competitors will be awarded on the ramp, save for the first, second and third in the overall classification where an "olympic-style" podium will be used. If an Organiser wishes, there may be a social / sponsor / civic gathering on the same evening. This must appear in the Supplementary Regulations.

22.3 The podium ceremony must follow the procedure set out in Appendix I.

APPENDIX I

PODIUM CEREMONY

1. General Points

- a) No finish ceremony may be after 17h 00 local time.
- b) Each organiser shall appoint a master of ceremonies to conduct the complete procedure, which shall have been rehearsed beforehand.
- c) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- d) The ramp arch should not obstruct car doors or crew exit from the vehicle when it is correctly positioned with the car nose dropped onto the exit side.
- e) Behind or to the side of the podium should be four / five flag poles. These should be arranged in two groups:
 - 1) ASN flag, national flag of host country, FIA flag, (from left to right when viewing from the photographers' podium). These flags fly continuously.
 - 2) Winning manufacturer, second driver, winning driver, third driver (from left to right when viewing from photographers' podium).
- f) The organisers should provide "olympic-style" box podiums for use by the third, second and first crews only, positioned in a way to allow the photographers / TV crews to take pictures from the photographers' tower. If this box podium must be moved into position, location points must be marked on the ground beforehand.
- g) Only one prize (cup or trophy) per person may be awarded, one to each driver / co-driver (presented simultaneously) and one to the representative of the winning manufacturer.
- h) A maximum of six persons will be permitted to award the prizes (one person per crew member) plus one for the representative of the winning manufacturer. Other than that, only the official speaker will be allowed in the area of the ramp. Clear written procedures must be issued to each person giving an award.
- i) There must be an adjacent parking area (or the final parc fermé) for three cars and an undercover waiting area for the crews, in case of poor weather.
- j) The organisers should provide transportation for a minimum of six drivers / co-drivers and one manufacturer representative, from the finish ramp to the press room for the final press conference.
- k) All teams with a car in the top three must have a technician in attendance with the car. There should be a teams' reserved area, for team personnel able to attend the finish.
- l) No later than at the start of the final leg, the organisers should inform the teams potentially concerned to have a technician driving their cars from the parking area to the parc fermé.

2. Procedure (all procedures should be controlled by the master of ceremonies)

- a) Ceremony announcement, public address system build-up, fireworks, promotion, TV mega-screen with films of the rally.

- b) From the finish holding area (fenced and controlled – TV and radio ONLY allowed), the competitors will approach the ramp in order: fifteenth, fourteenth, third, second, first → ceremonies → then, if possible, first Junior WRC or / and first Production Car WRC → sixteenth → onwards.
- c) Crews positioned fifteenth to fourth overall drive to the top of the ramp, open doors, climb out, receive any award, wave to crowd, climb back and drive to the parc fermé. There shall be a maximum of 4 (recommended 2) VIPs on the ramp.
- d) Third overall drivers onto the ramp. Stops with nose of the car dropped onto exit ramp. Stop engine. Crew get out of the car and stand either side of the car with doors open. Wave for photographers (20"). Drive off ramp to parking area, or parc fermé (if adjacent) where the technician takes care of the car. Crew goes to waiting area.
- e) Second overall. Same procedure as c).
- f) Winner. Car drives into position. Crew gets out, closes doors and climbs onto bonnet. Receive two pre-opened bottles of champagne and spray champagne for photographers (no less than 30"). May be joined by team personnel, if agreed with FIA Media Delegate (maximum 30"). Team personnel leave the ramp. The car remains on the ramp until the closure of the podium ceremony.
- g) If not already differently positioned, podium moved into position at ground-level in front of ramp / winning car.
- h) The winning crews are then called from the waiting area to stand behind the appropriate box.
- i) Political dignitaries and / or sponsors (maximum six) are asked to present the awards.
- j) Drivers announced ascend to their places in order third, second, winner. Six presenters then move forward with the trophies for each crew member and present simultaneously, shake hands and move back out of the photographers' view. For the Monte Carlo Rally the winners may move to a different location to receive their trophies.
- k) After each crew has received the awards, the winning manufacturer's representative is asked to join. Presented with his / her trophy standing in front of the winning crew, then moves to one side.
- l) Anthems (standardised version provided by ISC) of winning driver and winning manufacturer are played. As the winning driver's anthem is played, the flags of the nations of the three first drivers are hoisted as per standard Olympic protocols. All crews without hats and / or sunglasses. Immediately following, where the nationality of the winning manufacturer is different from that of the driver, the national anthem of that manufacturer is played whilst its flag is raised. Where driver and manufacturer are the same nationality, the anthem need be played twice and all flags are to be raised simultaneously. The raising of the flags should take exactly the same time as the playing of the anthem. After the anthems, there may be an additional champagne spray (6 bottles).
- m) Winning car driven to parking area or parc fermé (if adjacent) by the driver, where the technician then takes charge of it.
- n) The top three crews and the representative of the winning manufacturer are then taken by bus to the media centre for the final press conference. Access to the bus should be free of spectators.
- o) Cars taken by technicians to scrutineering / parc fermé. Escort provided by organisers.
- p) All other crews cross the ramp in due time / order, with emphasis given to the winners of FIA Junior WRC and FIA Production Car WRC.
Winning crew of FIA Junior WRC or Production Car WRC to go to the media centre, where they will be introduced in the press room for interviews.

APPENDIX II

ADMINISTRATIVE PROCEDURES AND STANDARDISED DOCUMENTS

Administrative Procedures and Standard Documents

1) Administrative Procedures

As detailed in Article 16.3.5 of the World Rally Championship Regulations, the following table details the schedule for publication of the World Rally Championship documents.

<i>Activity</i>	<i>From</i>	<i>To</i>	<i>Deadline</i>	<i>Regulation</i>
Draft itinerary & map	Organiser	FIA, manufacturers & Safety Delegate	7 months before the rally	WRC 16.3.1
Comments on the itinerary & map	FIA WRC Co-ordination & Safety Delegate	Organiser	6 months before the rally	WRC 15.1.1
FIA may send an observer to check the proposed stages	FIA	Organiser	6 months before the rally	WRC 16.3.1
Rally Guide 1	Organiser	Manufacturer teams Other possible entrants FIA officials ISC / ISCT FIA media To others on request	5 months before the rally	WRC 15.1.5
Draft safety plan	Organiser	FIA & Safety Delegate	4 months before the rally	WRC Appendix III Point 2
Draft supplementary regulations	Organiser	FIA	4 months before the rally	WRC 16.3.2
Summary of insurances	Organiser	FIA	4 months before the rally	WRC 16.3.4
Appointment of the stewards for the rally	FIA	Organiser	4 months before the rally	WRC 16.3.3
Comments on the draft safety plan	FIA & Safety Delegate	Organiser	4 months before the rally	GP 6
Comments / approval of the draft supplementary regulations	FIA	Organiser	3 months before the rally	GP 4.1
Issuing of visa	FIA	Organiser	3 months before the rally	WRC 16.3.2
Supplementary regulations published	Organiser	FIA, manufacturers & others	3 months before the rally	WRC 16.3.4
Tyre nomination	Entrants	FIA	2 months before the rally	WRC 16.3
Standard WRC closing date for entries	Entrants	Organiser	As WRC Appendix V	GP 3.1.3
Rally Guide 2	Organiser	Manufacturer teams Other entrants FIA officials ISC / ISCT FIA media Other accredited media To others on request	5 weeks before the rally	WRC Appendix V
List of entries accepted by organiser	Organiser	FIA	4 weeks before the rally	WRC Appendix III Point 2)
Road book published	Organiser	Entrants, officials & delegates	3 weeks before the rally	-
Comments / approval on the draft entry list	FIA	Organiser	3 weeks before the rally	-
Publication of list of entries in seeded order	Organiser	Entrants, media, officials & delegates	3 weeks before the rally (or previous rally)	-
Notify fuel requirements	Entrants	Fuel supplier and FIA	3 weeks before the rally	WRC 9.2
Media safety book published	Organiser	Accredited media	2 weeks before the rally	-
Starting order published	-	Official noticeboard & media	On Thursday after the stewards' meeting	-

2) Standard Documents

The use of the following documents is strongly recommended:

Standard Format

- Supplementary Regulations (must be printed)
- Rally Guide 1 (must be printed)
- Rally Guide 2 (must be printed)
- Media Safety Book
- Key documents for stewards
- Results
- Itinerary

Free Format

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

APPENDIX III

STANDARD DOCUMENTS

Rally Guide 1

Issued 5 months before the event to:

- Manufacturer teams
- Other possible entrants
- FIA officials
- ISC / ISCT
- FIA media
- To others on request

Heading	Comment
Introduction / welcome	– Introduction from top officials, Chairman, etc – This document has no regulatory power – for information only
Event Overview	– Summary of event, changes and innovations
Organiser's contact details	– Permanent postal and visitors' addresses – Phone and fax numbers – E-mail and internet addresses – Key officials, their functions and e-mail addresses
Hotel / accommodation reservation	– Contact details for reservations or list of hotels – Form for reservations – List of hotels
Programme and critical deadlines	– Schedule before the rally week, from date of issue of the supplementary regulations onwards
Entry details	– Titles for which the rally counts – Criteria for acceptance of entries – List of entry fees – Entry packages
Advertising	– National restrictions on advertising
Draft itinerary	– Leg 1, Leg 2 and Leg 3 – A4 map overview(s) – Itinerary compared with previous years
Service park(s)	– Layout – drawing (version 1) showing outline details – Additional information about the service park(s) – Facilities at service park including order form – Water, power and telephones – Type of surface
Reconnaissance outline	– Registration for recce – where, when, who – Recce schedule draft (date and times)
Shakedown	– Location, stage length, distance to service park, etc

Heading	Comment
Media	– Accreditation procedure / criteria and deadline – Contact details to Accreditation Manager – Accreditation form
Helicopter use	– Form for reservation of facilities – Registration procedure / information – Application form for registration – Contact details for national helicopter companies
Insurance	– Details about the insurance cover (overview)
Import of vehicles and spare parts	– National laws / custom clearance – Examples of documents necessary – Form (if applicable)
Two-way radio	– Application procedure – Contact details to person / authority in charge – Application form
Hospitality arrangements	– Contact details for person / company in charge of hospitality arrangements
General facts	– List of useful facts and services – Currency – Car dealers – Hirs car companies – Airline companies – Copy service – Maps – Mobile phone – Rental – Security companies – Climate – Time zone – Noise levels

Rally Guide 2

- It is recommended that any differences or new information over Rally Guide 1 is printed in red.
- It is recommended that any items quoted from the Supplementary Regulations are in *italics*.

Issued 1 month before the event to:

- Manufacturer teams (together with road book)
- Other entrants
- FIA officials
- ISC / ISCT
- FIA media
- Other media with approved accreditation
- To others on request

Heading	Comment
Introduction / welcome	– Update of Rally Guide 1
Rally office contact details	– Permanent postal and visitors' addresses – Phone and fax numbers – E-mail and internet addresses – Same details as above for rally HQ (before and during event) if different – Key officials with e-mail addresses (organisation chart) – Rally office opening hours
Media centre	– Contact details – Accreditation desk – location and opening hours – Main media room – location and opening hours – Subsidiary media room – location and opening hours – Press conference – time and location – If needed, road book between HQ and media centre – WRC points table (at time of printing) – Teams' media contacts
Rally HQ	– Layout of HQ
City / town plans	– Maps of relevant cities / towns (showing HQ location, service park, etc) – Tulip or road connections from airport
PR activities	– Rally shows, etc
Hotel / accommodation	– Contact details to use for reservations or list of hotels – Form for reservations, if applicable
Programme	– Schedule before the rally week from date of issue of Rally Guide Version 2 – Schedule during the rally week, from start of recce to closing date of rally office / media centre – more details from Rally Guide 1
Itinerary – final	– Leg 1, Leg 2 and Leg 3 – updated from Version 1 – Itinerary compared with previous years – Altitude graphs of SS
Service park(s)	– Any items intended for Bulletin publication (itinerary) – Layout – drawing (final version) – more detailed than Rally Guide 1 including team, refuel, tyre company and other sites – Information about the service location – access times for teams etc – Facilities at service park including order form (if not in Rally Guide 1) – Road book from HQ

Heading	Comment
Service park(s) <i>continued</i>	– Check list of service park details: ▪ GPS references ▪ Allocated park areas for WRC registered teams: ideal dimensions 700 sq m each ▪ Service vehicle IN / OUT ▪ Auxiliary vehicle parking area ▪ Press and VIP parking areas ▪ Refuel area surrounded by double barriers ▪ TC IN / TC OUT with numbers ▪ Position of emergency services, fire, police, medical ▪ Press phones ▪ Results service ▪ Corporate hospitality areas, etc ▪ The surface of the park ▪ Toilet facilities ▪ Rubbish area ▪ Water supply ▪ Car wash area ▪ Spectator parking ▪ Helicopter pad
Entry list	– As received by organiser
Reconnaissance	– Summary of present regulations and specific instructions valid for the event – Registration for recce – location and time-check list – GPS tracking (collection of equipment and download points) – Detailed recce schedule(s) – Recommended roads to use from SS finish back to start
Shakedown	– Timetable – Location, stage length, distance to service park, etc – Restrictions (who may attend, etc) and instructions – Map of stage and service area
Administrative check	– Date, place and time – List of documents to be submitted
Scrutineering / sealing and marking	– Date, place and times – Schedules for scrutineering / marking and sealing – Preparations to be made before car is brought to scrutineering – Collection / return point for FIA Safety Tracking System – Road book to scrutineering from Rally HQ – Layout of scrutineering area – Final scrutineering
Start procedure	– Location and time – Programme – Procedure and instructions (interval, etc) – Layout of starting area
Finish procedure	– Location and time – Programme – Procedure and instructions – Layout of finish area
Helicopter use	– Registration procedure / information – Application form for registration – List of helicopter companies: national / regional
Tyre suppliers	– Location during the event

Heading	Comment
Fuel	– Fuel / refuelling regulations – Remote / additional refuel points, if any – Information about ordering of FIA fuel – Contact details to fuel supplier – Fuel supplier location during event
Passes and plates	– Description of the various passes and plates – which pass allows access where
Materials and documents	– List of materials / documents included in the entry fee – Time for collection of material and documents – Form for order of additional material
Two-way radio	– Application procedure – Contact details to person / authority in charge – Application form
Hospitality arrangements	– Corporate hospitality – Contact details for person / company in charge for hospitality arrangements
Media coverage	– Radio coverage – channels and frequencies – Updated points table – TV coverage – channels and times – Press conference details
Medical and safety service	– Emergency number, list of hospitals, telephone numbers to police, towing service, pharmacies, etc – Location of plans / maps of principal hospital(s)
Maps	– Overview maps for each leg – Stage maps – competitor use – Stage maps – media use
Spectators	– Details of spectator facilities, packs, where available, prices, where passes are necessary, etc
General facts	– List of useful services – Car dealers – Security companies – Tyre companies – Copy services – Rental cars – Rental phones – Taxis – Restaurants – Time zone – Etc

Media Safety Book

Rally Guide 1 and Rally Guide 2 contain a large media section and replace the previous 'Media Guide'. There is however need for a safety guide specifically for the media. The recommended content of this book is listed below.

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

- 1) Invite an FIA photographer and / or an ISC cameraman to inspect the special stages together with the National Press Officer and the Safety Officer as soon as the rally route is decided.
- 2) Together they should identify within each stage a number of areas for use by photographers.
- 3) These 'photo areas' should be described on paper, with diagrams for each location indicating in detail:
 - the SS number and length
 - the SS road closing time for media
 - the SS starting time for the first car
 - the roadbook reference and ideally GPS reference
 - the photo areas
 - the spectator areas
 - the media parking
 - the access roads
 - the distance, on the SS road, of the photo areas from the SS start
 - the safety taping.
- 4) All the proposed diagrams should be approved by the FIA Safety Delegate.
- 5) The approved diagrams will form one section of the Media Safety Book.
- 6) The book should also include:
 - The identification and handling of the media as indicated on page 6 of the FIA Bulletin No 329, April 1997.
 - The written description of where tabard holders may access and what kind of actions he / she may perform.

Example (if we consider danger increasing from Category 1 to Category 3):

- In the case of Category 1 and Category 2, the tabard holders could be allowed *immediately* in front of the tape / marker identifying the points beyond which spectators should not pass.
- They should be allowed to walk along the tape / marker boundary, to walk from one point of the stage to another and / or cross the stage during the intervals between the passage of the rally cars.
- In the case of Category 3, special "photographers' areas" should be provided for the use of tabard holders only, either as a taped corridor immediately in front of the spectator areas, or as a separate zone, properly taped, signed and with restricted access. It is strongly recommended that each Category 3 location is attended by a media marshal, especially briefed on media needs, duties and rights.

The FIA Media Delegate is available to help the organisers in the publication of the Media Safety Book, which should then be distributed to all tabard holders and to all relevant safety personnel.

Key Rally Documents for the Stewards

Whilst other documents including interim results may be circulated, the following are key requirements for the running of the rally.

Before the Rally

1. List of entries accepted by the organiser

- Produced after close of entries in numerical order for manufacturers, then others in alphabetical order by groups (P1, P2, etc).
- May be circulated to the media 'subject to FIA approval'.

2. List of entries in seeded order

- Produced having been sent for approval to the FIA following the previous Championship rally.
- Includes FIA seeding approval.
- Signed by the clerk of the course.

3. List of crews authorised to start

- Produced after documentation and scrutineering.
- Listed in seeded order.
- Approved at stewards' meeting before the start.
- Signed by the stewards.
- Includes a start time column for each competitor for either the start, ceremonial start or Thursday super special.
- Includes a second start time column for each competitor for the re-start on Friday morning.

4. End of Leg 1

- 1) Classification after the last stage of Leg 1: according to WRC Article 3.5.1.
- 2) Start list Leg 2
 - With start order and times.
 - After any possible repositioning by the stewards.
 - Signed by the clerk of the course.
- 3) Classification for Leg 1
 - Signed by the clerk of the course.

Reports for information only:

- Clerk of the course report (abbreviated).
- Retirements.
- Exclusions.
- Stage time chart.
- Technical report.

5. End of Leg 2

- 1) Classification after the last stage of Leg 2.
- 2) Start list Leg 3
 - With start order and times.
 - After any possible repositioning by the stewards.
 - Signed by the clerk of the course.
- 3) Classification for Leg 1
 - Signed by the clerk of the course.

Reports for information only:

- As above
- Retirements.
- Exclusions.
- Stage time chart.
- As above.

6. End of Leg 3

- 1) Provisional final classification.
 - Published both after scrutineering and when the last car has checked in at final control.
 - Time as per supplementary regulations.
 - Signed by the clerk of the course.
- 2) Final classification.
 - Signed by the stewards after protest time.

Reports for information only:

- Clerk of the course event report.
- Penalties.
- Retirements.
- Exclusions.
- Stage time chart.
- Highest average speeds.
- Entry / start / finish statistics.
- Post final scrutineering technical report.

Itinerary



Itinerary Leg 2

LEG 2 - Saturday March 12th						
T.C. S.S.	LOCATION	DIST S.S.	DIST. LIAISON	DIST. TOTAL	TARGET TIME	1ST CAR DUE
6D	Parc Fermé OUT - Service IN					8:30
	SERVICE C (León)	(0.00)	(0.00)	(0.00)	0:10	
6E	Service OUT					8:40
7			33.77	33.77	1:00	9:40
SS 7	El Zauco - Mesa 1	25.45				9:43
	Supp. Refueling - Duarte	(25.45)	(49.94)	(75.39)		
8			29.03	54.48	1:20	11:03
SS 8	Duarte - Otates 1	24.23				11:06
9			16.87	41.10	0:48	11:54
SS 9	Derramadero - Chichimequillas 1	23.56				11:57
9A	Regrouping IN		29.25	52.81	1:15	13:12
9B	Regrouping OUT - Service IN				0:25	13:37
	SERVICE D (León)	(73.24)	(108.92)	(182.16)	0:30	
9C	Service OUT + Refueling					14:07
10			33.77	33.77	1:00	15:07
SS 10	El Zauco - Mesa 2	25.45				15:10
	Supp. Refueling - Duarte	(25.45)	(49.94)	(75.39)		
11			29.03	54.48	1:20	16:30
SS 11	Duarte - Otates 2	24.23				16:33
12			16.87	41.10	0:48	17:21
SS 12	Derramadero - Chichimequillas 2	23.56				17:24
12A	Park Fermé IN		29.25	52.81	1:15	18:39
12B	Park Fermé Out - Service IN					
	FLEXI SERVICE E (León)	(73.24)	(108.92)	(182.16)	0:45	
12C	Service OUT - Parc Fermé IN					
	Last Car into Parc Fermé					21:00
	LEG 2 Totals	146.48	217.84	364.32		

Section 3

Section 4

See Map Section for Leg maps

APPENDIX IV

ORGANISATION OF HELICOPTERS FOR FLIGHT SAFETY



Contents

Introduction

Proposals

Appendix 1	Rally Flying Rules
Appendix 2	Helicopter numbering system
Appendix 3	Helicopter landing area at Service Areas
Appendix 4	Helicopter landing sites near Special Stages
Appendix 5	Radio Procedures
Appendix 6	Pilots Briefing
Appendix 7	Documentation & Maps
Appendix 8	Timetable
Appendix 9	Helicopter Registration Form

Introduction

The purpose of establishing standard helicopter regulations for FIA World Rally Championship events, is to create a safe flying environment for all helicopters flying in support of the Championship.

In particular it is necessary to prioritise the role of FIA safety and medical helicopters.

Each Organiser is asked to appoint a "Helicopter Co-ordinator". The FIA can advise who to contact with the necessary international experience.

The Role of Helicopter Co-ordinator

1) In co-operation with the national aviation authority, (where appropriate) and for the purpose of flight safety, the co-ordinator will arrange appropriate restricted and/or Notam airspace designations for the duration of the event. Only helicopters registered with the rally organisers will be permitted to fly within such airspace.

2) In conjunction with a local operator or pilot, the co-ordinator will conduct the pilots briefing the day before the Rally. All helicopter pilots will be provided with details of the procedures to be followed, radio frequencies and

other aviation related items. A list of helicopters and pilots will be provided to each participant, so that an atmosphere of comradeship and therefore accountability will be established.

3) To provide operational details to registered helicopter pilots before, or at, the pilots briefing. It is anticipated that all administration and communication will be by e-mail.

4) To arrange, where appropriate, an air traffic radio service for Rally helicopters.

5) To create, and evolve a set of flight safety rules for helicopter flying during WRC events. A draft of the proposed Rally Helicopter Flying Rules is attached at Appendix 1.

Recommended action of the Rally Organiser

1) To state in all information issued by the Rally organiser that " in compliance with FIA safety regulations, and the local Air Traffic Authority, every helicopter flying in support of the rally must be registered with the organisers."

2) To issue a Standard Form (proposed format at Appendix 9) for helicopter registration.

3) To assist and support the FIA and ISC in arrangements with their National Aviation Authority, and to support requests for radio frequencies, restricted airspace, landing permissions etc.

4) To identify suitable helicopter landing sites at the Rally service areas, and on Rally special stages with GPS position.

5) To identify the location of hospitals with helicopter landing sites by map, with photographs and GPS position.

6) To provide a suitable room at Rally HQ to conduct the helicopter pilots briefing, usually the day before the start of the Rally.

Appendix 1

Proposed Rally Helicopter Flight Safety rules

The following is a draft of the proposed rules to be provided to pilots:

There are (nn) registered helicopters flying during the rally. A list is attached.

All radio communications will be in English.

The tasks of the helicopters vary in importance. The highest priority is to be given to helicopters operated by the FIA and the event organiser for the purpose of Spectator safety and medical emergencies.

Most of the remaining helicopters will be flying passengers from the service areas to vantage points in the stages in order to watch the first 15 or so cars, and then return to the service areas. These helicopters are not permitted to follow the cars.

By contrast ISC will be operating at least one Wescam helicopter which will be following cars at low level along the stages for filming purposes.

The big danger for all pilots is collision with another helicopter, especially in difficult weather conditions

All helicopters registered to fly during the Rally will be provided with an identification placard, which must be attached to the helicopter.

If you meet the pilot of an unregistered helicopter, give him a copy of these rules, and report the details to the WRC helicopter co-ordinator. An unregistered helicopter means the pilot has not been briefed and could prejudice the safety of everyone.

(if appropriate). The special stages and service areas of the Rally have been designated as restricted airspace. Only registered helicopters may fly within this airspace during the Rally.

To prevent collisions, and for flight safety, please follow these simple rules.

1. Priorities: Except when normal national flying rules apply, helicopter pilots are to give priority to other helicopters in the following order of importance:
 - a. The FIA, operating a spectator safety helicopter and a technical helicopter
 - b. The local Emergency Medical Services
 - c. The local police and other security agencies
 - d. Wescam equipped helicopters filming the stages.In case of a Rally incident, b) and c) would have priority.
2. Approaching service areas, call on the notified frequency at least 2 minutes out, stating from which direction you are arriving, and call again on final approach.
3. Call before lifting from the service area.
4. Self announce your intentions to "Rally Traffic" on (insert radio frequency) before landing and take off in the special stages. Identify yourself by helicopter number.
5. The Wescam TV helicopter, will announce its presence on stages when following cars at low level.
6. If flying within 1000 ft of a rally stage, fly only in the direction of the stage. Minimum height above stage is 500 agl. If crossing a stage, try to do so at right angles, and at least 1000ft agl. Try to land at least 100m away from the stage. If landing/taking off within 100m of a live stage, only to do so after a competing car has just passed, and fly away from the stage, so as not to distract the competitor. Do not attempt to follow a competing car by helicopter under any circumstances.
7. Be aware that the Wescam TV helicopter will often follow the leading cars over the same stretch of special stage, at very low level.
8. Ensure you know the start time of each stage, and be on the ground by then. Understand the 2 minute and one minute car interval schedule.
9. Near stages and service areas have your landing light on.
10. In the event of a Rally incident, the medical helicopter may need your landing place if there is nowhere else to land in the stage. Ensure the pilot remains with the helicopter and be ready to move if need be.
11. Do not fly too close to the public. (quote national rules)
12. Quote national weather limitation flying rules.

Appendix 2**Helicopter Numbering system**

Each Helicopter will be given a number to clearly identify it. Numbers allocated have nothing to do with the level of priority of helicopters.

Helicopter No.	Allocated to.
1.	FIA Safety Delegate
2.	FIA Technical Delegate
3.	Medivac
4.	ISC Television
5.	ISC Television
6.	ISC Television
7.	Local Organisers
8.	Local Organisers

9.	Local Organisers
10.- 19.	Teams (one helicopter per team)
20 – 29.	Media
30 onwards	Public & Private (including additional team helicopters)

Medivac: When Medivac comes in, it has absolute priority.

Identification markings for attachment to helicopters will be provided, and are to be fixed to each helicopter as directed.

Appendix 3

Helicopter landing area at Service Areas

Only helicopters registered with the organisers of the Rally will be permitted to land at the service areas or other WRC sites.

The layout of the helicopter landing area, and the rules for landing, will vary according to the space available.

There should always be space for the FIA, Organisers, ISC and Team helicopters (the Primary helicopters) to land either next to or within 1km of the service area (the Primary landing site). If necessary other (public) helicopters will be allocated a landing site at a different location. Public helicopters may however be permitted to land at the primary landing site to drop off or pick up passengers, provided their stay is momentary, and the engine is not shut down.

Layout of the Primary area

Landing spots will be established for each Primary helicopter. The most convenient spot will be allocated to helicopter 1, and progress numerically. The Teams will be allocated the same number for the year, depending upon their place in the Manufacturers championship in the previous year.

Example:

Service Area	Heli 1	Heli 2	Heli 3	Heli 4 etc.
--------------	--------	--------	--------	-------------

Fire cover and fuel provision will be arranged and compliance with local laws and regulations respected.

Appendix 4

Special Stage Landing Areas

The long term goal will be to establish a list of suitable and safe helicopter landing sites for all registered helicopters within walking distance of special stages, and obtain the proper permissions for use etc.

At some events, e.g. Finland, this has already been done by the organisers, and marked on a special map, together with GPS positions.

At others, each pilot currently finds a landing site as best he can.

It is proposed that the helicopter co-ordinator will, in conjunction with the event organiser, carry out a reconnaissance and establish suitable sites in order to provide a map and details to all pilots. This facility may not be available on all events in the first year of operation.

Appendix 5

Radio Procedures

Radio Procedures will be established for arrival and departure from the Service Areas and the Rally Special Stages.

A ground radio station will be established at busy Service Areas to enhance flight safety, especially as to landing positions and parking of helicopters.

Helicopters will be required to call this station before landing and take off at service areas, identifying themselves by helicopter number, and will receive flight safety information.

Approaching a service area, helicopters should call at least 2 minutes out, stating from which direction they are arriving, and call again on final approach.

Helicopters will call before lifting from a service area, and announce when 30 seconds away, so other pilots know it is safe to lift.

Approaching a Special Stage, Helicopters will announce their intentions to "Rally Traffic" before landing and take off at special stages, referring to their helicopter number.

The Wescam TV helicopter will self-announce when following cars at low level.

Appendix 6

Briefings for Pilots

An important element of the safety and consistency of helicopter operations during WRC events will be the Helicopter Pilots Briefing. The organisers will be asked to provide a suitable room with theatre style seating and screen facilities.

The briefing will be conducted in English and the local language.

A standard presentation format will be established, which will include the following:

Overview of the WRC, the Rally, special stage organisation and competitor running intervals

Times and location of stages

Take off and landing procedures

Local aviation regulations

Rally flying rules

Rally Radio procedures

Service Area landing site procedures and priorities

Distribution of identification stickers

Fuel provision arrangements

Details of all helicopters and pilots mobile telephone numbers

Details of hospital sites.

During the course of next year, ISC intend to make weather information available at the service area through the network TV system.

Appendix 7

Pre-Rally Documentation

Some Rally organisers provide advance documentation for helicopter pilots, and some do not.

The following documentation will be provided by the WRC helicopter co-ordinator.

Rally Flying Rules

Timetable of the event

GPS positions of stages (start & finish) and landing sites

Rally Map, to include aeronautical information and Wescam filming sectors.

List of Registered helicopters, their role and pilots details

All pre-rally communication will be by e-mail.

Appendix 8

Timetable

4 weeks in advance	Submission of helicopter registration forms.
2 weeks in advance	Provision of Rally Route and GPS positions, event timetable, and Rally Flying Rules.
1 day in advance	Pilots briefing. Helicopter marking placards, maps & pilots list issued.

Appendix 9



HELICOPTER REGISTRATION FORM

HELICOPTER

HELICOPTER'S REGISTRATION	
TYPE AND MAKE	
COLOURS	

OWNER

COMPANY/NAME	
ADDRESS	
PHONE	

OPERATION

What will be the use of the helicopter on the rally	
Jet a1 at service area required? Quantity?	
Overnight parking location	

PILOT

NAME:
ADDRESS AND PHONE:
E-MAIL ADDRESS (all info will be by e-mail):
ADDRESS AND MOBILE PHONE DURING THE EVENT:

FLYING UNDER CONTRACT FROM

NAME	
ADDRESS	
PHONE	

POSSIBILITY FOR PATIENT TRANSPORT: yes no

I, the pilot of the above helicopter, agree to follow the rules notified to me during the Rally.

SIGNATURE:

APPENDIX V

TYRES

Country	1 Number of FIA bar code nominated tyres	2 Number available for use	3 Nomination date for Bar-code and tread pattern	Min- Max kms of SS between changes	Number of changes expected	Number of permitted patterns	4 Junior or Production Car WRC
Monte Carlo	80/50 (Asphalt/snow)	55	17.01	40-60	8	3	36
Sweden	75	45	04.02	40-60	7	1	30
Mexico	60	40	26.01	60-80	5	2	24
New Zealand	60	35	15.02	40-80	6	2	32
Italy	50	35	22.04	50-80	5	1	26
Cyprus	65	40	04.05	40-60	6	2	32
Turkey	75	45	25.05	40-60	7	2	36
Greece	70	40	15.06	40-60	6	2	30
Argentina	55	35	07.06	40-80	7	1	32
Finland	60	40	27.07	40-80	7	1	24
Germany	75	45	22.08	40-60	7	2	28
Great Britain	70	40	12.09	40-70	7	2	36
Japan	60	40	12.08	50-80	6	1	32
France	75	45	10.10	40-60	7	2	28
Spain	75	45	24.10	40-60	7	2	28
Australia	70	45	23.09	40-80	7	2	36

1. On three of the following five rallies, it will be permitted to nominate an exchange of up to 12 tyres: Mexico, New Zealand, Argentina, Japan, Australia. This nomination must be made before 18.00 hrs CET on the Friday preceding the rally.
2. The number of tyres available for use includes tyres for shakedown.
3. The date of nomination given means before 18.00 hrs CET on that date. Bar-code numbers must correspond with patterns.
4. Requires nomination of Bar-codes at scrutineering.