2013 Balkan Rally Championship Sporting Regulations

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

Five Balkan Automobile sport Federations organise a Balkan Rally Championship which is the property of the those five clubs.

This Balkan Rally Championships is governed by the current FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to one or more of the specific Championships.

A calendar of rallies will be issued by those five federations every year before 15th of December.

1.1 APPLICATION

1.1.1 Only the Balkan Federations sporting board may grant waivers to these regulations.
Any breach of these regulations will be reported to the stewards, who may impose a penalty as in Articles 152 and 153 of the International Sporting Code. Any case not provided for in the regulations will be studied by the stewards, who alone have the power to make decisions (Art. 141 of the Code).
1.1.2 The clerk of the course is charged with the application of these regulations and the event supplementary regulations before and during the running of the rally. He must inform the stewards of any important incidents that have occurred which require the application of these regulations or the event supplementary regulations.
1.1.3 Anything that is not expressly authorised by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the supplementary regulations and any bulletins, must be written in English and optionally *other languages*. In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the Balkan Federations sporting board has the authority to make a decision.

1.4 DATE OF APPLICATION

These regulations come into force on 1 January 2013.

2. DEFINITIONS

2.1 BULLETIN

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

2.2 COMMUNICATION

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

2.3 CONTROL AREAS

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

2.4 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Except if otherwise stated, either member of the crew may drive during the rally and each one must hold an FIA driver's competition licence for the current year, which is valid for the event. The driver assumes the competitor’s responsibility when the latter is not on board the car during the rally.

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

2.6 END OF THE EVENT
The event ends with the posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

2.7 LEG
Each competitive part of the rally, separated by an overnight regroup (parc fermé). If Super Special Stages are organised on the evening before Leg 1, it shall be considered to be Section 1 of Leg 1

2.8 NEUTRALISATION
Time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.

2.9 PARC FERMÉ
An area in which any intervention of the car is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.10 PROHIBITED SERVICE
The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.

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

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

2.13 ROAD SECTION
The parts of an itinerary which are not used for special stages.

2.14 SECTION OF THE RALLY
Each part of the rally separated by a regroup.

2.15 SERVICE
Any work on a competing car except where limited in these regulations.

2.16 START OF THE EVENT
The event starts from the day of administrative checks or reconnaissance (whichever is the earlier).The competition element of the rally starts at the first time control.

2.17 SUPER SPECIAL STAGE
Any variation from the running of a special stage as described in these regulations and detailed in the Event Supplementary Regulations and/or a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.

2.18 TIME CARD
A card intended for the entry of times recorded at the different control points scheduled on the itinerary.

2.19 TECHNICAL ZONE
A zone separated by two time controls for the purpose of carrying out technical checks by the scrutineers.

2.20 MEDIA ZONE
A zone established for the media prior to the time control at the entrance of service parks, remote services or regroup parks.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

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

3.2 BALKAN FEDERATION DELEGATES

The minimum of the following Delegates may be appointed by the Balkan Federations sporting board:

3.2.1 Balkan Federations Technical Delegate

The Balkan Federations Technical Delegate will liaise with the clerk of the course and will be the chief scrutineer responsible for all technical matters.

3.2.2 Balkan Federations Observer/s

The Balkan Federations Observer(s) will review all aspects of the rally and complete the appropriate Balkan federations report form.

3.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors/crews. There must be at least one at each rally. They must be easily identified by the competitors/crews and shall be present according to the CRO schedule.

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER BALKAN RALLY CHAMPIONSHIP EVENTS

4.1 Eligible cars for Balkan Championship

Category I:
- Group H 11 cars
- Cars conform to FIA J 254 and 255 Class 7 (Group A and Kit Car u pto 1400 cc)
- Cars conform to FIA J 254 class 9 (Group N and R1B cars between 1401 - 1600 cc) and Class 10 (Group N and R1A u pto 1400 cc)

Category II:
- Group H 12 cars
- Cars conform to FIA J 254 and 255 Class 6 (Group A and Kit Car between 1401 - 1600 cc).

Category III:
- Group H 13 cars prepared to Group N only,

Cars conform to FIA J 254 Class 8 (Group N cars between 1601-2000 cc)

Category IV
- Cars conform to FIA J 254 and 255 Class 5 (group A between 1601 - 2000 cc) R2B, R2C, (R3C / Group R3T ve R3D) S1600 / up to 1600 cc) except Kit car's
- Group H13 Group A cars,

Category V
- Cars conform to FIA J 254 and 255 Class 2
- Cars conform to FIA J 254 Class 3
- Cars conform to FIA J 254 and 255 kit cars between 1601-2000 cc
- Group H14 cars

Group H cars, are divided as below:

H11 Cars homologated by FIA after 1.1.1982 and their homologation expired by 31.12.2008:
0-1750 cc 8 valves cars
Former Group N class 1 up to 1400 cc
Former Group N class 2 up to 1600 cc
Former Group A Class 5 up to 1400 cc

H12 Cars homologated by FIA after 1.1.1982 and their homologation expired by 31.12.2008:
Former Group A Class 6 between 1401 - 1600 cc including kit cars

H13 Cars homologated by FIA after 1.1.1982 and their homologation expired by 31.12.2008:
Former Group A class 7 / N class 3 between 1601-2000 cc excluding kit cars

H14 Cars homologated by FIA after 1.1.1982 and their homologation expired by 31.12.2008 over 2001 cc cars
Former Group A class 7 Kit cars between 1601-2000 cc
Former Group A Class 8 turbo cars, except World Rally Cars & Group B cars, can only compete with 34 mm restrictors.

4.2 ADDITIONAL PROVISIONS

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600 cc, may be accepted if they also comply with Article 255-6.2 “Weight” of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For drivers entered with a Super 2000-Rally car complying with article 255A, it will be possible to use lapsed errata without any penalty.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.
- An FIA technical passport is mandatory for S2000, R5, Super 1600 and RGT cars. (optional for FIA rally cups)

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

5.1 ATTRIBUTION OF POINTS

5.1.1 Attribution of championship points

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

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

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

1st	10 points
2nd	8 points
3rd	6 points

4th	5 points
5th	4 points
6th	3 points
7th	2 points
8th	1 points

5.1.2 Attribution of reduced points

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

- full points if more than 50 % of the scheduled length of special stages has been run,
- half points being awarded if between 25 % and 50 % of the scheduled length of special stages has been run.
- No points will be awarded if less than 25 % of the scheduled length of special stages has been run.

5.2 CONDITIONS TO SCORE POINTS

5.2.1 Only those cars driven by a registered driver are eligible to score points within the general classification and category classification, taking into account their relative position and without taking into account the classification of the cars of the non-registered drivers.
Registered co-driver is eligible to score points within the general classification and category classification, taking into account their relative position and without taking into account the classification of the non-registered co-drivers.
5.2.2 To be eligible for Championship points and awards, each cew must be registered individually for the Balkan Rally Championship. The deadline for registration is the entry closing date of the 2nd rally of the championship.
5.2.3 Points can only be earned for events held after the date of registration.

5.3 MINIMUM PARTICIPATION REQUIREMENTS

5.3.1 The classification in each category will be decided by taking into account best 3 result out of 5 rallies.
5.3.2 If the registered driver and co-driver do not take part in the required minimum 3 events and/or in one of their nominated events, they will be withdrawn from the final classification of the Championship concerned. In that case, the points will not be redistributed to those still in the Championship.
5.3.3 Failure to comply with the above minimum participation requirements after registration may result in sanctions being imposed by the Balkan Federations issuing the relevant licence after considering the circumstances of non participation. The Balkan Federations may impose additional sanctions on registered competitors, drivers and codrivers who fail to comply with the minimum participation requirements.

5.4 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The driver and the co-driver having totalled the highest number of points will be declared the relevant category Balkan rally champions and/or Balkan rally category winners.

5.5 REGISTRATION FEES

The standard registration fee is €400 for each crew.

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 DRIVERS AND CO-DRIVERS

For drawing up the final classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be:
6.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the general classifications of the rallies which have served to make up their points total;
6.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.
6.1.3 In the event of a further tie, the Balkan Federations sporting board itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

7. CRITERIA FOR PRIORITY DRIVERS

7.1 PRIORITY DRIVERS

- Drivers who have been P1 in the FIA World Rally Championship in one of three previous years.
- Drivers who have won the Production Car World Championship or the Super 2000 World Championship in the previous three years.
- Drivers who have won an FIA Regional Rally Championship in the previous three years.
- Drivers who have won an FIA European Rally Cup the previous year.
- Drivers who have won a Balkan Rally Championship Category starting from 5 to 1

7.2 REPOSITIONING OF PRIORITY DRIVERS

The stewards may reposition an FIA priority or Balkan Priority driver when he has entered in a car which, in the opinion of the stewards, does not justify him benefiting from his priority in the initial starting order.

8. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

8.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

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

8.1.2 No objections made immediately, before or during the running of the rally will be taken into consideration unless approved by the ASN of the country that the event is taking place.

8.1.3 After the start of the competitive element of the rally, the relaying of information between competitors concerning the condition of special stages is forbidden. Any transgression will be reported to the Stewards.

9. EVENT CHARACTERISTICS

9.1 EVENT DURATION

The duration of a rally may vary in the rallies. The total special stage distance will be between 85 - 115 km. In case of an international rally has been accepted as part of the Balkan Championship, the first day will be used for the Balkan championship. But the crews will be permitted to do the rest of the rally if their cars are FIA homologated.

- There shall be no single special stage minimum or maximum distance, however, ideally there must be no more than 50 km of special stages between visits to service parks or remote service zones.
- No one stage or part of a stage may be run more than twice in a rally, super special stages excluded.

9.2 PROGRAMME FOR THE RALLIES

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

9.2.1 The timetable of an event shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the start of reconnaissance)
- Scrutineering
- Shakedown (if any)
- Ceremonial Start
- Rally
- Podium Ceremony

9.2.2 Events may competitively run over 2 days, including section starts or section finishes.

9.2.3 Events must finish on a Saturday or, preferably, a Sunday.

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

9.2.5 The reconnaissance schedule shall take place over 1 day. Organisers may however submit justification to vary this to the Balkan Federations sporting board.

STANDARD DOCUMENTS AND BALKAN CHAMPIONSHIP VISA

10. BALKAN FEDERATIONS SPORTING BOARD STANDARDISED DOCUMENTS

10.1 GENERAL

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

- Supplementary regulations, (electronic and printed format *(optional))*
- Bulletins (electronic and printed format)
- Rally Guide optional (electronic format)
- Itinerary (electronic and printed format)
- Road Book, (printed format)
- Time Card (printed format)
- Entry form (electronic and printed format)
- Entry lists (electronic format)
- Start lists and results at the rally (electronic and printed format)

Documents which are published electronically shall not be amended once published on the organisers' website unless all competitors and officials are informed *and* the amendments are highlighted. Any documents which re**quire Balkan Federations Sporting board approval prior to publication shall not be amended without approval from the Balkan Federations Sporting board.**

10.2. ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary**.** This itinerary and the road direction diagrams must be followed. Any deviation will be reported to the stewards.

10.3. TIME CARDS

10.3.1 Each crew is responsible for:
- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

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

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

10.3.3 In case of the absence of a stamp/sticker or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control the crew concerned will be removed from the classification. This information will be pronounced by the clerk of the course at the end of a section.

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

11. ISSUING OF A BALKAN FEDERATIONS SPORTING BOARD VISA

Visa is issued by Balkan Federations Sporting Board.

INSURANCE

12. INSURANCE COVER

12.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the competitors and crews, the Balkan Federations sporting board and the officials of the rally (description of the risks and sums covered). The amount covered should be expressed in USD or Euros.

12.2 PUBLIC LIABILITY COVER

12.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).

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

126.2.3 The insurance cover must at least be in effect during the shakedown and then for crews running within the itinerary of the rally from the start of the first competition element until the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted shall not be considered to have permanently retired.

12.3 EXCLUSION OF COVER

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

CAR IDENTIFICATION

13. COMPETITION NUMBERS AND ADVERTISING

13.1 GENERAL

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

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

13.2 DOOR PANELS

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

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

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

13.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm² shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

13.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 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 on the rear side windows adjacent to the crew's name.

13.5 ROOF PANEL

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

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

13.5.3 It is at the organisers' discretion to distribute roof panels to the competitors**.**

13.6 FRONT PLATE

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

13.7

RESTRICTIONS ON ADVERTISING

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

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

13.7.2 The name of an automobile manufacturer may not be included in the title of a rally or appear in the organiser's compulsory advertising spaces

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

13.8 ORGANISER'S OPTIONAL ADVERTISING

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

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

13.8.3 Competitors who accept the organisers' optional advertising as specified in the supplementary regulations must reserve space for it. No modification of the advertising is allowed.

13.8.4 The organiser's optional advertising must be clearly indicated in the supplementary regulation. If the optional advertising is published in a bulletin and should there be conflicts with the competitors' advertising, the competitor may refuse such optional advertising without paying any extra fee.

14. DRIVER'S AND CO-DRIVER'S NAMES

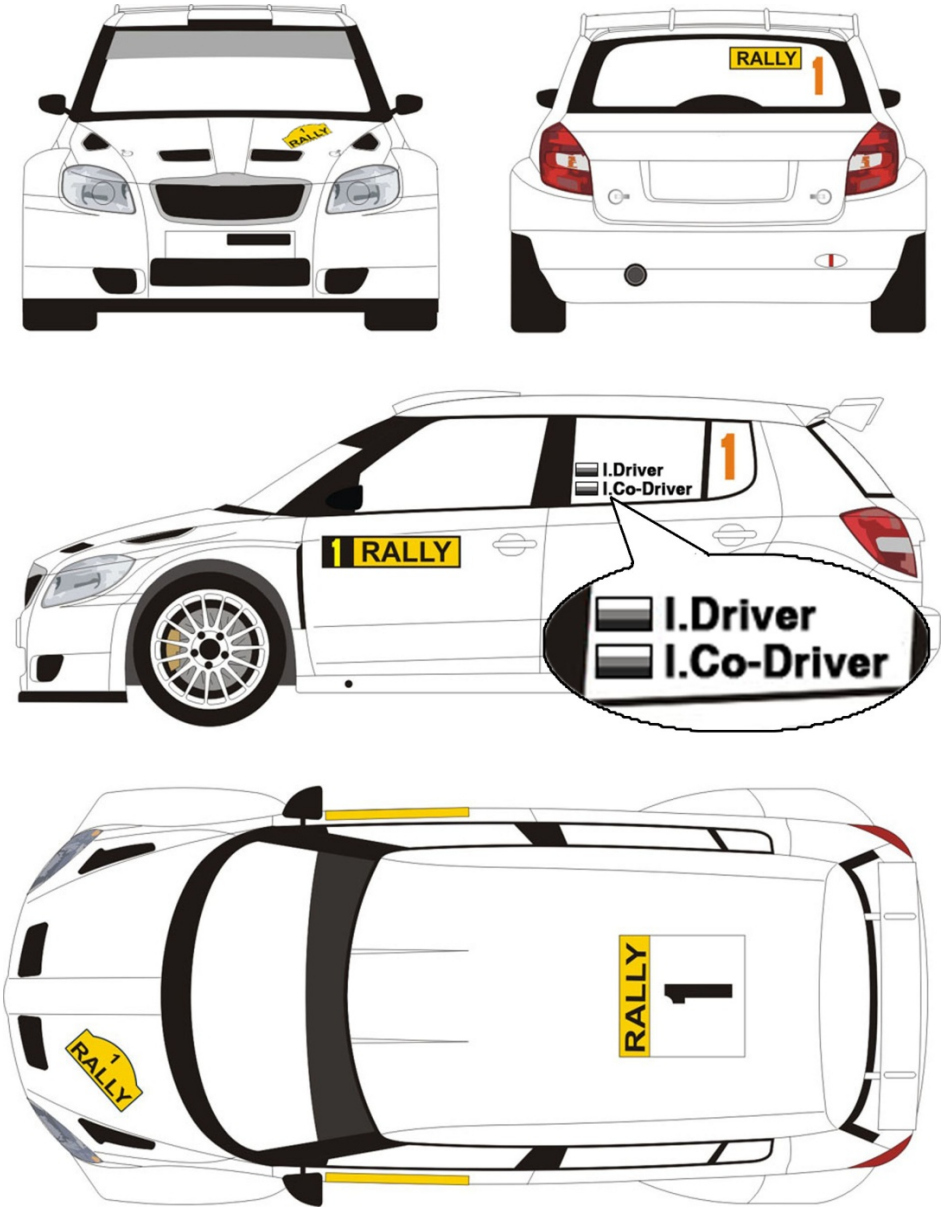
14.1 REAR SIDE WINDOWS

The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

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

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

14.2 DOOR PLATES / COMPETITION NUMBERS / DRIVER'S NAMES



DRIVING CONDUCT

15. BEHAVIOUR

15.1 GENERAL RULES

15.1.1 Crews must always behave in a sporting manner.

15.1.2 When cars are subject to parc fermé rules, they may only be moved by crews and officials, at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited.

15.1.3 Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.

15.1.4 Crews must always drive in the direction of the special stage (except to solely effect a turn round)...

15.1.5 On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the stewards who may impose a penalty.

15.2 DURING RECONNAISSANCE

15.2.1 It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.

15.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows:
Per km per hour over the speed limit: all drivers € 25

15.2.3 Other traffic infringements during reconnaissance will incur a fine applied by the Stewards according to Art. 15.4.4.

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

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

15.3 EXCESSIVE SPEED DURING THE RALLY

15.3.1 Speeding during a rally will incur a fine applied by the clerk of the course as follows:
Per km per hour over the speed limit: all drivers € 25.

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

15.4 TRAFFIC LAWS

15.4.1 Throughout the rally, both crew members must have a valid driving licence and must observe the national traffic laws. Infringements will be referred to the clerk of the course.

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

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

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

15.4.4 For the first infringement other than speeding: a penalty may be applied by the Stewards.

15.4.5 For the second infringement: a minimum of 5 minute time penalty applied at the discretion of the Stewards.

15.4.6 For the third infringement: exclusion applied by the stewards.

ENTRIES

16. ENTRY PROCEDURE

16.1 GENERAL

Entries have to be made according to the Articles 68 – 80 of the Code.

16.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any Balkan National competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the

supplementary regulations. An electronic entry application (Internet) may be accepted. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the organisers at the administrative check of the rally. The entry form must be accompanied by a copy of the valid competitors' licence.

16.3 AMENDMENTS ON THE ENTRY FORM

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

16.4 ASN AUTHORISATIONS

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

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

After closure of entries, one member of the crew may be replaced with the agreement of:
- the organisers, before the start of the administrative checks.
- the stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the Balkan Federations sporting board may authorise the replacement of both crew members or the competitor.

16.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

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

17. ENTRY CLOSING DATES

The closing date for entries must be no later than 5 days before the start of reconnaissance. Exceptionally the Balkan Federations sporting board may authorise late entries.

18. ENTRY FEES

18.1 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees or by a receipt issued by the competitor's ASN. From each Balkan countries first 3 registered crews is subject to free entry as well as first 3 registered drivers from the same country who are under 27 years. The maximum entry fee per event is fixed to 200 Euros.

18.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:
- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

18.3 PARTIAL REFUND OF ENTRY FEES

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

19. CLASSES

19.1 CHANGE OF CLASS ENTERED

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

RECONNAISSANCE

20. RECONNAISSANCE

20.1 RECONNAISSANCE CARS

20.1.1 Common requirements:

- The car must be painted in a single colour.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On board navigation equipment may be fitted.
- Cars which conform to the following specifications may be used:

20.1.2 Standard Cars

- Totally unmodified standard cars as offered for sale to the general public.

20.1.3 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with Articles 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

20.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

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

20.3 RESTRICTION of RECONNAISSANCE

As of the publication of the events supplementary regulations any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is or might be used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the Stewards.

20.4 RUNNING OF RECONNAISSANCE

20.4.1 Timetable

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

20.4.2 Respect of reconnaissance timetable

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

20.4.3 Number of passages

The number of passages is limited to maximum three for each *crew* on each special stage or, when applicable, section (special stages run twice are considered to be one special stage). But the organisers are free to limit the number of passages to minimum two if they decide to do so. This should be written clearly in the regulations. During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Crews will only be permitted to enter and leave special stages through the start and finish controls. Further checks may also be carried out within special stages

20.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

20.4.5 Shakedown stage

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

20.4.6 Number of Persons

During each passage through a special stage, only the crew is permitted in the car.

SCRUTINEERING CHECKS

21. BEFORE THE START

21.1 GENERAL

21.1.1 Cars may be presented at scrutineering by a representative of the team**.**

21.1.2 At scrutineering competitors must present all items of clothing including helmets and a FIA-approved head retaining device (FHR) intended to be used. Compliance with Appendix L Chapter III will be checked.

21.1.3 The crew must show the cars' complete original FIA homologation form.

21.1.4 Scrutineers will require the chassis and cylinder block to be marked.

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

21.2 **TIMETABLE**

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

22. DURING THE RALLY

22.1 ADDITIONAL CHECKS

Checks of safety items, including clothing, as well as of the car, may be carried out at any time during the event including Shakedown, when applicable.

22.2 RESPONSIBILITY OF THE COMPETITOR

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

22.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-event scrutineering until the end of the rally. Should they be missing, this will be reported to the stewards.

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

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

23. FINAL CHECKS

23.1 FINAL PARC FERMÉ

After finish formalities cars must be placed in a parc fermé where they shall remain until *released* by the stewards.

23.2 SELECTION OF CARS

Post event scrutineering involving the dismantling of a car may be carried out either at the discretion of the stewards or following a protest or upon the recommendation of the clerk of the course to the stewards.

23.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks.

SHAKEDOWN

24. SHAKEDOWN REQUIREMENTS

24.1 GENERAL

A shakedown stage may be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. It is optional for the organiser to include the shakedown in the rally's program.

24.2 RUNNING OF SHAKEDOWN

24.2.1 The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.
24.2.2 The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.
24.2.3 For the application of Art. 20, the Shakedown is considered to be part of reconnaissance.
24.2.4 The surface of the shakedown should be the same as the surface of the majority of the special stages.

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

24.4 TECHNICAL REQUIREMENTS
Before the shakedown the cars must pass the scrutineering. *For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in these regulations must be sealed*.

24.5 BREAKDOWN DURING SHAKEDOWN
A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start.

24.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD
During the shakedown, any person on board must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts correctly fastened. Any infringement will be penalised.

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS

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

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

25.3 STOPPING TIME IN CONTROL AREAS
The stopping time within any control area is limited to the time necessary for carrying out control operations.

25.4 READINESS TO WORK
25.4.1 Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.
25.4.2 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

25.5 SEQUENCE OF CONTROLS AND DIRECTION
25.5.1 Crews must check-in in the correct sequence of controls and in the direction of the rally route.
25.5.2 It is prohibited to re-enter a control area.

25.6 MARSHALS' INSTRUCTIONS
25.6.1 Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the stewards.
25.6.2 All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

25.7 MEDIA ZONES (WHEN APPLICABLE)

A barriered media zone will be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to the personnel holding the appropriate pass.

25.8 ON-BOARD CAMERA DATA EXCHANGE AND CAMERA MAINTENACE POINTS

The organisers may establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a bulletin (which may be issued by the clerk of the course) and are solely for the exchange of video data and adjustments/maintenance of the cameras.
Video data may also be exchanged and cameras maintained in the media zone, in regroups or parc fermés and at the exit of remote refuel zones with the agreement of the clerk of the course. If it is required that this work only should be done in presence of a member of the team, the team must inform the clerk of the course of this request before the start of the rally.
All such work carried out will be done under the supervision of a marshal or rally official.

26. PASSAGE CONTROLS

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

27. TIME CONTROLS

27.1 OPERATION

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

27.2 CHECK-IN PROCEDURE

27.2.1 The check-in procedure begins at the moment the car passes the time control area entry board.
27.2.2 Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
27.2.3 The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
27.2.4 The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.
27.2.5 Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
27.2.6 The check-in time is the time obtained by adding the *target* time to the *special stage* start time *or the previous TC time*. These times being expressed to the minute.
27.2.7 The check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this check-in time.
27.2.8 The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
27.2.9 The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
27.2.10 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

a) For late arrival: 10 seconds per minute or fraction of a minute.
b) For early arrival: 1 minute per minute or fraction of a minute.

27.2.11 Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.
27.2.12 If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.
27.2.13 At the discretion of the clerk of the course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

27.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:
27.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.

27.3.2 If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.
27.3.3 Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in these regulations.
27.3.4 If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the stewards decide otherwise.
27.3.5 The stage start time shall then be the start time for calculating the check-in time for the next time control.
27.3.6 The time card shall be given back to the crew in the minute preceding the start.

28. LATENESS

28.1 MAXIMUM PERMITTED LATENESS
Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section will result in the competitor concerned being *removed from the classification* by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

28.2 EARLY ARRIVAL
Early arrival shall under no circumstances permit crews to reduce the lateness.

28.3 NOTIFICATION OF LATENESS
Exceeding the maximum permitted lateness may only be announced at the end of a section.

29. REGROUPING CONTROLS

29.1 PROCEDURE AT A REGROUP
29.1.1 On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car as directed by marshals. Afterwards the engines must be stopped and the crew must leave the parc fermé.
29.1.2 All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to the public.
29.1.3 When a regroup does not exceed 15 minutes, crews may remain in this regroup.

29.2 EXIT FROM A REGROUP
After a regroup during a Leg, the cars shall restart in the order of arrival at the regroup.

SPECIAL STAGES

30. GENERAL

30.1 TIMING
For special stages, timing will be to the tenth of a second.
For a free practice and a qualifying stage timing will be to the thousandths of a second.

31. SPECIAL STAGE START

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

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

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

31.3 MANUAL START PROCEDURE

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

31.4 DELAYED START THROUGH FAULT OF CREW

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

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

31.4.3 Any car not able to start from the start line within 20 seconds of the signal to do so will be *removed* from the classification by the clerk of the course and immediately moved to a safe place.

31.5 DELAY OF A SPECIAL STAGE

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

31.6 FALSE START

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

1st offence: 10 seconds.
2nd offence: 1 minute.
3rd offence: 3 minutes.

Further offences: at the stewards' discretion.

These penalties do not prevent the stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

32. SPECIAL STAGE FINISH

32.1 FINISH LINE

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

32.2 STOP POINT

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

33. INTERRUPTION OF A SPECIAL STAGE

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

34. COMPETITOR SAFETY

34.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on *any type of* special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts *correctly* fastened. Any infringement will be penalised by the Clerk of the Course who may also refer the matter to the stewards.

34.2 SOS/OK SIGNS

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

34.2.2 In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
34.2.3 Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles**.** All crews stopped by this procedure will be allocated a time according to Art. 33.
34.2.4 In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting at assist.
34.2.5 If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other crews.
34.2.6 Any crew which is able but fails to comply with the above rules will be reported to the clerk of the course.
34.2.7 The road book shall contain a page giving the accident procedure.
34.2.8 Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the stewards' discretion.

34.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road book and signed on the route. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents. All crews stopped by this procedure will be allocated a time according to Art. 33.

34.4 RED TRIANGLE

34.4.1 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.
34.4.2 This triangle must be placed even if the stopped car is off the road.

34.5 THE USE OF YELLOW FLAGS

34.5.1 On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.
34.5.2 A crew which has been shown the yellow flag will be allocated a time according to Art. 33.

35. SUPER SPECIAL STAGES

35.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

35.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.
35.1.2 The inclusion of a super special stage in the rally's itinerary is optional.

35.2 RUNNING OF A SUPER SPECIAL STAGE

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

35.3 SAFETY PLAN

35.3.1 A separate safety plan complying with the standard safety plan must be submitted to the Balkan Federations sporting board for approval.
35.3.2 To ensure safety, the car of a competitor who fails to complete the stage will be transported to the end of the stage by the organisers.

PARC FERME

36. RULES OF PARC FERME

36.1 APPLICATION

Cars are subject to parc fermé rules:

36.1.1 From the moment they enter a regroup park until they leave it.

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

36.1.3 From the moment they reach the end of the rally until the stewards have authorised the opening of the parc fermé.

36.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

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

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

36.3 PUSHING A CAR IN PARC FERMÉ

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

36.4 CAR COVERS

Car covers may not be used.

36.5 TECHNICAL CHECKS

Technical checks may be carried out within the parc fermé by the scrutineers.

36.6 REPAIRS IN PARC FERME

36.6.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected. With the permission of the *FIA Technical delegate* / chief scrutineer and in the presence of a scrutineer the car may be repaired in the parc fermé. One team member will be allowed to repair, or exchange FIA homologated safety items in conformity with Appendix J, which are included in a FIA technical list and mounted on the car (i.e. seat belt, extinguisher,).

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

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

STARTS AND RESTARTS

37. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

37. RALLY START

37.1 START AREA

Before the start, the organisers may assemble all the competing cars in a starting area, into which cars must be driven before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations. No service is allowed in the Start Area.

37.2 MAXIMUM LATENESS AT A START

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

38. START ORDER AND INTERVALS

38.1 REVISED START ORDER REQUIREMENT

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

38.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with the knowledge of the stewards, reposition drivers or change the time interval between cars as in Article 141 of the Code.

38.3 START ORDER LEG 1

The starting order of Leg 1 is as follows

- FIA Priority Drivers
- Balkan Rally Championship **Priority drivers as per article 11.1**
- All the other competitors following a starting order left to the discretion of the Organisers.

38.4 START ORDER FOR SUBSEQUENT LEGS

The start order for subsequent Legs shall be based on the classification at the finish of the final special stage of the previous Leg excluding any super special stage if run at the end of the Leg. For the purpose of enhancing live TV coverage, the championship promoter may request the running order of the cars to be changed at the end of a leg.

38.5 START INTERVAL

All cars will start at one minute intervals unless specified otherwise in the supplementary regulations.

39. RE-START AFTER RETIREMENT / RALLY 2

A restart is not possible in the Balkan Rally Championship rallies.

SERVICE

40. SERVICING – GENERAL CONDITIONS

40.1 PERFORMING OF SERVICE

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

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

40.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

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

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

41. SERVICE PARKS

41.1 GENERAL

The number and locations of service parks are laid down in the supplementary regulations and in the road book. For the maximum distance between the service parks see Article "Event Characteristics".

41.2 SERVICE PARK SCHEDULES

The schedule for each car in the service park *will be according to the events' itinerary with the following suggestion:*

41.2.1 15 minutes before the first SS following an overnight regroup.
Not mandatory for section 1, except if following a competitive element of the rally and an overnight parc fermé.
- *Technical checks may be carried out within the parc fermé.*

41.2.2 30 minutes between two groups of stages
- Optional if remote service zone/s is/are used.

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

41.2.4 10 minutes service prior to the finish.
preceded by a 3-minute technical zone which may be within a regroup.

41.3 SERVICE PARK IDENTIFICATION

Service parks are indicated in the rally itinerary with a time control at the entrance and exit.

41.4 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 30 kph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the stewards.

41.5 LAYOUT OF SERVICE PARKS

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

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

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

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

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

43. REMOTE SERVICE ZONES (RSZ)

43.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under these RSZ regulations.
- May be preceded by a 3' technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as under these RSZ regulations, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

43.2 NUMBER OF TEAM PERSONNEL

43.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the zone.
- For competitors of priority drivers or competitors running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

43.2.2 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.

43.3 ELIGIBLE EQUIPMENT AND TOOLS

43.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery operated tools including any necessary lighting
- The addition of plain water to the car systems for which a filling device may be used
- The use of brake bleeding and car cleaning equipment/*material*

43.3.2 Ground sheets must be used.

43.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by a additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car**.**

43.3.4 The fitting of extra lights on or into the car is permitted at remote service zones. The extra lights, tyres and the necessary tools to fit it may be transported to the RSZ in a service car.

43.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

43.4 RSZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

44. RALLY RESULTS

44.1 ESTABLISHING RESULTS

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

44.2 PUBLICATION OF RESULTS

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

44.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally

44.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

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

44.2.4 Official Final Classification: classification approved by the stewards.

44.2.5 In the event of the *Provisional Final Classification* being delayed, a new time must be *advised by a Communication* on the official notice board(s).

44.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat, the competitor who sets the best time on the first special stage which is not a super special stage will be proclaimed winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

44.4 FAIR AND IMPARTIAL COVERAGE

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

44.5 PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Leg of a rally. Competitors may however refer in media releases to “winning” a Leg, provided there is no implication that the result is related to the entire rally.

45. PROTESTS AND APPEALS

45.1 LODGING A PROTEST OR APPEAL
All protests and/or appeals must be lodged in accordance with the stipulations of Chapters XII and XIII of the Code.

45.2 PROTEST FEES
The protest fee is **€ 150**. **Technical protest fees should be specified in the supplementary regulation not exceeding FIA limits.**

45.3 DEPOSIT
If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the supplementary regulations of the rally - or will be specified by the stewards upon a proposal of the Balkan Federations Technical Delegate / Chief Scrutineer.

45.4 EXPENSES
45.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
45.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

45.5 APPEALS
The supplementary regulations shall contain information on the National Appeal Fee.
The Balkan Rally Championship Appeal Fee of 500 € -

46. RALLY PRIZE-GIVINGS

46.1 PODIUM CEREMONY
The competitive element of the rally will finish at the "finish Time Control IN".

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

47. ANNUAL FIA PRIZE-GIVING

47.1 ATTENDANCE REQUIREMENTS
Any driver and any co-driver winning a Balkan Rally Championship must be present at the annual Balkan Federation prize-giving ceremony, if invited by Balkan Federations sporting board.

47.2 ABSENCE
Save in a case of force majeure, absence will entail a fine imposed by the Balkan Federations sporting board.

FUEL – REFUELLING

48. REFUELLING AND PROCEDURES

48.1 LOCATION
48.1.1 Except as detailed for the change of a fuel tank, crews may refuel only in the designated refuelling zones (RZ) or at commercial filling stations on the rally route designated by the organiser in the supplementary regulations and in the road book.
The refuel zones may be located at:
- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route.

48.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book.
48.1.3 The entry/exit of refuel zones shall be marked by a blue can or pump symbol except commercial filling stations.
48.1.4 *The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organiser at **any** refuel point. (not applicable at commercial filling stations).*
48.1.5 If there are no filling stations on the route of the rally, the organiser may arrange for the distribution of one supply of fuel, in conformity with Appendix J, to the crews via a centralised system. Such refuel points must respect all the safety conditions.
48.1.6 A car may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty.

48.2 PROCEDURE IN RZ

48.2.1 Only actions inside a RZ directly involved in the refuelling of the competing vehicle are permitted.
48.2.2 In all RZ's, a 5 kph speed limit will apply.
48.2.3 It is recommended that mechanics wear fire-resistant clothing.
48.2.4 The responsibility for refuelling is incumbent on the competitor alone.
48.2.5 Engines must be switched off throughout the refuelling operation.
48.2.6 It is recommended that the crew remains outside the car during refuelling; however, should they remain inside, their safety belts must be unfastened.
48.2.7 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access the RZ.

48.3 Procedure AT commercial filling stations

48.3.1 Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from organiser distribution points, marked in the road book. This fuel must be dispensed directly in to the tank of the competing car.
48.3.2 The crew must use solely the equipment on board and only the pumps with no external physical assistance.
48.3.3 Cars equipped only with FIA specified refuel couplings and using fuel from commercial fillings stations must transport the adaptor in the car and show it at pre-event scrutineering.

49. FUEL USE

Onlycommericailly availible fuels will be used in the Balkan Rally Championship. The use of FIA Fuels, avgas, bioethanol, LPG or nitrogen is forbidden.

TYRES AND WHEELS

50. GENERAL

50.1 COMPLIANCE

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

50.2 MOULDED TYRES

All cars must be fitted with moulded tyres. Only marked tyres may be used on special stages.

50.3 CONTROL

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

50.4 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking / *bar code reading* zone may be established at the exit of the authorised service parks and remote service zones. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone. *In case of the use of tyre bar code it must always be visible from outside the car*.
The crew has to stop its car and wait for the instructions of the scrutineers or/and marshal. In absence of scrutineers or marshals the crew may leave the zone without stopping. A tyre mark checking zone may be established at the entrance of the authorised *service parks and remote service zones*.

50.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

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

50.6 START DELAYS

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor,
- In regroups of more than 10 minutes duration for any competitor, if followed by a special stage or , super special stage.

50.7 HANDCUTTING

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is only permitted in the service park *when allowed in the championship regulation and/or supplementary regulations.*

50.8 STUDDED TYRES

If studded tyres are permitted in a rally, the regulations and method of checking on studs must be stated in the supplementary regulations. For studded tyres, no restrictions are set on the tyres themselves, the number of tyres and the rubber composing them. However, studs must comply with the regulations in force in each country crossed. Organisers are obliged to state the regulations in force in the supplementary regulations of the rally.

50.9 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

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

50.10 AVAILABILITY OF TYRES

All tyres used in the Balkan Rally Championship must be readily available commercially

50.11 TYRE FITTING

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

50.12 TYRE SUPPLIER AT SPECIAL STAGE STOP POINT

The presence of representatives of the FIA designated tyre supplier/suppliers is/are authorised at the stop point of the special stages. At that point, visual checks and temperature may be carried out and the data relating to the company's products collected.

MECHANICAL COMPONENTS

51. MECHANICAL COMPONENTS

51.1 ENGINE REPLACEMENT

51.1.1 In the case of engine failure between scrutineering and the first time control it is permitted to replace the engine, however, a 5 minutes penalty will be applied by the clerk of the course.

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

51.2 TURBOCHARGERS

51.2.1 The turbocharger and compressor shall hereafter be referred to as 'compressor'

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

51.2.3 The compressor fitted to the car and one spare compressor will be checked and sealed at pre event scrutineering.

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

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

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

51.3 TRANSMISSIONS

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

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

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

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

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

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

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

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

52. ADDITIONAL CAR REQUIREMENTS

52.1 ON-BOARD CAMERAS

52.1.1 If required by *the organiser or* a Championship Promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by *the organiser or* a Championship Promoter *and approved by the scrutineer.*

52.1.2 The competitor of any car which carries an on-board camera must have the prior agreement of the organiser or a Championship Promoter (if any). Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

52.1.3 Competitors wishing to use a camera must supply the following information *to the organiser or* to the Championship Promoter (if any) at least one week before the start of reconnaissance: competitor name, car number, entrant address and use of footage.

52.2 TRACKING SYSTEM

In Balkan Rally Championship events all cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

52.3 NOISE LEVEL IN THE SPECIAL STAGES

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

2013 Balkan Rally Championship Sporting Regulations
APPENDICES

INDEX

APPENDIX I CONTROL SIGNS

APPENDIX II STANDARD DOCUMENTS

	DOCUMENT	AVAILABILITY
1	Supplementary regulations	Website + (printed optional)
2	Bulletins	Website + printed
3	Rally Guide (1 and/or 2)	Website + (printed optional)
4	Itinerary	Website + printed (with supplementary regs)
5	Road book	Printed
6	Time card	Printed
7	Standard entry form	Website + printed (with supplementary regs)
8	Entry Lists	Website + printed
9	Start lists & Results at the rally	(Website optional) + printed

The following additional documents are required, but are of free format:

- Safety plan
- Maps
- Programmes
- Organisation handbooks
- Internal documents
- Helicopter information (if applicable)

APPENDIX III SAFETY

APPENDIX I

Control type	CONTROL ZONE *(Diameter of signs : about 70 cm)*		
Direction of travel	⇨	⇨	⇨
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	←25 m min→	PC ←25 m→	
TIME CONTROL	←25 m min.→	TC ←25 m→	
TC AT SERVICE PARK ENTRANCE	←5 m→	TC ←5 m→	
TC AT SERVICE PARK EXIT	←5 m→	TC Usually leads to RZ and/or TZ ←5 m→	
TIME CONTROL AND SS START	←25m min.→	TC ←50-200m→ / SS START ←25 m→	
END OF SS	←100 m→ ADVANCE INDICATION	←100-300 m→ FLYING FINISH LINE / STOP ←25 m→ STOP CONTROL	

OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: about 70 cm)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE or BLUE SYMBOL on a BLUE or WHITE BACKGROUND *	
TYRE MARKING/ CHECKING		One sign for all tyre operations	
REFUEL ZONE		One sign for all refuel operations	
RADIO POINT	←100 m→ WARNING SIGN	RADIO POINT	
MEDICAL VEHICLE POINT	WARNING SIGN ←100 m→	MEDICAL VEHICLE POINT	

Distances shall be respected as near as practically possible.

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

RALLY CONTROL SIGNS

Time Control

Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

SS Start

Colour: **RED**

Flying Finish Line

Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Stop Control

Colour: **RED**

End of Control Area

Colour: **BEIGE**

Passage Control

Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Begin of Refuel Zone

Colour: **BLUE**

End of Refuel Zone

Colour: **BLUE**

Radio Point

Colour of Control Area Entry: **YELLOW**
Colour of Control: **BLUE**

Medical Vehicle Point

Colour of Control Area Entry: **YELLOW**
Colour of Control: **BLUE**

Begin of Tyre Marking/Checking

Colour: **BLUE**

End of Tyre Marking/Checking

Colour: **BLUE**

APPENDIX II

STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS

Each event must produce supplementary regulations (Article 27 of the Code).

An electronic version of the supplementary regulations must reach Balkan Rally countries according to the Balkan Rally Championships Sporting Regulations.

The supplementary regulations must be printed in A 5 format *(optional)* and appear on the official rally website according to the Balkan Rally Championships Sporting Regulations.

Printed versions must be distributed at least to rally officials.

CONTENT

INDEX

1. Introduction
1.1 Text similar to:

'This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2013 Balkan Rally Championships Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

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

Additional information will be published in the Rally Guide, issued on…. [Date of publication] The 2013 Balkan Rally Championships Sporting Regulations can be found at… [FIA website]'

1.2 Road surface
1.3 Overall SS distance and total distance of the itinerary

2. Organisation
2.1 FIA titles for which the rally counts
2.2 Visa numbers – FIA and ASN
2.3 Organiser's name, address and contact details (permanent office)
2.4 Organisation committee
2.5 Stewards of the Meeting
2.6 FIA Delegates & Observer
2.7 Senior officials
2.8 HQ location and contact details (tel. & fax.)

3. Programme, in chronological order (dates and times), giving location as necessary
- Publishing of the supplementary regulations
- Closure date of entries at reduced fee (if applicable)
- Closure date of entries
- Publication date of entry list
- Issuing of the road book, map and Rally Guide

- Closing date for order of extra services in service park
- Closing date for shakedown registration (if required)
- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Collection of tracking systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Drivers' briefing (if applicable)
- Helicopter pilots' briefing (if applicable)
- Shakedown and time-schedule
- Free Practice and Qualifying time-schedule (if applicable)
- Publication of starting order and TC arrival times for Qualifying (if applicable)
- Date, time and location of procedure for the selection of start positions (if applicable)
- Pre-event Press Conference
- First Stewards' meeting
- Publication of start list for Ceremonial start (if any) and Leg 1
- Ceremonial start (if any)
- Rally start, place and time
- Finish of Leg 1, place and time
- Publication of start lists for subsequent Legs
- Start of the following Leg
- Podium Ceremony/Prize-giving
- Post-event Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classification
- Time of Publication of Final Official Classification

4. Entries

4.1 Closing date for entries
4.2 Entry procedure
4.3 Number of competitors accepted and classes
4.4 Entry fees / entry packages for Private Competitors
4.5 Payment details (including details of any applicable taxes)
4.6 Refunds

5. Insurance

6. Advertising and Identification

7. Tyres

7.1 Tyres specified for use during the rally

The following text is recommended to cover the use of tyres:
In addition to complying with the 2013 Regional Rally Championships Sporting Regulations, the following quantities and type of tyre are confirmed for use.

Tyre Type	*Compound*	*Driver Priority*	*Max. no. of tyres*	*Extra for shakedown*	*Total for rally*

7.2 Tyres for use on reconnaissance – if necessary
7.3 National laws or special requirements (if any)

8. Fuel (if applicable)

8.1 Ordering procedure
8.2 Closing date for ordering fuel
8.3 Distribution for non-priority drivers

9. Reconnaissance

9.1 Procedure for registration
9.2 Specific and/or national restrictions – speed limit on the special stages
9.3 Location of collection of speed control checking devices

10. Administrative Checks

10.1 Documents to be presented:
- Competitors license
- Driver and Co-driver competition licenses
- Driver and Co-driver passports or identification
- ASN authorisation, for all foreign competitors
- Completion of all details on the entry form
- Car insurance cover certificate
- Car insurance registration papers

10.2 Timetable

11. Scrutineering, Sealing and Marking

11.1 Scrutineering venue and timetable
11.2 Mud flaps (Appendix J Article 252.7.7)
11.3 Windows/Nets (Appendix J Article 253.11)
11.4 Driver's safety equipment
11.5 Noise level
11.6 Special national requirements
11.7 Installation of Safety Tracking System

12. Other procedures

12.1 Ceremonial start procedure and order
12.2 Finish procedure (only if different from the Regulations)
12.3 Permitted early check-in
12.4 Super special stage procedure and running order (if applicable)
12.5 Any special procedures / activities including the organisers' promotional activities
12.6 Official time used during the rally

13. Identification of Officials

14. Prizes

15. Final Checks

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

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CROs & their itinerary

Appendix 4 Decals and positioning of supplementary advertising

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

Appendices 6, 7, etc. Items at the organisers' discretion.

2. BULLETINS

Bulletins are defined in Article 2.1 of these regulations.

They may be issued either:

- By the organisers, up to the commencement of scrutineering with the approval of the FIA. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA

or

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

Bulletins must be numbered and dated. They shall be printed on yellow paper and posted on the official notice board(s) and on the event website.

Where possible, notifying competitors electronically of publication of a bulletin is recommended.

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

A bulletin may only be published after the approval of the FIA or after being issued by the stewards of the meeting (where applicable).

3. RALLY GUIDE

The concept is to have all rally paperwork in one document whether for media, officials or competitors. The Rally Guide may be published as electronic document at least 3 weeks before the start of the rally. **It is optional for the organisers to print the Rally Guide.**

***** Supplementary Regulations fully detailed in Appendix II-1

CONTENT			
Art.	**Headings and Subheadings**	**SR***	**RG**
1	**Introduction / welcome**		
	Introduction from top officials, chairman, etc	-	X
	"This document has no regulatory power – for information only"	-	X
2	**Contact details**		
	a) ***Permanent contact details***	X	-
	Postal and visitors' addresses, phone and fax	X	-
	E-mail and internet addresses	X	-
	Key officials	X	X
	b) ***Rally HQ contact details***	X	X
	Address, phone and fax	X	X
	Rally office opening hours	X	X
	c) ***Media contact details***	-	X
3	**Programme and critical deadlines**		
	a) Schedule before the rally week	X	X
	b) Schedule during the rally week	X	X
4	**Entry details**		
	Titles for which the rally counts	X	-
	List of entry fees	X	-
	Entry packages for non-FIA registered teams	X	-
5	**Service park(s) and Remote Service Zones if applicable**		
	Information about the service park(s), etc	-	X
	Facilities at service park	-	X
	Service park content – see list at the end of this Appendix	-	X
6	**Two-way radio**		
	Contact details to person / authority in charge	-	X
7	**Fuel / Tyres**		
	Information on requirements /availability	X	X
8	**Import of vehicles and spare parts**		
	National laws / customs clearance / agents	-	X
9	**Helicopters**		
	Registration procedure / information on hire companies	-	X
10	**Hospitality arrangements**		
	Contact details for person/company in charge of hospitality arrangements	-	X
11	**Hotel / accommodation reservation**		
	List of hotels	-	X
	Contact details for reservations	-	X
12	**Reconnaissance**		
	GPS tracking (start nos, collection,)	X	X
13	**Scrutineering, sealing and marking**		
	Date, place and time-windows (individual times in bulletin)	X	X
	Preparations to be made before the car is brought to scrutineering	-	X
	Collection / return points for safety tracking system	X	X
	Final scrutineering	X	X
14	**Shakedown**		
	General info & times (location, stage length, distance to service park, etc.)	X	X
15	**Start procedure**		
	Programme and instructions	X	X
16	**Finish Procedure**		
	Programme and instructions	X	X

Art.	Headings and Subheadings	SR*	RG
17	**PR activities**		
	Rally shows etc	-	X
18	**Media**		
	Contact before the event	-	X
	Accreditation procedure / criteria and deadline	-	X
	Accreditation desk – location and opening hours	-	X
	Media room – location and opening hours	-	X
	Press Conferences – time and location	X	X
	Teams' media contacts	-	X
	Expected media coverage (TV & radio, times, channels and frequencies)	-	X
19	**Passes and plates**		
	Description of the various passes and plates – which pass allows access where	-	X
20	**Medical and Safety Service**		
	Emergency number	-	X
	Telephone numbers for:	-	X
	- Hospitals in the area	-	X
	- Police	-	X
	- Towing service	-	X
	- Pharmacies	-	X
21	**List of useful facts and services**		
	Climate	-	X
	Time zone	-	X
	Currency	-	X
	Hire car companies	-	X
	Airline companies and airports	-	X
	Copy service	-	X
	Mobile phone (Rental and service)	-	X
	Security companies	-	X
	Taxis	-	X

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

Organisers may consider use of forms for the following:
Hotel / accommodation reservation Service park facilities Media accreditation Recce registration Additional material order Two-way radio form (if applicable) Customs clearance form (if applicable)

Check list for Service Park plans:
- TC in / TC out (with numbers) - Parc fermé - Technical zone - Tyre marking zone - Refuel area (if not remote) - Environmental requirements - Service vehicles in and out of SP - Position for emergency service, fire brigade medical centre, etc - Auxiliary parking areas - Press and VIP parking areas - Spectator parking - Rally office / information centre - Public toilets - Water supply - Rubbish area(s) - Helicopter pad

4. ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY

1 – FREE PRACTICE (FP) / QUALIFYING STAGE (QS) (when applicable)

The schedule for the Free Practice before QS must be incorporated within a 2 hours window as a maximum and must appear in the program of the rally.

Qualifying — **Thursday 28 June 2012**

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
TCFP	**Start of Free Practice**					***8:00***
	FREE PRACTICE CLOSES AT 10:00					
TCQS						***10:30***
RZQS	**Refuel for Qualifying Stage**					
QS	**Qualifying Stage**	***3.86***	**-**	**-**	**-**	***10:38***
TCPF	Parc fermé **IN** (early check-in permitted)	**-**	6.50	10:36	0:18	***10:56***
Start order selection at XXXXXX (give location)					**12:00**	

Qualifying

2 - SSS TO START THE RALLY

Start (Section 1) — **Thursday 28 June 2012**

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	**Start - (Anytown Pavilion)**					**18:15**
RZ 1	Refuel - All competitors Distance to next refuel	(2.06)	(24.98)	(27.04)		
1		-	10.49	10.49	00:25	18:40
SS1	***SSS Trotting Track 1***	***2.06***	-	-	-	***19:00***
1A	Parc fermé **IN**	-	14.49	16.55	0:30	19:30
Overnight regroup						

Section 1

Re-Start (Sections 2,3,4……) — **Friday 29 June 2012**

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé **OUT** - Service **IN**	-	0.00	0.00	0:30	06:00
	Service A - Anytown Pavilion	**(2.06)**	**(24.98)**	**(27.04)**	0:15	
1C	Service - **OUT**	**-**	**-**	**-**	-	06:15
RZ 2	Refuel – All competitors Distance to next refuel	(50.68)	(99.16)	(149.84)		

Section 2

NOTES

- Boxes showing visits to service park and remote service zones should have a thick black surround and, when printed in colour, a light blue infill shade.

- Boxes showing regroups or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.

3 - TYPICAL SERVICE DURING A DAY

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

Section 4

5

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.12). When there is no regroup involved, there should be a 3 minute Technical Zone before the service park entrance.

4 - REMOTE SERVICE & REFUEL

Start (Sections 1,2 ….) **Friday 26 October 2012**

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	**Start - Skrunda**	(0.00)	(0.00)	(0.00)		**06:00**
RZ 1	Refuel - City					
	Distance to next refuel	(0.00)	(136.00)	(136.00)		
RZ 2	Remote Refuel (FIA fuel)		[136.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1	***Talsi 1***	***32.14***	-	-	-	***09:25***
2		-	3.17	35.31	0:38	10:03
SS2	***Pampal 1***	***5.13***	-	-	-	***10:06***
3		-	5.79	10.92	0:15	10:21
SS3	***Roja 1***	***27.88***	-	-	-	***10:24***
RZ 3	Remote Refuel (FIA fuel)		[23.50]			
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone - **IN**	-	53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone - **OUT** / Service - **IN**	-	0.03	0.03	0:10	12:07
	Remote Service A - Dundaga	**(65.15)**	**(227.49)**	**(292.64)**	0:15	
3C	Remote Service - **OUT**	**-**	**-**	**-**	-	12:22
RZ 4	Remote Refuel (FIA fuel)		[27.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

Section 1

Section 2

NOTES

For the procedure in and the setup of a remote service please refer to Article 52

5 - TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

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

Section 5

NOTES

- The method of calculating the flexi-service window in which all cars must be returned to parc fermé is: The scheduled time due of the last competitor at Service IN + 30' maximum lateness + 45' service time + 15' 'safety net'.

6 - TYPICAL END OF RALLY

17B	Regroup **OUT**					11:45
18		-	14.12	14.12	0:17	12:02
SS18	***Roja 2 (Power Stage)***	***7.25***				***12:05***
18A	Regroup & Technical Zone **IN**		65.13	81.38	1:15*	13:20
18B	Regroup **OUT** - Service **IN**				00:03	13:23
	Service J (Football Stadium)	**(79.97)**	**(188.53)**	**(268.50)**	**(00:10)**	
18C	Service **OUT** - Finish - Holding **IN**					13:33
	Podium					14:00
	Sunday totals	**79.97**	**188.53**	**268.50**		

Section 9

TOTALS OF THE RALLY				
	SS	**Liaison**	**Total**	**%****
Friday 26 October Sections 1, 2	136.21	292.98	429.19	31.7%
Saturday 27 October Sections 3, 4, 5	145.18	322.12	467.30	31.1%
Sunday 28 October Section 6	79.97	188.53	268.50	29.8%
Total - 18 SS	**361.36**	**803.63**	**1164.99**	**31.0%**

* Allow for extra time in road section for any TV presentation at end of stage.
** % = the percentage of the total distance of special stages.

A table as above should conclude the final itinerary page.

5. ROAD BOOK

1. GENERAL REQUIREMENTS

- The Road book must be distributed according to the FIA Rally Championships Sporting Regulations.

- There may be one book for the entire rally or a different book for each Leg. If different books are used, there should be an obvious method of distinction.

- The road book shall be A5 size (NACAM: legal size) and bound on the left side with metal or other suitably strong binding capable of 360° opening.

- Printing should be double-sided, with a paper of thickness 90 gsm or greater.

- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the “Direction” column (see example).

- Headings shall be in English and the national language (optional).

- The time allowed for each section should be expressed in hours and minutes.

- There shall be no more than 6 instructions per page. (In case of 6 instructions per page the header must be smaller as in the example)

- All road book pages must be numbered to have the possibility to check the completeness of the book.

2. FIRST PAGES

- The road book shall contain a page giving the **accident procedure** and:
  - List of hospitals / medical centres
  - Telephone numbers for rally HQ and emergency services

- A page of all the symbols used must appear in the front of the road book.

- Instructions for trip meter calibration should be included.

- The itinerary in ‘portrait’ format and maps (including a scale and direction “north”) for the entire rally must appear in each road book. It is recommended that the page with the itinerary of a particular Leg appears opposite the corresponding Leg map.

3. INSTRUCTION PAGES

When a rally route is exactly duplicated (i.e. 2 identical sections I) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC’s, stage and section numbers. If there is any variation between two passages there should be no common set of route instructions.

- Each road book should include at least one Service Park plan. Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location.

- Layout plans of Remote Service or Remote Refuel points should be included. (if applicable)

- Inclusion of route instructions for shakedown, ‘return to start’ loop (if any) and road sections from/to the service park, are recommended.

- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).

- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed.

- Individual stage maps shall include:
    - A scale
    - The direction North
    - Reconnaissance route (only in case if there is no separate reconnaissance road book.)
    - Alternative route
    - Location of start/finish and all emergency vehicle points.

- The GPS location of the start and finish of each special stage and of the regroups and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379' (WGS84).

- Photographs or diagrams of control locations may be included.

- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be the outside edge i.e. opposite the bound edge of the page, visible from the side look to the road book. The number should appear only on pages relating to the special stage.

- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.

- Road numbers shall be included where relevant.

- A variation in the thickness of the lines of the direction signs should be used to indicate a smaller / wider road, not the direction to be taken.

- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.

- The distance between TC and SS start must be placed in the Information box (see example)

4. FINAL PAGES

- Alternative routes may be included as a section at the end of the road book on paper with a different colour.

- Other requirements at the end of the road book:
    - Retirement form
    - Enquiry form

.

- To include the SOS/OK symbols in A4 size (folded in landscape format) as last page in the road book is optional for the organiser.

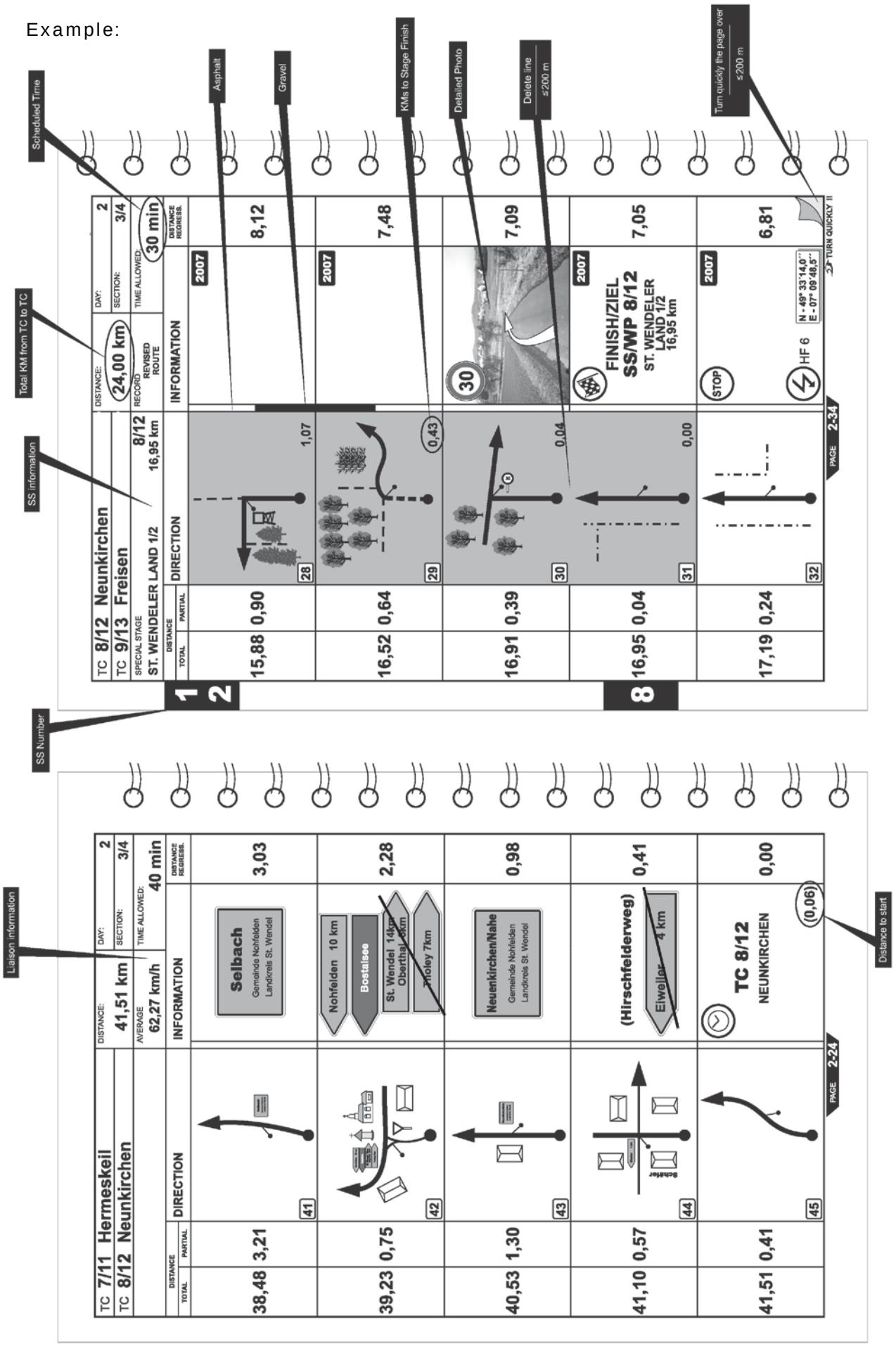
5. CHANGES

In case of a change in the road book (e. g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A5 to be inserted into the road book

6. OTHER USEFUL INFORMATION

- A trip meter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
- A competitor's time record page
- Advice to the next junction at the base of each page when junctions on the following page are in rapid succession.
- Helicopter points should be mentioned.

Example:


Scheduled Time
Total KM from TC to TC
SS information
SS Number
Liaison information
Distance to start
Asphalt
Gravel
KMs to Stage Finish
Detailed Photo
Delete line
≤200 m
Turn quickly the page over
≤200 m
TC 8/12 Neunkirchen
TC 9/13 Freisen
SPECIAL STAGE
ST. WENDELER LAND 1/2
8/12
16,95 km
DISTANCE:
24,00 km
RECORD
REVISED ROUTE
DAY: 2
SECTION: 3/4
TIME ALLOWED:
30 min
DISTANCE REGRESS.
INFORMATION
DIRECTION
DISTANCE
TOTAL
PARTIAL
2007
8,12
7,48
7,09
7,05
6,81
1,07
0,43
0,04
0,00
15,88 0,90
16,52 0,64
16,91 0,39
16,95 0,04
17,19 0,24
FINISH/ZIEL
SS/WP 8/12
ST. WENDELER
LAND 1/2
16,95 km
HF 6
N - 49° 33'14.0"
E - 07° 09'46.5"
TURN QUICKLY !!
PAGE 2-34
TC 7/11 Hermeskeil
TC 8/12 Neunkirchen
DISTANCE:
41,51 km
AVERAGE
62,27 km/h
DAY: 2
SECTION: 3/4
TIME ALLOWED:
40 min
Selbach
Gemeinde Nohfelden
Landkreis St. Wendel
Nohfelden 10 km
Bostalsee
St. Wendel 14km
Oberthal 6km
Otzley 7km
Neunkirchen/Nahe
Gemeinde Nohfelden
Landkreis St. Wendel
(Hirschfelderweg)
Elweiler 4 km
TC 8/12
NEUNKIRCHEN
(0,06)
3,03
2,28
0,98
0,41
0,00
38,48 3,21
39,23 0,75
40,53 1,30
41,10 0,57
41,51 0,41
PAGE 2-24

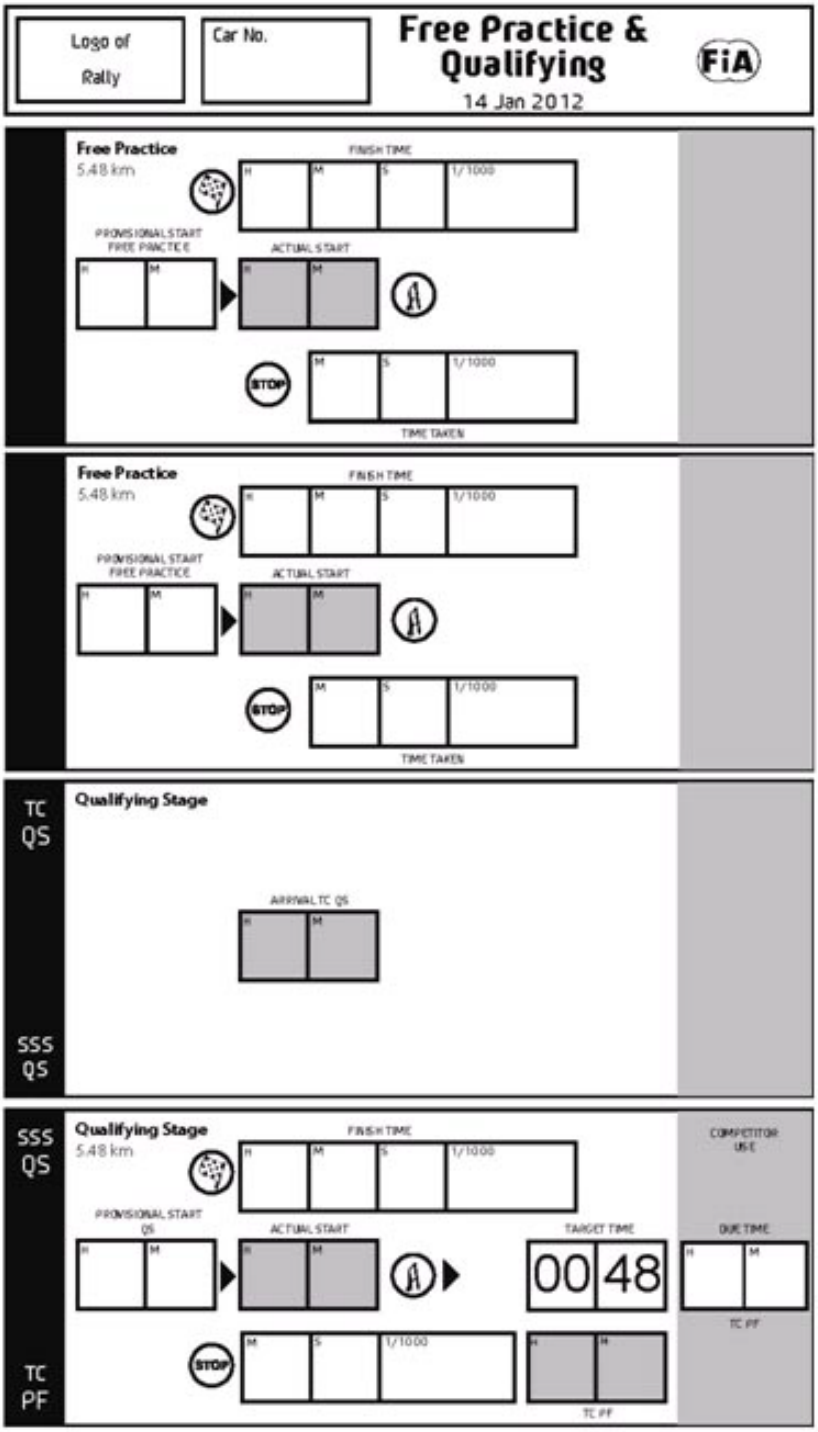
6. STANDARD FIA TIME CARDS

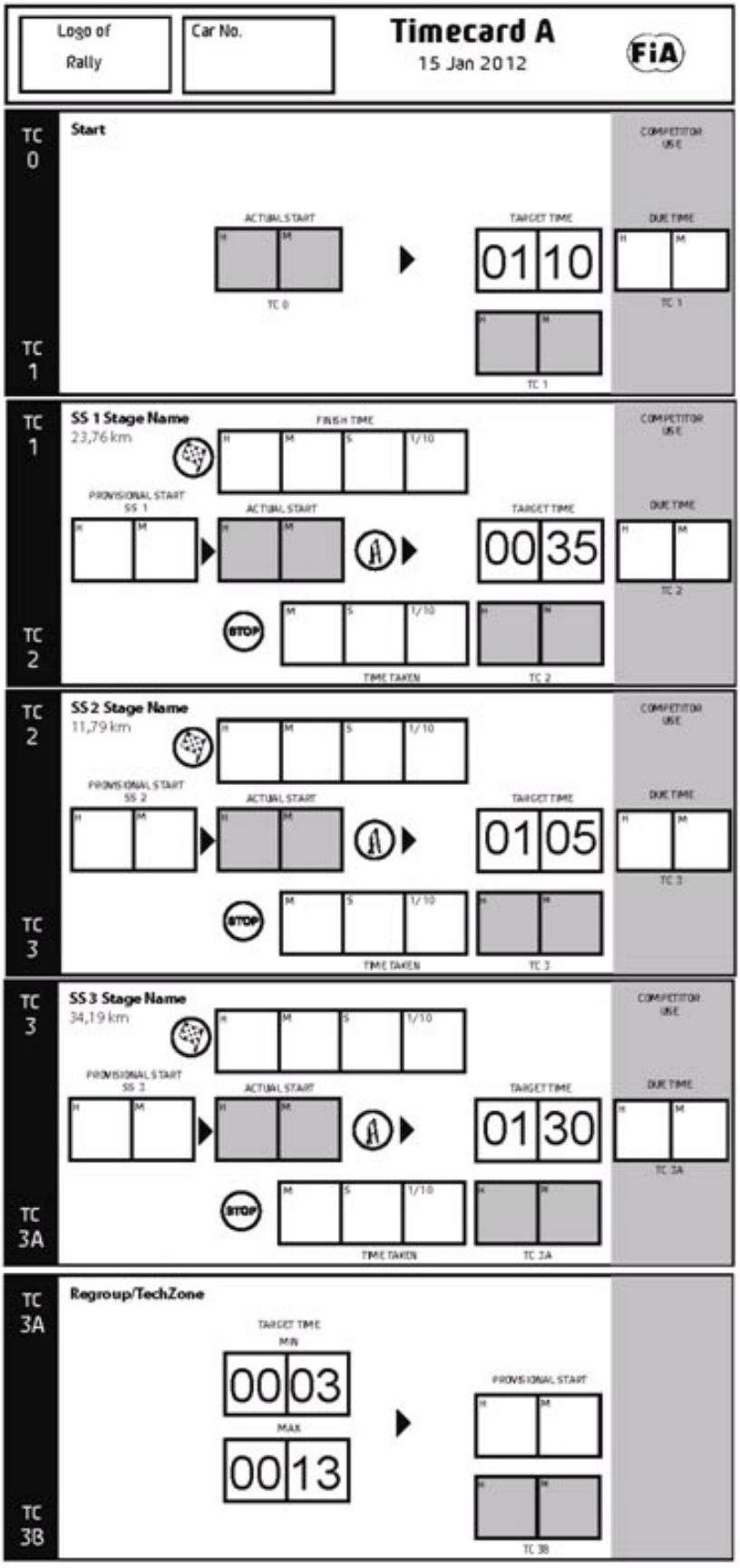
1. GENERAL

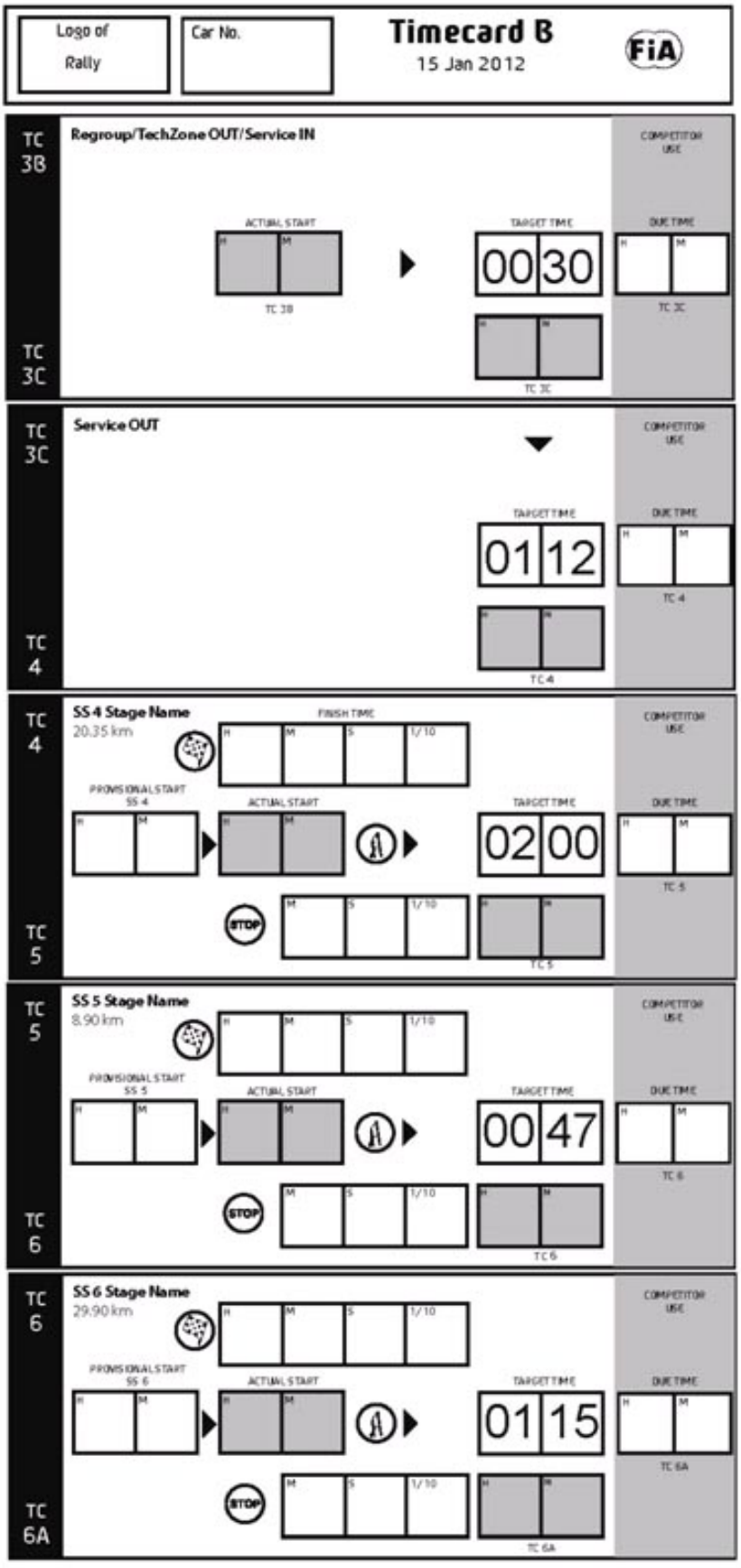
- A separate time card must be issued at least for each section.
- The target time for covering the distance of a road section must appear on the time card.
- Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- Time cards should be issued and collected at the end of each section. Used time cards then become available for the results teams to check. Ideally a separate new card should be used for end of Leg 45' service (as in example for 'Flexi-Service B').
- An organiser may propose to the FIA the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FIA before use.

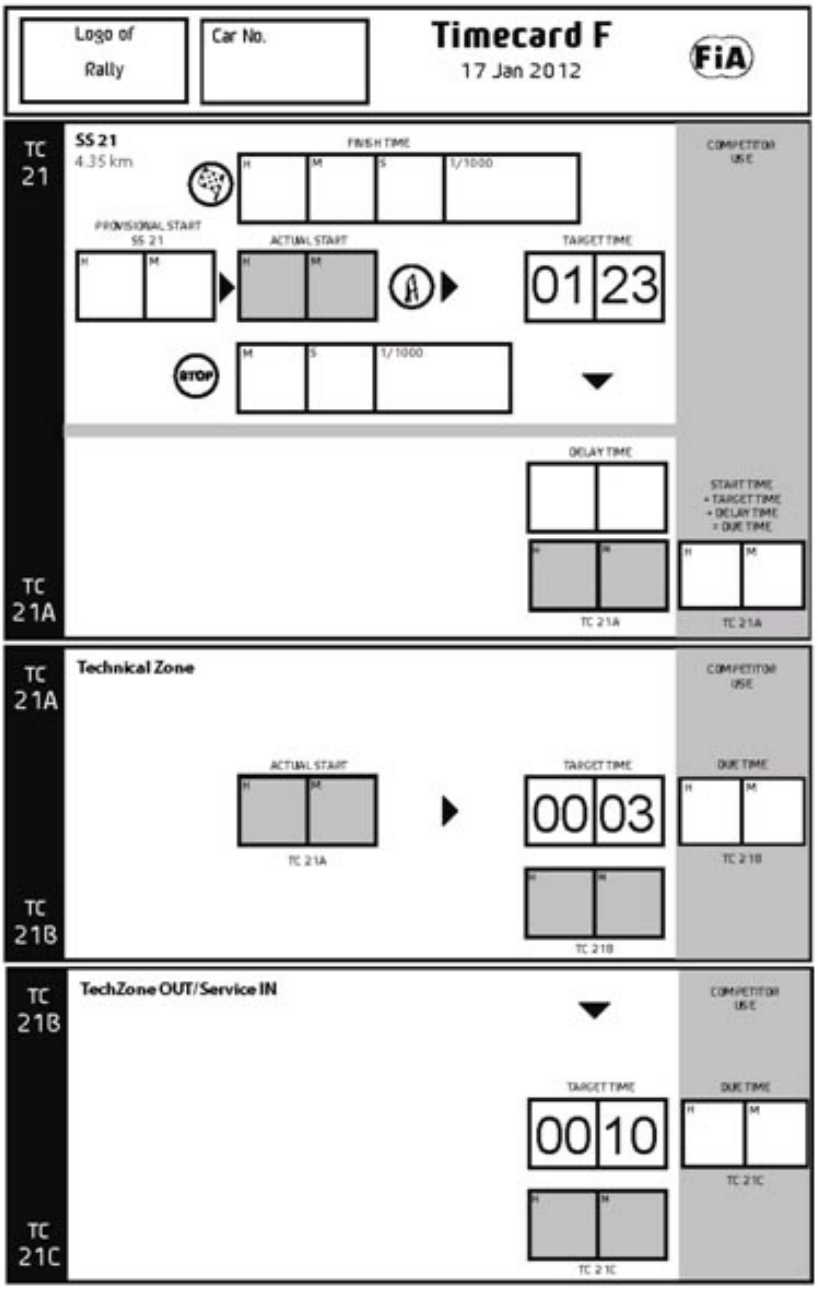
2. DESIGN

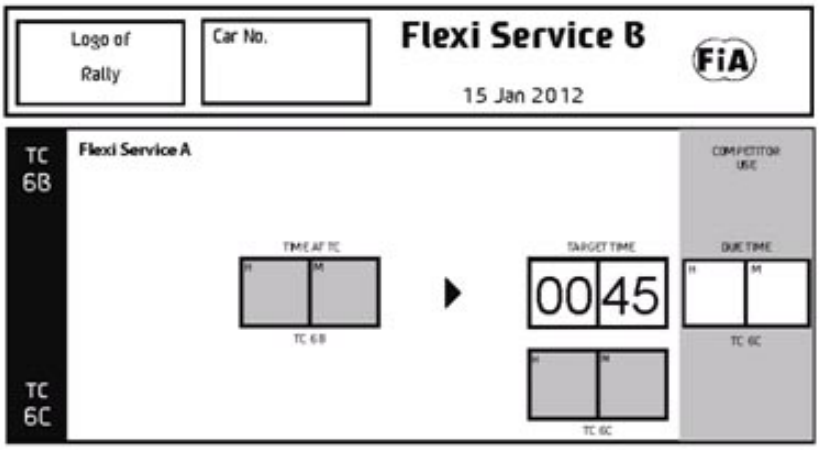
- See the following sample.
- The centre column is for completion by officials and right hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: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

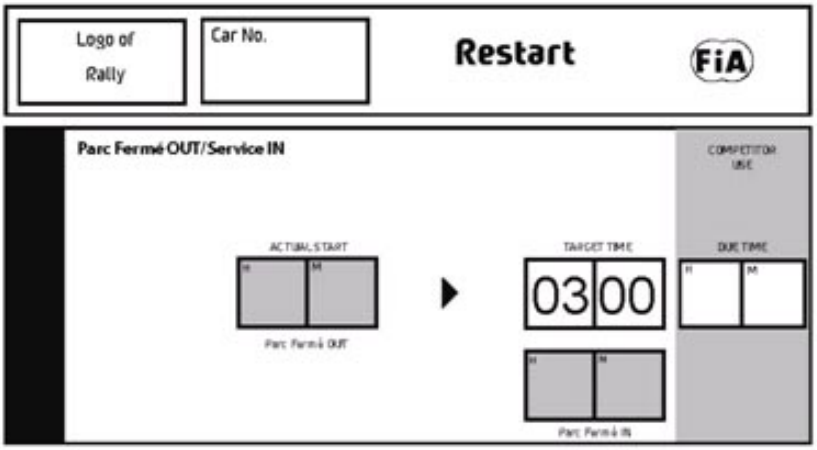

Logo of Rally
Car No.
Free Practice & Qualifying
FIA
14 Jan 2012
Free Practice
5.48 km
FINISH TIME
H
M
S
1/1000
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
Free Practice
5.48 km
FINISH TIME
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
TC QS
Qualifying Stage
ARRIVAL TC QS
SSS QS
SSS QS
Qualifying Stage
5.48 km
FINISH TIME
COMPETITOR USE
PROVISIONAL START QS
ACTUAL START
TARGET TIME
00 48
DUE TIME
TC PF
STOP
TC PF
TC PF


Logo of Rally
Car No.
Timecard A
15 Jan 2012
FIA
TC 0
Start
ACTUAL START
TC 0
TARGET TIME
01 10
TC 1
COMPETITOR USE
DUE TIME
TC 1
TC 1
SS 1 Stage Name
23,76 km
FINISH TIME
PROVISIONAL START SS 1
ACTUAL START
TARGET TIME
00 35
TC 2
STOP
TIME TAKEN
TC 2
TC 2
SS 2 Stage Name
11,79 km
PROVISIONAL START SS 2
ACTUAL START
TARGET TIME
01 05
TC 3
STOP
TIME TAKEN
TC 3
TC 3
SS 3 Stage Name
34,19 km
PROVISIONAL START SS 3
ACTUAL START
TARGET TIME
01 30
TC 3A
STOP
TIME TAKEN
TC 3A
TC 3A
Regroup/TechZone
TARGET TIME MIN
00 03
MAX
00 13
PROVISIONAL START
TC 3B


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


Logo of Rally
Car No.
Timecard F
17 Jan 2012
FIA
TC 21
SS 21
4.35 km
FINISH TIME
H
M
S
1/1000
COMPETITOR USE
PROVISIONAL START SS 21
ACTUAL START
TARGET TIME
01 23
STOP
DELAY TIME
START TIME + TARGET TIME + DELAY TIME = DUE TIME
TC 21A
TC 21A
TC 21A
Technical Zone
ACTUAL START
TC 21A
TARGET TIME
00 03
DUE TIME
TC 21B
TC 21B
TC 21B
TechZone OUT/Service IN
TARGET TIME
00 10
DUE TIME
TC 21C
TC 21C
TC 21C


Logo of Rally
Car No.
Flexi Service B
FIA
15 Jan 2012
TC 6B
Flexi Service A
COMPETITOR USE
TIME AT TC
TARGET TIME
DUE TIME
H
M
00
45
TC 6B
TC 6C
TC 6C
TC 6C


Logo of Rally
Car No.
Restart
FIA
Parc Fermé OUT/Service IN
COMPETITOR USE
ACTUAL START
TARGET TIME
DUE TIME
H
M
03
00
Parc Fermé OUT
Parc Fermé IN

7. STANDARD ENTRY FORM

EVENT/ ASN LOGO	Name of the Rally	FIA Championship LOGO

INDIVIDUAL ENTRY FORM

	COMPETITOR	FIRST DRIVER	CO - DRIVER
Team name			
Surname			
First (given) name			
Date of birth			
Nationality (as licence)			
Postal address			
Passport number			
Address for correspondence (1, 2 or 3)	**1.**	**2.**	**3.**
Telephone N° (business)			
Telephone N° (private)			
Mobile Tel. N°			
Fax No.			
E-mail address			
Competition licence N°			
Issuing ASN			
Driving licence N°			
Country of issue			

DETAILS OF THE CAR			
Make		Registration No.	
Model		cc	
Year of manufacture		Chassis N°	
Group / Class		Engine N°	
Homologation N°		Predominant colour	
Country of registration		Tech. Passport N°	

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

ENTRY FEES

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

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

SEEDING INFORMATION
(to be completed by competitor)

Driver Name		Car		Class	

Current FIA Priority	Yes / No	Previous FIA Priority	Year	
Current National Seeded	Yes / No	Previous National Seeded	Year	
Title of any Championship won			Year	

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

DECLARATION OF INDEMNITY

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

ACKNOWLEDGEMENT AND AGREEMENT

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

ASN Stamp *	Signature of Competitor	Signature of driver	Signature of Co-driver

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

Date_____

8. ENTRY LISTS

1. DRAFT ENTRY LIST FOR EUROPEAN CHAMPIONSHIP ONLY

Upon closing of entries as in the supplementary regulations, the organiser shall send a **Draft Entry List** in numeric order by Priority group to the FIA for checking, before the prior to publication on the organiser's website. The FIA shall then reply with any comments. After acceptance by the FIA, the Entry List may be published.

1) The **Draft Entry List** may be published on the event website with a footnote 'Subject to FIA approval'. That list should be in numeric order by priority group.

2) This **Draft Entry List** will be send to the FIA for checking.

3) The FIA shall then reply with any comments and will submit the approved list of the ERC Priority Drivers within three days to the organiser.

2. ENTRY LIST

The Entry List shall include:

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

9. START LISTS & RESULTS AT THE RALLY

INTRODUCTION:

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

1. FREE PRACTICE / QUALIFYING STAGE (WHEN APPLICABLE)

Start list for the Qualifying Stage
- Produced after administrative checks and scrutineering
- Signed by the clerk of the course after approval by the stewards and published at time in supplementary regulations
- Gives TC arrival start times (or at least intervals between cars) for all eligible competitors
- Footnote denotes 'Subject to re-scrutineering'

2. CEREMONIAL START & LEG 1/SECTION 1

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

or

Start list for Leg 1 / Section 1 (SSS)
- Produced after administrative checks and scrutineering or after post qualifying selection of start position (where applicable)
- Signed by the clerk of the course after approval by the stewards of the meeting and published at time in supplementary regulations
- Gives start times for all competitors – which may be paired times
- Footnote denotes 'Subject to passing rescrutineering for car(s) No…'

and/or

Start list for Leg 1 (no SSS) or **Start list for Leg 1 / Section 2**
- Produced after administrative checks and scrutineering
- Signed by the clerk of the course after approval by the stewards of the meeting and published at time in supplementary regulations
- Gives start times for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No…'

3. EACH LEG OF THE RALLY (EXCEPT THE FINAL LEG)

a) Unofficial classification after final SS (not including SSS)
- Produced for examination by the stewards unsigned.

b) Start list for the following Leg

Proposed by the clerk of the course. Stewards may reposition.
- Signed by the clerk of the course and published at time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing rescrutineering for car(s) No….'

c) Partial Unofficial Classification after Leg 'x'
- Signed by the clerk of the course and issued with actual posting time.
- Produced when all penalties are known.

3. FINAL LEG OF THE RALLY

d) Provisional Final Classification

- Includes all competitors who have **completed the rally**
- Signed by the clerk of the course after approval by the stewards of the meeting and published at time in supplementary regulations
  - 'Subject to the results of final scrutineering' (for the whole classification)
  - 'Subject to the results of routine fuel analysis for the following cars....'
    (should fuel results not be available at the event)
  - 'Subject to further checks to be carried out by the FIA for car No….'
  - 'Subject to stewards' decision for car No….'
  - 'Subject to the results of a complete engine inspection for car No….'
  - 'Subject to the results of the anti-doping tests for the following drivers/co-drivers:…'

e) Official Final Classification

Includes all competitors who have started the rally. (all competitors who have completed the rally, all retired competitors – marked with "ret", all excluded competitors marked with "exc")

- Approved and signed by the stewards and published after the protest time, if final scrutineering is not completed:
  - "Subject to the results of final scrutineering "

- Approved and signed by the stewards and published once final scrutineering is completed.
  - 'Subject to the results of routine fuel analysis for the following cars:…'
    (should fuel results not be available at the event)
  - 'Subject to further checks to be carried out by the FIA for car No….'
  - 'Subject to stewards' decision for car No...'
  - 'Subject to any potential appeal by the entrant of car No… against the decision pronounced by the stewards'
  - 'Subject to the results of a complete engine inspection for car No…'
  - 'Subject to the results of the anti-doping tests for the following crews:…'

10. MEDIA SAFETY BOOK

There is need for a safety guide specifically for the visual media. The minimum recommended content of this book is listed below. The Media Safety Book should be distributed to the Media before the start of the rally.

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

1) Invite an experienced professional motorsport photographer and/or a cameraman to inspect the special stages together with the Press Officer and the Safety Officer as soon as the rally route is decided.

2) Identify within each stage a number of safe areas ('photo areas') for use by photographers and TV crews. Where possible, there must be dedicated tabard media parking as close as possible to these locations, as well as at stage ends. Where access is not possible, due to restricted space and/or safety concerns, this must be clearly communicated in the Media Safety Book.

3) These 'photo areas' should be described on paper and accompanied by a photograph depicting the resulting image. There should be diagrams for each location indicating in detail:

    - The SS number and length
    - The SS road closing time for tabard media
    - The SS starting time for the first car
    - The road book reference and GPS reference
    - The specific zone of the photo areas
    - The spectator areas
    - The tabard media parking
    - The access roads
    - The distance, on the SS road, of the photo areas from the SS start/finish
    - The safety taping

4) All the proposed diagrams should be approved by the Safety Officer.

5) The approved diagrams will form one section of the Media Safety Book.

6) The book should also include:

    - The written description of where tabard holders may access and what kind of actions he/she may perform. At minimum, this section must be produced in English and the local language.
    - Example
        - They should be allowed to walk immediately in front of the spectator tape / marker boundary, to walk from one point of the stage to another and / or cross the stage during the intervals between the passage of the rally cars, always in accordance with marshals' safety instructions. In addition, tabard media may be permitted to exit the special stages between the running of repeated stages, in the direction of the rally route. This will only be permitted when identified in the Media Safety Book and only after the stage commander has announced the opening of the road after the first passage of rally cars.
        - The specific photo areas, for the use of tabard holders only, must be properly taped, signed and with restricted access. Media marshals especially briefed on media needs, duties and rights, should be identifiable at the photo areas.
    - The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard and media parking.
    - A complete sample of all authorised passes, tabards (permanent and rally by rally) and media and tabard media car passes.
    - The identification and handling of the media (Media Safety & Identification), as stated in the appendices of the media facilities.

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

The Media Safety Book should be distributed to all tabard holders and to all stage commanders, safety and security personnel.

APPENDIX III

SAFETY

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

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

CONTENTS

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

5.1 GENERAL

The following recommendations should be respected, but need not be included in the Supplementary Regulations of the rally. Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews. The clerk of course shall be ultimately responsible for applying these recommendations. FIA Safety and/or Medical Delegates may be appointed for any FIA Championship; in that case, their duties and authority shall be as specified in the FIA World Rally Championship (hereafter "WRC") sporting regulations.

5.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

5.2.1 A safety plan must be drawn up and include:

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

- The names of the various people in charge:
  Clerk of course,
  Deputy Clerks of course,
  Chief medical officer (FIA approval required for World Championship events in accordance with Supplement 1),
  Chief safety officer,
  Safety officers in each special stage.

- The addresses and telephone numbers of the various safety services:
  Police,
  Hospitals,
  Emergency medical services,
  Fire-fighting services,
  Breakdown services,
  Red Cross (or equivalent).

- The full itinerary with detailed road sections.

- The safety plan for each special stage, which should list all key officials, emergency services for that stage, telephone numbers etc., plus a detailed map of the special stage.

- The organisers and the clerk of the course should make provision for an alternative route for each special stage, to be used in the event of cancellation as above.

- For WRC events, see also the WRC regulations specifying deadlines for the submission to the FIA of the safety plan and medical questionnaire and arrangements with the designated hospitals.

5.2.2 The safety plan specifically addresses issues in each of the following areas:
safety of the public,
safety of the competing crews,
safety of the officials of the event.

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

5.2.3 In all cases, contact should be made with the local authorities or, failing this, with a private organisation, in order to draw up a rescue plan to be implemented in the event of a major incident or incidents which do not fall within the scope of the medical service on site.
The hospitals selected should be contacted in writing, no less than 16 days before the rally, requesting that the emergency services be placed on standby.

5.2.4 Chief Safety Officer
A Chief safety officer will be appointed in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.
During the rally he will be in permanent communication with rally control, the chief medical officer and the start of each special stage (by telephone or radio).
He will be responsible for the implementation and enforcement of the safety plan.

5.2.5 Special Stage Safety Officer
Each special stage will have a safety officer who will assist the chief safety officer.
The special stage safety officer ensures that the special stage is inspected and certified in conformity with the safety plan prior to the passage of the 0 car.

5.2.6 Officials and marshals
Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.
It is the organiser's responsibility to ensure that officials are adequately trained in this regard.
The personnel should wear identifying tabards. The recommended colours are:

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

5.3 DESCRIPTION OF THE ELEMENTS OF THE MEDICAL AND RESCUE SERVICE

5.3.1 General
The rescue services provided should comply with the prescriptions contained within this chapter. They should also fulfil the legal requirements in force in each country concerned. These prescriptions apply to all international events. They do not apply to private testing.
Technical medical information and essential practical instructions are provided in a recapitulative table at the end of this Appendix.

5.3.2 Personnel

At Rally Control:

- A Chief Medical Officer or his assistant:
Both must be approved by the ASN and be placed under the authority of the clerk of the course. Their names must appear in the supplementary regulations of the event.

The qualification requirements for chief medical officers of World Rally Championship events are stipulated in Supplement 2.

The chief medical officer is responsible for the recruitment, implementation, operation and running of the rescue services and evacuation. Consequently, all the medical and paramedical personnel, including those recruited directly or indirectly by the ASN, are concerned by his decisions.

Save in exceptional circumstances, during the running of an event, the chief medical officer remains at rally control in order to facilitate dialogue and collaboration with the clerk of the course in the event of an accident. He may be replaced temporarily by an assistant whose name must appear in the supplementary regulations of the event

concerned. In all cases, it should be possible to contact him. The organisers are obliged to provide him with all the material and administrative means necessary for the performance of his duties.

- An assistant chief medical officer:
He assists the chief medical officer and is delegated for certain missions, or may even replace him.

For medical intervention vehicles and treatment/resuscitation units:

- Doctors, qualified in resuscitation according to the standards of the country concerned or, where applicable, the reference standards;

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

- Drivers, who may be members of these teams;
and, if need be:

- Rescue workers and personnel, trained in freeing casualties from crashed vehicles.

- Extrication teams (see Supplement 7).

5.3.3 Intervention vehicles
Their mission is to bring to the scene of the accident:
- on the one hand, the appropriate medical rescue;
- on the other hand, the necessary technical equipment.

Two solutions are recommended:

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

The medical intervention vehicle transporting:
- a medical team in conformity with Article 5.3.2.
- medical equipment in conformity with Supplement 3.

The technical intervention vehicle transporting:
- a technical team in conformity with Supplement 7:
- two 4 kg fire extinguishers with trained operator,
- suitable communications equipment to maintain contact with Rally HQ,
- a warning siren,
- suitable identification.
- a kit of basic rescue equipment determined by the chief medical officer in collaboration with the chief scrutineer, based on Supplements 7 (extrication) and 8 (rescue);

b) a mixed vehicle, combining “technical” and “medical”.

It carries on board:
- all the equipment foreseen for technical intervention;
- the medical personnel and equipment foreseen for medical intervention.

A stretcher should be carried on board at least one of the vehicles mentioned above.
The vehicles should be suitable for the terrain and capable of moving rapidly in the special stage. The number of vehicles is determined according to the nature, length and difficulty of the special stage concerned.
For the intervention cars, a safety rollbar is recommended, and all the members of the team are also advised to wear a helmet.

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

5.3.4 Ambulance equipped for resuscitation
Ambulance equipped for resuscitation in accordance with the regulations of the country concerned. The crew comprises a driver, a doctor qualified in resuscitation and/or a paramedic who may be the driver.

5.3.5 Treatment/Resuscitation unit
A resuscitation unit in the form of a temporary or permanent construction, designed for use in the service park and equipped in accordance with Supplement 4; two beds are necessary and sufficient. It should be suitable for treating both patients with minor injuries and patients requiring intensive care.
A doctor qualified in resuscitation is assigned to each unit.

5.3.6 Evacuation ambulance
A standardised ambulance, complying with the regulations of the country concerned, for transporting casualties, with or without a doctor on board. When the condition of the casualty being transported requires resuscitation, the presence of a doctor qualified in resuscitation is obligatory.

5.3.7 Medically equipped helicopter
When provided for, it should meet the requirements specified by the aviation authorities of the country concerned. Where applicable, it must be equipped for missions in hilly terrain, and in any case must carry on board a doctor qualified in resuscitation.
It should be reserved exclusively for accident intervention during special stages or road sections.
Organizers' attention is drawn to the FIA guidelines: "The organisation of helicopters for flight safety" and Article 5.5.3 d) below.

5.3.8 Means of communication
The chief medical officer must be able to communicate with all the members of his team, either through the general radio network or through a dedicated network radio channel.

5.4 SAFETY OF THE PUBLIC

A major priority of the safety plan is to ensure the safety of the general public including spectators.
With the possible exception of 5.4.1, the following non-exhaustive measures should be applied for all international rallies of the 1st category.

5.4.1 Educational film (recommended for all events)
- 30-second duration.
- With commentary by a leading driver or drivers, in the language(s) applicable to the country of the event.
- Should not show accidents.
- Should be broadcast several times.

5.4.2 Control of Spectators
a) Measures should be taken as described in Article 5.4.5 to warn spectators and, where necessary, ensure that any who are in dangerous places are removed from those areas.

b) Any dangerous areas should be identified in the safety plan. The organisers, with the assistance of the public order authorities where necessary, should identify and delimit danger zones in conformity with the safety plan, well before the arrival of the public.

c) The clerk of the course should take into consideration the recommendations of the chief safety officer, as well as the crews of the zero cars (and of the FIA Safety and Medical Delegates if present) in order to ensure that a special stage is cancelled if dangerous conditions exist.

d) When large numbers of spectators are expected for a special stage or a super special stage, they should be protected by special safety equipment such as tyre walls, straw-bale walls, etc.

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

f) Safety instructions should be distributed to the public along the special stage and also at all access points.

g) Adequate numbers of marshals or public order authorities (police, military etc.) should be present to ensure public safety during the special stage.

h) Marshals should wear a clearly identifiable jacket bearing the word "SAFETY" and conforming to the regulations.

i) Special stages should be situated and scheduled to allow the safe movement of spectators between them.

5.4.3 Refuelling and Servicing
Where refuelling or servicing will take place, the organisers should ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

5.4.4 Zero Cars and Sweeper Cars
a) The organisers' zero cars should have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word SAFETY (or SECURITE) with a number 000, 00 or 0.

b) Each zero car should be equipped with warning roof lights and a siren.

c) Zero cars should not be driven by any FIA priority driver (1st /2nd or A/B), or by a driver who has retired from the rally.

d) The drivers and co-drivers of the zero cars must have considerable rally experience enabling them to drive in complete safety at moderate speeds and should be able to give the clerk of course full information and comment concerning the conditions along the route. Zero cars should also check time clocks and the marshals' familiarity with time cards procedures.

e) A course car ("Sweeper Car") should pass through each special stage after the last competitor. These cars should carry a panel a panel 36 cm x 50 cm on the bonnet and the two front doors showing a chequered flag.

5.4.5 Information

Information addressed mainly to the public will be issued by various means:
- written, spoken and televised media,
- posters,
- distribution of leaflets,
- passage of a vehicle (course information car), equipped with a loudspeaker, along the route to inform the spectators (45 minutes to 1 hour before the start of the first car recommended). The car may be replaced by a helicopter equipped with loud speakers. This operation may be repeated several times if necessary.

5.4.6 Medical services

Medical services for the public are necessary when there are enclosures managed by the organiser. Even if the medical service intended for the public is organised by a different body, it remains under the supervision of the Chief Medical Officer.

5.5 SAFETY OF THE COMPETING CREWS

5.5.1 Deployment of the safety services

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

These vehicles should be stationed after the start point, in sight of and at a maximum distance of 150 metres from it. The start point itself should be modified if this proves necessary to allow the correct positioning of these vehicles.

b) At the intermediate points on the route (see below):
   - one or more medical intervention vehicles,
   - one evacuation ambulance,
   - one doctor qualified in resuscitation, or possibly one paramedic specialised in resuscitation,
   - suitable communications equipment to maintain contact with HQ.

The number of intermediate points is determined by the nature, length and difficulty of the special stage concerned. They are necessary in any case if the length of the stage is 15 km or above, and the distance between two medical points should never exceed that limit. They should always be associated with a radio point.

The number and positioning of the intermediate points should be assessed on the basis of the recommended time taken to drive from the stage start to the first point and between any following consecutive points and the last point and the finish, which should not be more than 10 minutes in the intervention vehicles used for the rally.

Furthermore, if the nature of the terrain, the weather conditions or particular circumstances so require, this distance may be amended on the joint proposal of the chief medical officer and the chief safety officer (FIA Medical Delegate and FIA Safety Delegate in the case of FIA World Championship rallies) when approving the safety plan.

Both at the starts and at the intermediate points, the intervention vehicles should have direct access onto the route of the special stage and must be positioned in a secure zone.

c) At the stop point of each special stage:
   - two (minimum) 4 kg fire extinguishers with operator(s).

d) In the service park or a central location less than 15 km by road from the special stages concerned:
   - one breakdown vehicle;
   - suitable communications equipment to maintain contact with HQ;
   - a treatment/resuscitation unit in conformity with Article 5.3.5;
   - an evacuation ambulance

No special stage of a rally may start or resume after an interruption unless the initial medical service is present. Replacements should be provided for.

5.5.2 Dispatching of the rescue service:

5.5.2.1 All rescue operations requiring the dispatching of a medical vehicle are initiated by the clerk of the course in consultation with the chief medical officer and with information to the stage director. Any evacuation by land or air to the selected hospitals shall be carried out using the routes determined in advance (5.2.2 and 5.5.3a).

5.5.2.2 At the scene of an accident, the organisation and directing of the medical intervention are carried out only by the doctor from the intervention vehicle concerned (possibly the qualified paramedic in the case of a vehicle from an intermediate point). The medical personnel must be familiar with and trained in the correct use of equipment stored on board a medical intervention vehicle.

5.5.3 Evacuation

a) An evacuation route must be planned for each special stage and clearly shown in the safety plan (by map or diagram).

b) The emergency services of all hospitals near the route should be on standby (see 5.2 above).

c) Whether the evacuation is carried out by road or air, any serious casualty whose condition requires intensive care should be accompanied to the hospital by a doctor qualified in resuscitation.

d) If evacuation by helicopter is foreseen the following conditions should be respected:
- when weather conditions prevent the use of a helicopter, on the joint decision of the clerk of the course and the chief safety officer, a special stage may be postponed or cancelled if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the chief medical officer;
- the presence of a helicopter does not remove the obligation to plan land evacuation with, for a casualty needing intensive care during transport, the presence of a doctor qualified in resuscitation.
- See also Article 5.3.7 above.

5.5.4 Supervision of the road and signalling

5.5.4.1 Marking of Special Stages
Roads and access roads leading to stages must be closed to traffic. This should be done in the following manner:

a) Major or through roads, or any road along which traffic may be expected, to be blocked and manned by a marshal, police or other authority.

b) Short no-through roads (e.g. to farms, etc.) to be blocked or taped off, with a notice affixed to the barrier or tape advising of the conduct of the event and the danger of entry.
It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, for rectification prior to the commencement of the special stage.

5.5.4.2 Marshals' posts will be positioned along the course so as to:
- keep the spectators out of prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers;
- as far as possible, warn crews of any obstructions on the route of the special stage.

5.5.4.3 Should the use of yellow flags be required, the following procedure is to be adopted:
a) A yellow flag must be available at each stage radio point (situated at intervals of approximately 5 km).

b) The yellow flag will be displayed to crews only on the instruction of the clerk of the course and only at radio points.
The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in 5.2.6 above, and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.

c) During reconnaissance, a sign bearing the symbol specified in 5.5.4.4 below must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.

d) On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or safety car drivers

he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.

e) No flag other than the yellow flag may be deployed in a special stage.

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

5.5.4.4 A radio network (set up approximately every 5 km), unique to each special stage, should be established to allow the vehicles to be tracked and the running of the rally to be supervised.
Each radio point shall be identified in the road book and by a sign at least 70 cm in diameter, bearing the radio point symbol, a black spark on a blue background.
Any ambulance within a stage shall be located at a radio point. An additional sign (red or green cross on a blue background) should be located beneath the radio point sign at this point.
In addition there should be warning signs 100 m to 200 m prior to the SOS radio and medical points, with the same designs as above but on a yellow background.

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

5.5.4.6 In the case of incidents concerning spectator safety and control, the marshals must cooperate with the public services as laid down in the overall plan, by reporting to rally control any incidents or accidents and allowing the security service to make use of the means of communication at the post.

5.5.5 SOS/OK Signs - Competitor safety

a) Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.
This triangle is to be set in place even if the stopped car is off the road.

b) The road books shall contain a page setting out the accident procedure, which should include instructions in case of an accident involving a member of the public.

c) The procedure for the display of "SOS" or "OK" signs by competitors having had an accident is given in the FIA WRC and Regional Championship regulations.

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

5.6 ACCIDENT REPORTING

5.6.1 Accident involving a member of the public

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this as specified in the road book.
The laws of the country in which the event is conducted must also be complied with in relation to procedures at accidents.

5.6.2 Accident investigations

Any accident involving a fatality or serious injury must be reported to the National Sporting Authority which is required to inform the FIA accordingly.