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## **INTRODUCTION**

The purpose of the present General Prescriptions (the Prescriptions) is to establish the framework of regulations applicable to the organisation of the events counting towards the FMSCI Cross-Country Rallies and for the FMSCI Cross-Country Rally/Cup.

Their application is recommended for all Cross-Country Rally events, including Bajas.

Any breach of these regulations will be reported to the stewards who may impose a penalty as indicated in Articles 12 of the International Sporting Code.

The Prescriptions detail, complete, and in places clarify, the general conditions governing FMSCI Cross Country Rallies.

Only the FMSCI may grant waivers to the Prescriptions and to the above-mentioned Regulations having received a request from the event organisers.

Headings in this document are for ease of reference only and do not form part of these Prescriptions.

### **1. CHARACTERISTICS OF THE EVENTS**

1.1 A Cross-Country event is a sporting event the itinerary of which covers the territory of one or several countries. There are three types of Cross-Country event: Cross-Country Rally, Cross-Country Marathon Rally (Marathon) and Cross-Country Baja (Baja). The Organiser must obtain the agreement of the ASNs of the countries crossed and of the FIA for those countries which are not represented at the FIA.

1.2 A Cross-Country Rally is an event with a total distance between 1200 and 3000 km. The total distance for the selective sections must be at least 500 km. The event must last no more than 9 days (including Scrutineering and Super Special Stage).

1.3 A Marathon is an event, the itinerary of which may cover the territory of several countries. The total distance must be greater than 5000 km, with a minimum total distance of 3000 km for the Selective Sections. The total duration of a Marathon may not exceed 21 days (including Scrutineering and Super Special Stage).

1.4 A Baja is an event with selective sections on one or two days.

A Super Special Stage may be run on an extra day.

1 day: maximum distance to be covered: 600 km

2 days: maximum distance to be covered: 1000 km, with a rest halt of a minimum of 8 hours and a maximum of 20 hours to be observed between the two Legs.

For Bajas, the minimum distance of the Selective Sections is 150 km.

1.5 No selective section may exceed 200km.

1.6 If an event is coupled with a national event, the start of the latter must be given at least 10 minutes after the last car in the international event has started, when the distance of the selective sections between two regroupings is less than 100 km or 20 minutes if it is more.

1.7 The calendar entry dates will be from the day of the checks to the day of the prize-giving.

### **2. QUALIFICATION OF AN EVENT IN THE FMSCI CROSS COUNTRY RALLY CUP**

2.1 An Event may qualify for the FMSCI CCR Cup only if it has been organised at least the year preceding its inclusion in the Cup and accepted as a candidate event. The FMSCI observer will draw up a report which will be studied by the Cross-Country Rally Commission with a view to a possible proposal to the FMSCI Council.

2.2 Any Event for which the observer's report is not satisfactory, or which has not complied with the regulations and the commitments undertaken at the time of its inclusion in an FMSCI CCR Cup, will not be accepted in the Cup concerned the following year. Any Event shown by the report to have failed to comply with the regulations or to ensure a sufficient level of safety for the public and the crews might not

be accepted in the Cup concerned the following year. The Event will be assessed by the Cross-Country Rally Commission.

- 2.3 There must be at least 10 vehicles in conformity with Appendix J at the start of the Event. If this minimum number is not reached, the FMSCI will refuse the entry of that Event in the FMSCI CCR Cup the following year.
- 2.4 Any candidate Event must conform to these Prescriptions, to the Sporting Regulations, and to the FMSCI List of Requirements including the FMSCI Safety Plan.

### **3. EVENTS & CANDIDATE EVENTS**

- 3.1 An event may qualify for the FMSCI CCR Cup only if it has been organised at least the year preceding its inclusion in the Cup and accepted as a candidate event. A comprehensive dossier describing the event must be sent to the FMSCI (itinerary, organisational structure, safety plan, business plan etc.) at least 60 days in advance of the event. The FMSCI will appoint an observer and possible other officials.
- 3.2 The FMSCI observer will draw up a report which will be studied by the Cross-Country Rally Commission who will decide if the event should be included on the calendar proposed to the FMSCI Council.
- 3.3 Any event for which the observer's report is not satisfactory, or which has not complied with the regulations and the commitments undertaken at the time of its inclusion in the FMSCI CCR Cup, will not be accepted in the Cup the following year. Any event shown by the report to have failed to comply with the regulations or to ensure a sufficient level of safety for the public and the crews may not be accepted in the FMSCI CCR Cup the following year.
- 3.4 Any event must conform to the Prescriptions, to the Sporting Regulations, and to the FMSCI list of requirements including the FMSCI Safety Plan.

### **4. DEFINITIONS**

- 4.1 **ASN:** National Sporting Authority recognized as such by the FIA.
- 4.2 **Briefing:** A briefing must be given by the clerk of the course or by an organiser's delegate before the start of the first leg. The participation of at least one crew member of each entry is compulsory.  
Further briefings may be held at the organisers' discretion. The date, time and attendance requirement must be specified in the supplementary regulations.  
Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin.
- 4.3 **Bivouac** (not for Bajas)

A zone situated between the time controls at the finish of one leg and the start of the next, where all competitors regroup; this zone is indicated in the road book. In the bivouac, servicing is free between the competitors still in the race, as is any servicing authorised by the regulations. However the organisers may restrict the amount of time available for service or limit the number of persons allowed to work on the vehicle. Such restrictions must be detailed in the supplementary regulations.

The bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the Rally HQ set up by the Organiser and in which the following must be installed:

An official notice board;

The Rally HQ will be operational as long as a competitor is still in the Leg

The finish time control and the start time control of the next Leg may be combined, but they must not be further than 5 km from the centre of the bivouac for the finish of a selective section and not further than 10 km from the centre of the bivouac for the start the next day.

- 4.4 **Bulletin:** An official document which is an integral part of the Regulations and is intended to modify, clarify or complete them.
- 4.5 **Communication:** An official document of an informative nature issued by the organisers or the stewards.
- 4.6 **Crew:** A crew is made up of a maximum of two (3 in case of Trucks) persons on board each vehicle. Any member of the crew may drive during the event and each must hold a valid FMSCI driver's competition licence for the current year. The crew assume the entrant's responsibility when the latter is not on board the car during the event.
- 4.7 **Duration of an event:** An event starts with the administrative checks and ends upon the expiry of one of the following time limits, whichever is the later:
- a. The time limit for protests or appeals or the end of any hearing by the stewards
  - b. The end of the administrative checking and post-event scrutineering carried out in accordance with the Code;
  - c. The end of the prize-giving
- 4.8 **Leg:** Each part of the event that is separated from the next by a stopping time of at least 6 hours. After a driving time of between 12 and 20 hours, a halt of at least 8 hours is compulsory. A halt of at least 18 hours is compulsory after 10 legs of the event.
- 4.9 **Official Time:** For Cross Country rallies GPS time is the official time. For Bajas, the organisers may specify which time is the official time and mention this in the supplementary regulations.
- 4.10 **Service:** Any work on a competing vehicle and/or the physical presence of a person or persons in the vicinity of a competing vehicle.
- 4.11 **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 on Leg 1 at its allocated time provided that the stewards are notified in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time
- 4.12 **Super Special Stage:** The organisation of a super special stage is optional. If one is scheduled for inclusion in the event, it will take place before or at the beginning of Leg 1 and all competitors must take part in it. Only one super special stage may be organised, which will determine the starting orders for the next leg or selective section. It will be run in the form of a selective section, with a minimum length of 2 km and a maximum length of 20 km. The supplementary regulations must specify whether reconnaissance of the super special stage is permitted and in what form.
- It shall count for the classification of the event. Any road or other time penalties incurred will be taken into account for the general classification of that leg and applied the same day but will not affect the starting order of the following selective section.
- 4.13 **FMSCI Technical Passport:** A document issued by the competitor's ASN and authenticated by the FMSCI technical delegate at the first FMSCI CCR Cup event in which the vehicle takes part. The FMSCI technical delegate will identify the presented vehicle with markings and/or seals that must under no circumstances be removed. This passport must be presented to the Scrutineers.

## 5. OFFICIALS

- 5.1 Two stewards, a Chief Scrutineers will be appointed by the Chairman of the FMSCI Cross Country Rally Commission.

5.2 The list of names of the officials must be supplied to the organising to the FMSCI at least 4 weeks prior to the Event.

The list of officials, and possible assistants, proposed for each event must be approved by the FMSCI Cross Country Rally Commission and include the following:

- a. Panel of 3 Stewards
- b. FMSCI Chief Scrutineer
- c. Scrutineer (one per 50 crews entered)
- d. Clerk of the Course
- e. Deputy clerk of the course
- f. Secretary of the meeting
- g. Safety officer
- h. Chief Medical Officer
- i. Crews' Relations Officer for 100 crews entered, 2 for 100 crews or more

5.3 Judges of facts: any person nominated by the Organiser in accordance with Article 11.16 of the Code. The list of the judges of fact must be distributed to the competitors during the administrative checks.

5.4 The panel of stewards (the stewards) shall always comprise three members. Two of these members shall be appointed by FMSCI (including chairman). They shall be from different clubs other than the club organizing the rally and in addition one Steward may be proposed by the club organizing the rally for acceptance by FMSCI.

There must be permanent suitable communication between the Stewards, the clerk of the course and the Chief Scrutineer, so that any decision can be made without delay.

5.5 For any event, the FMSCI shall appoint a Chief Scrutineer.

5.6 The crews' relations officer/s should be easily identifiable by means of distinctive clothing. At minimum they must be present at scrutineering and administrative checks and the start and finish of legs.

The mission of the crews' relation's officers is:

- a. To keep crews informed of any bulletins or communications issued
- b. To give accurate answers to all questions asked
- c. To provide information or clarification in connection with the regulations and the running of the Event
- d. To where possible avoid forwarding questions to the stewards, which could be solved satisfactorily by a clear explanation
- e. Also to provide/coordinate/facilitate any other assistance to the crew subject to feasibility

## **6. REGULATIONS AND THEIR PUBLICATION**

6.1 The supplementary regulations of an Event must conform to:

- a. The International Sporting Code of the FIA (the Code) and its appendices
- b. These Prescriptions and Appendices
- c. The Specific Regulations of the FMSCI CCR Cup
- d. The different lists of Requirements defined by the FMSCI
- e. Any regulations published in the FMSCI Official Bulletin

6.2 The Regulations must be submitted in the form of a draft to the FMSCI at least 4 months before the start of the Event. The FMSCI will return its comments to the Organiser at least 3 months before the start of the Event. The Regulations must be published at least 2 months prior to the start of the Event and printed in A5 format.

- 6.3 The Regulations must specify where and when the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s). The date and time of the Stewards' first meeting must also be given.
- 6.4 The technical (Appendix J) and sporting regulations relating to safety of the vehicle or crew, and/or the performance of the vehicle, may in no case be changed by the supplementary regulations.
- 6.5 The final Regulations must be published on the official Internet site of the event and be available to the entered competitors and the event officials in printed form. Articles other than those from those of the Prescriptions will be published in bold.

## **7. AMENDMENTS TO THE REGULATIONS, BULLETINS**

- 7.1 The provisions of the Regulations may only be amended according to Articles 3.6 and 11.9.2.b of the Code.
- 7.2 Any amendment or any additional provision will be announced by dated and numbered bulletins, signed:
- By the Organiser up to the day of scrutineering, and stamped by the FMSCI,
  - By the Stewards of the meeting throughout the duration of the Event; they will be an integral part of the Regulations.
- 7.3 Once the Event has started any amendment to the Regulations, timing or itinerary must be announced by a bulletin.
- 7.4 These bulletins will be posted at Rally HQ, and on the official notice board(s). They will also be directly communicated to the crews and to the competitors, who must acknowledge receipt by signature.
- 7.5 These bulletins shall be printed on yellow paper. The pages must be numbered (e.g. 2/4, etc.).

## **8. APPLICATION AND INTERPRETATION OF THE REGULATIONS**

- 8.1 The clerk of the course is responsible for enforcing the regulations throughout the running of the rally.
- 8.2 The clerk of the course must inform the stewards of any important incidents that have occurred.
- 8.3 For all CCR Events including candidate events, the official language must be English.
- In the event of any dispute concerning the interpretation of the Regulations, only the text of the official language will be binding.

## **9. ELIGIBLE VEHICLES**

- 9.1 CCR Events are open to vehicles of a maximum gross weight of up to 3500 kg for Groups T1, T2 & T3, and greater than 3500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these Prescriptions. The vehicles shall be split up into the following categories:
- Group T1: Prototypes Cross-Country Vehicles.**  
The Organiser must provide for a two-wheel drive category within Group T1.
  - Group T2: Series Production Cross-Country Vehicles.**  
Vehicles homologated in the Cross-Country Group (vehicles must comply with the specific conditions for Groups T2 & T4 vehicles – Appendix 2).
  - Group T3: Improved Cross Country Vehicles – Lightweight.**
  - Group T4: Series Cross-Country Trucks** (at the organisers' discretion except for Bajas)  
Weighing more than 3500 kg. There are two cylinder classes: Class 1 for trucks fitted with an engine with a nominal cylinder capacity of 10,000 cm<sup>3</sup> or over; Class 2 for trucks fitted with an engine with a

nominal cylinder capacity of less than 10,000 cm<sup>3</sup>. There will be a separate classification for T4 trucks. (Vehicles must comply with the specific conditions for T2 & T4 vehicles – Appendix 2).

9.2 An organiser wishing to admit T4 vehicles must mention this when making the calendar application.

9.3 T1 Vehicles conforming to the technical regulations of Appendix J 2009 and 2012 are eligible.

9.4 Supercharging may be allowed up to 2016. Also, for events whose itinerary includes running at an altitude greater than 3000 m above sea level, forced induction may be allowed for a longer period.

The following table will be applicable:

AIR RESTRICTORS	2014	2015
<b>PETROL</b>		
PROTOTYPE	32	32
STANDARD (and vehicle in conformity with Appendix J 2012)	35	35
Turbo max 2000 cc	end	end
V 8 Rocker Arm Engines up to 5.4 L 4 x 2	37.2	37.2
V 8 Rocker Arm Engines up to 5.4 L 4 x 4	35	35
<b>DIESEL</b>		
Prototype Turbos	35	35
Standard Single Turbo ( and vehicle in conformity with Appendix J 2012)	39	39
Standard Double Turbo ( and vehicle in conformity with Appendix J 2012)	38	38

9.5 For each of the following categories the maximum speed is limited as follows and controlled by GPS:

- a. For T1 4x4, T2 and T3.1 vehicles = 170 kph
- b. For T1 4x2 vehicles = 190 kph
- c. For T4 vehicles = 140 kph.

9.6 Series production vehicles which are no longer homologated in Group T2 may be authorised to take part in Group T1 with a T2 safety and preparation level. Vehicles must fully respect Article 284 (Group T2).

9.7 Organisers must include the following group and classes (T4 not admitted in Bajas):

GROUP	CLASS	VEHICLE
T 1.1	T 1	4X4 Petrol
T 1.2	T 1	4X4 Diesel
T 1.3	T 1	4X2 Petrol
T 1.4	T 1	4X2 Diesel
T 2.1	T 2	Petrol
T 2.2	T 2	Diesel
T 3.1	T 3	

T 3.2	T 3	Lightweight
T 4.1	T 4	With a nominal cylinder capacity of 10,000 cc or over
T 4.2	T 4	With a nominal cylinder capacity of less than 10,000 cc

- a. T4.1 T4 with a nominal cylinder capacity of 10,000 cc or over
- b. T4.2 T4 with a nominal cylinder capacity of less than 10,000 cc

## 10. CRITERIA FOR PRIORITY DRIVERS

10.1 Drivers fulfilling the following criteria are included in the list of FMSCI priority drivers:

- a. The first 3 in the final classification of the FMSCI CCR Cup of the two previous years
- b. The first 3 in each event of the current or previous FMSCI CCR Cup
- c. Any driver nominated by the FMSCI
- d. Any driver entered by a manufacturer for a specific event becomes a priority driver for that event only.

The FMSCI may withdraw a driver from the priority list at its discretion.

10.2 Only drivers using T1 cars will be considered to have priority.

## 11. ENTRIES

11.1 Anyone wishing to take part in the Event must send the entry fee and completed entry form to the secretariat of the event before the closing date as specified in the supplementary regulations.

11.2 By the very fact of signing the entry form, the competitor and crew agree to observe the sporting jurisdictions specified in the Code and its appendices, these regulations and the supplementary regulations of the event.

11.3 The changing of a single crew member may be carried out on payment of a prescribed fee until the moment at which the crew member concerned presents himself at the administrative checks, subject to the approval of the organising committee. Once the administrative checks and scrutineering have begun, the changing of 1 to 2 crew members may only be authorised by the FMSCI or by the Stewards.

11.4 Up to the moment of the administrative checks, the competitor may replace the entered vehicle with another simply on payment of a prescribed fee.

11.5 The list of entrants, including priority drivers for the Event, must be sent to the FMSCI, for approval, at the latest 7 days before the start of the administrative checks. The list of crews authorised to take the start, approved by the Stewards, will be forwarded to the FMSCI within 24 hours following its approval.

11.6 Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the Stewards to a different group on payment of a prescribed fee or be refused definitively.

11.7 Entry fees will be refunded in full:

- a. To candidates whose entry has not been accepted,
- b. In the case of the Event not taking place.

11.8 When a transfer (by air, sea, rail, or other means) is included in the running of the Event, it must be included in the total sum of the entry fees.

## 12. TYRES

The Organisers may if desired impose the following conditions

12.1 For T1 Priority Drivers with 4-WD vehicles, a single tyre pattern is authorised for each priority driver. During scrutineering the pattern must be registered and the competitor must name and provide

drawings of the type of tyre (patterns and dimensions). Only these tyres, which must be moulded and uncut, may be used during the event.

- 12.2 A pattern is associated with each dimension and, if left tyres are different from right tyres, their patterns must be symmetrical.
- 12.3 Two-wheel drive T1 and T4 vehicles must use tyres from a tyre manufacturer's commercial catalogue.
- 12.4 Deliberate cutting or re-grooving of tyres is forbidden.

### **13. DATA LOGGING**

Vehicles may be required to be equipped with an FMSCI/Organiser issued, specified or approved Data Logger to monitor their performances during all events entered. Separate fees & Charges, if any for this must be specified in the Supplementary Regulations.

### **14. CREWS**

- 14.1 Any crew entered by a competitor holding an FMSCI national competitor's licence valid for the current year is eligible.
- 14.2 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor, throughout the whole Event.
- 14.3 Except in the service zones and refuelling zones, with the exception of the cases provided for in the regulations, the full crew must be on board the vehicle throughout the entire duration of the event. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be excluded from the Event.
- 14.4 During a Leg, transportation of at least one member of the crew by a third party will entail the exclusion of the crew concerned.
- 14.5 The wearing of FMSCI/FIA accepted safety equipment (Appendix 3) is compulsory throughout the selective sections, on pain of immediate exclusion of the crew.  
The wearing of an FIA-approved safety harness is compulsory throughout the Event.  
Officials may carry out checks on the crews' safety equipment and clothing at the start of each selective section in the Event and at any other moment of the Event. In the event of non-conformity, the start will be refused.
- 14.6 Details regarding safety of the crews are contained in Appendix 3 of the present prescriptions (Except for Bajas).

### **15. IDENTIFICATION**

- 15.1 The Organiser shall supply each crew with a set of identification plates comprising one rally plate and 3 panels bearing the race numbers as shown IN Appendix "7". All the same, however, if more than one parallel event is run simultaneously by the same organiser, the organiser can request for different color codes for different event.
- 15.2 Throughout the duration of the Event, the plates must be affixed according to the Prescriptions. In no case may they cover, even partially, the vehicle's licence plates.
- 15.3 The race numbers, 50 cm wide x 47 cm high, must be affixed to the right and left sides of the vehicle, on the area situated between the wheel arches, so that they are totally visible from the side, and on the roof of the vehicle legible from the back.
- 15.4 One rally plate must be positioned in a visible position during the whole event. It must be fixed at the rear of the vehicle, parallel to the axis of the wheels, without covering, even partially, the vehicle's license plate.

- 15.5 At any time during the Event, the absence or incorrect positioning of a race number or a rally plate may incur a cash penalty equivalent to 10% of the entry fees per infraction.
- 15.6 The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, equivalent to 10% of the entry fee.
- 15.7 The members of the crew will be identified by means of an identity card/bracelet. Any breach noted by an official may result in a cash penalty equivalent to 10% of the sum of the entry fee per infraction.

## **16. ADVERTISING**

- 16.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- it complies with FMSCI regulations and the legislation of the countries crossed,
  - it is not likely to give offence,
  - it does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips.
  - It does not interfere with the crew's vision through the windows.
- 16.2 The places reserved for the Organisers for collective advertising which may not be bought are situated on (or as illustrated & detailed in a separate appendix.):
- The number plates where the Organisers' advertising must be affixed on a strip measuring 14 cm x 50 cm, which may be divided above and/or below the numbers.
  - One rally plate, of which 9 cm x 43 cm is reserved for the Organisers' advertising.
  - Two strips to be affixed on each side of the upper part of the windscreen 10 cm high maximum by 25 cm long maximum, if permitted by the road traffic laws of the local countries where the event is taking place.
- 16.3 The Organiser's optional advertising will appear on two 50 cm wide x 52 cm high panels which cannot be subdivided, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches provided that they are totally visible from the side. Additionally, the organiser may indicate space required for compulsory advertising in a separate Appendix, which may illustrate the details of such spaces.
- 16.4 All entrants and competitors might also be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall state the correct and complete title of the event.
- 16.5 For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 100%.
- 16.6 The crews must ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.
- 16.7 If the Organiser wishes to impose certain advertising, they must specify which type in the Regulations, or, at the latest one month before the administrative checks, by means of a bulletin approved by the FMSCI.

## **17. ADMINISTRATIVE CHECKS AND SCRUTINEERING**

All crew members taking part in the event must report to the administrative checks in accordance with the timetable published in the supplementary regulations. Penalties for lateness will be of a financial nature and will be detailed in the supplementary regulations.

- 17.1 During the administrative checks the following documents will be checked:
- FMSCI approved competition licence
  - ASN permission to compete abroad
  - Driving licence
  - Certificate of vehicle ownership

- e. Authorisation from the owner, in case the owner does not form a part of the crew  
Any other documents which an organiser wishes to examine must be included in the supplementary regulations.
- 17.2 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plate and rally numbers at scrutineering. Scrutineering will be of a general nature checking make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code etc. No vehicle will be allowed to start that does not comply with the FMSCI safety regulations and the present prescriptions.
- 17.3 Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- 17.4 At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.
- 17.5 If a car is found not to comply with the regulations, the stewards may set a deadline before which the car must be presented for re-scrutineering.
- 17.6 If scrutineering is followed by a Parc Fermè, a member of the team may take the vehicle into that Parc.
- 17.7 Any crew reporting to scrutineering and/or the administrative checks outside the time limits prescribed in the regulations will not be allowed to start, except in a case of force majeure duly recognised as such by the stewards, who may impose such penalties as may be decided by them.
- 17.8 Additional checking of the crew members and/or the vehicle may be carried out at any time during the event. These checks must be organised in such a way that they do not penalize the competitors.

## **18. MARKING**

- 18.1 The engine block, chassis and will be marked during scrutineering and associated with a specific crew. These items may not be changed throughout the event.
- 18.2 It is the responsibility of the competitor to ensure any marks or seals are protected until the end of the event.
- 18.3 Deliberate interference with any mark or seal is strictly prohibited and all such occurrences will be reported to the stewards.

## **19. STARTING ORDER**

- 19.1 The start interval and running order of each Leg and/or Section is at the discretion of the clerk of the course.
- 19.2 Following the Super Special Stage, the starts for the next Leg including a selective section shall be given in the order of the super special stage classification. Penalties imposed during the super special stage and on any road sections concern only the general classification. In case of a dead heat, priority will be given to the crew who achieved the time first. Should no Super Special Stage be run competitors will start at the discretion of the Clerk of the Course.
- 19.3 If two or more selective sections have been run in the same Leg, the starting order of the next day's Leg will be drawn up by cumulating the times of these selective sections. In case of a dead heat, priority will be given to the crew who achieved the fastest time in the 1st selective section.
- 19.4 In the case of 2 or more successive selective sections, the start of the following selective section shall be based on the finish time of the previous selective section in hours and minutes, disregarding the seconds, to which will be added the target time for the road section.

Competitors will start with at least the same interval as was given at the start of the Leg (e.g. the first 10 at 2-minute intervals, the rest at one-minute intervals).

- 19.5 The clerk of the course, when drawing up the starting order, must take into account only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, speeding, unfair behaviour, etc.) committed during the selective section, and which will be added to the time of the selective section(s) concerned.
- 19.6 Any penalties incurred on the road sections shall be added to the general classification of the Leg covered.
- 19.7 Any vehicle reporting late for the start of a Leg shall be penalised at a rate of one minute for every minute of lateness.
- 19.8 In a case where a crew arrives early at the time control before the start of a selective section, the crew will be held by the officials until its correct starting time.
- 19.9 Save for cases provided for in the Regulations, for the Super Special Stage, the first truck will start after the last car.

## 20. FIXED PENALTY

- 20.1 A fixed penalty is used to enable a competitor to remain in the competition when they would otherwise be excluded due to failing to visit certain controls or report within the time limits imposed.
- 20.2 Any competitor failing to complete a leg of the rally as required by the regulations (i.e. failure to report at the TCs at the start or finish of a day within their opening times, or failure to complete a selective section within the maximum time allowed) will be given a fixed penalty of “one Leg” as detailed in the regulations.
- 20.3 For the purposes of establishing a classification all competitors with zero day penalties will be classified ahead of those with one day penalties who will in turn be classified ahead of those with two day penalties and so on. Example:

### Classification

1st	Car A	0 legs	14h 37m 46s
2nd	Car B	0 legs	14h 55m 33s
3rd	Car C	0 legs	16h 21m 56s
4th	Car D	0 legs	21h 33m 21s
5th	Car E	1 leg	15h 35m 45s
6th	Car F	2 legs	12h 34m 44s

- 20.4 In no case may a fixed penalty be used by a competitor who has been excluded by the Stewards.
- 20.5 The use of the fixed penalty is optional in Bajas where organisers may instead use maximum selective section penalties.
- 20.6 No competitor may take a benefit of this rule more than once in the entire event.

## 21. OFFICIAL ITINERARY (not for Bajas)

- 21.1 The Official Itinerary is that shown in the road book and defined by drawings and waypoints. The itinerary should be designed so that the majority of the competitors may complete the selective sections in daylight. In case the itinerary is such that it cannot be completed in daylight then the organisers will make adequate safety provisions which will be detailed in the safety plan duly approved by FMSCI.
- 21.2 Competitors are obliged to be equipped with one or two GPS downloaded with the waypoints given by the organiser.

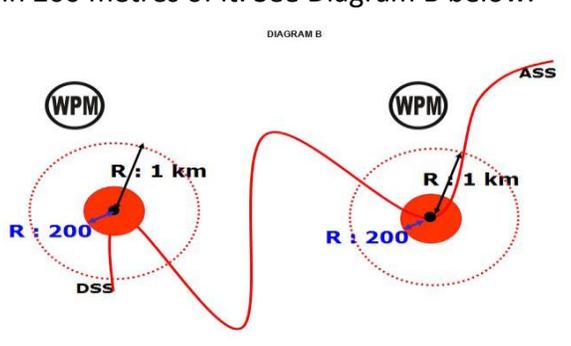
## 21. B. OFFICIAL ITINERARY (Bajas)

- 21.3 The Official Itinerary is that shown in the road book and defined by drawings. The itinerary should be designed so that the majority of competitors may complete the selective sections in daylight. In case the itinerary is such that it cannot be completed in daylight then the organisers will make adequate safety provisions which will be detailed in the safety plan duly approved by FMSCI.
- 21.4 The itinerary and the road direction diagrams in the road book must be followed. A penalty for non-compliance may be mentioned in the supplementary regulations. Any other case will be reported to the stewards.
- 21.5 Should a competitor accidentally leave the route he must retrace his tracks and return to that point before continuing, while complying with Art. 39.2.
- 21.6 Should a Baja organiser wish to use waypoints full details of these and GPS units permitted must be detailed in the Supplementary Regulations.

## 22. WAYPOINTS (Not for Bajas)

22.1 Waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints:

- a. WPV (Visible Waypoint)  
A waypoint, the coordinates of which are given in the road book. Travelling towards a visible waypoint, all information is displayed on the screen of the GPS. In order to validate a WPV a competitor must pass within 200 metres of it.
- b. WPE (Eclipse Waypoint)  
A waypoint which becomes completely visible on the GPS once the WPE, WPV, WPS or WPM preceding this WPE has been validated, whatever the distance between the WPE, WPM, WPV, WPS and the WPE should be. In order to validate a WPE a competitor must pass within 200 metres of it.
- c. WPM (Hidden Waypoint)  
A waypoint, the coordinates of which are not revealed to the competitors. In order to validate a WPM a competitor must pass within 200 metres of it. See Diagram B below.



- d. WPS (Waypoint Safety)  
A waypoint used to ensure competitors safety, mentioned in the Road Book and the coordinates of which are not revealed to the competitors. In order to validate a WPS a competitor must pass within 90 metres of it.
- 22.2 Competitors must pass through all waypoints in chronological order.
- 22.3 The penalty for the non-validation of a waypoint will be stipulated in the Supplementary Regulations and must be at least 2 hours. The total number of waypoints which may be missed during a leg or in the entire event will be stipulated in the Supplementary Regulations.

## **23. ROAD BOOK**

- 23.1 Road books must comply with the FIA standard and use the symbols as detailed in Appendix "6"
- 23.2 Organisers may issue the road book one day at a time or in its entirety. Competitors must be issued with the road book for a day by at the latest 18h00 on the previous day. Receipt will be acknowledged by signature and the road book will remain the property of the competitor.
- 23.3 It is authorised to carry in the car only the route notes for the current event (official road book), the modifications proposed by the FMSCI opening car or the organisers' opening car, which may be integrated into the road book, and personal notes resulting from a previous passage (in whatever direction) in the current event.
- 23.4 It is forbidden to carry any map in the car except for those supplied by the organizers or maps mentioned in the event regulations. No notes may be made on the maps other than latitude & longitude lines and GPS points provided by the organisers.

## **24. SPEED CONTROL ZONES**

- 24.1 Organisers must establish speed control zones when a selective section passes through a densely populated area and at other locations at their discretion.
- 24.2 The start of the speed control zone will be indicated in the road book by a box marked 'DZ' and by a waypoint (WPS or WPE) and marked with a physical sign. 90 metres before this waypoint, competitors will be informed by their GPS that they are approaching a speed control zone.
- 24.3 The end of the speed control zone will be indicated in the road book by a box marked 'FZ' and by a waypoint (WPE) and marked with a physical sign.
- 24.4 Within a speed control zone organisers may specify a speed limit of 30, 50 or 90 kph. The speed imposed will be displayed on the Road Book.
- 24.5 Should the physical sign and the waypoint not coincide the waypoint will be considered correct.
- 24.6 At the end of each leg the Marshall Sheet Data will be inspected for excess speed. Any violations will be reported immediately to the Clerk of the Course and penalised as detailed in the Supplementary Regulations.
- 24.7 The Clerk of the Course will impose the penalties without exception as defined in the Supplementary Regulations.
- 24.8 Speed control zones may be established in Bajas. The means of their identification and penalties applied must be stipulated in the supplementary regulations.

## **25. RECONNAISSANCE**

- 25.1 The organisers may permit or disallow reconnaissance of the full or part of the route and impose conditions in the supplementary regulations.
- 25.2 The organiser may prohibit the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event after its announcement except under conditions which will be detailed in the Supplementary Regulations.
- 25.3 It is emphasized 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.
- 25.4 Speeding during reconnaissance will incur a monetary fine applied by the organisers of the event upon a written complaint made by the local police authorities.
- 25.5 The amount of monetary fine imposed by the organisers of the event will be unaltered by any fine imposed by Police.
- 25.6 Failure to respect these rules will result in the competitor being reported to the stewards.

## **26. TRAFFIC – SPEED**

In the event of an infringement of the **local** traffic laws committed by a crew participating in the event, the traffic policemen, judges of fact or officials of the event having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- a. that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed,
- b. that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence,
- c. that the facts are not open to various interpretations.

## **27. OVERTAKING**

27.1 It is prohibited to deliberately block a following competitor or prevent them from overtaking.

## **28. TRACKING SYSTEM & ACCIDENT RESPONSE**

28.1 In order to enhance competitor safety a Tracking System may be fitted to each vehicle. This includes a means for a competitor to communicate with the Rally Control where feasible.

28.2 This system must be in operation throughout the running of each Leg and must be connected directly to the battery of the vehicle, with no possible interruption.

28.3 The operation of the system is the responsibility of the competitor. If it is noted that the system is not in operation, through the fault of the crew a penalty of 1 hour plus Rs. 3000 will be applied and the offence reported to the stewards for possible further action.

28.4 Instructions for the use of the unit will be provided by the manufacturer and must appear in an appendix to the supplementary regulations.

28.5 Should a competitor arrive at the scene of an accident which involves injury they must stop and provide whatever assistance is appropriate until the arrival of the emergency services. A competitor who stops to aid another competitor may apply in writing to the stewards for a time allowance to be applied.

28.6 Each car will carry at least one red triangle which in every case when a car has stopped will be placed by the crew, or those aiding them, approximately 50 metres before the stopped vehicle.

28.7 A competitor who has stopped on a selective section is obliged to display either the red “SOS” or green “OK” panels located at the rear of the standard road book.

## **29. OPENING OF THE ROUTE**

29.1 The opening of the route will be carried out by a team from the organisers. They will ensure the route is passable, that the navigation instructions are correct, that the road book is accurate and that necessary safety measures are in place.

## **30. SERVICE**

30.1 All service parks/zones must be accessible to 2-wheel drive road cars.

30.2 During selective sections any service except that expressly allowed in the supplementary regulations is forbidden (except between competitors). Competitors still in the competition may assist each other.

30.3 Organisers may specify areas in a selective section where servicing is permitted. Such areas will be preceded by a passage control, be within a 30 kph speed control zone and be clearly defined.

30.4 Servicing on road sections is only permitted where the competitors’ route and the assistance route are common.

- 30.5 Service crews must not deviate from the route detailed in the assistance road book/assistance route.
- 30.6 Air assistance is forbidden.
- 30.7 The location of service areas and the distances between them for both competitors and service vehicles should be detailed in the Rally Guide/Assistance Guide.
- 30.8 Service vehicles may not enter a selective section after the closing of the relevant time controls unless permitted to do so by the clerk of the course in writing. Such vehicles must only travel in the direction of the event.
- 30.9 Servicing may only be carried out in an area freely open to officials of the event.
- 30.10 The maximum speed in the bivouac or any other service area is 30 kph.
- 30.11 Servicing is only permitted in the cases mentioned above.
- 30.12 Organisers may set up timed service areas to restrict the amount of service time available and then put vehicles into a Parc Fermè.

### **31. TEAM TO VEHICLE COMMUNICATIONS**

- 31.1 Displaying information to a competing vehicle is only permitted in a service zone.
- 31.2 Transmission of data or information to a competing vehicle by radio, telephone or any other means is forbidden during selective sections, except to the organisers, under pain of exclusion.

### **32. REFUELLING**

- 32.1 Refuelling is only permitted in the following areas:
- At the bivouac
  - In an official refuelling zone which must be after the service area
  - In a fuel station falling on the official route using only that station's fuel
  - In a fuel station indicated in the road book local to the bivouac using only that station's fuel
  - On a selective section using fuel supplied by another competitor
- 32.2 Vehicles must be on their wheels with engine switched off and the crew outside the vehicle when being refuelled.
- 32.3 Should there be a timed, official refuelling zone the time allocated shall be 20 minutes minimum.
- 32.4 In official refuelling zones two team members are permitted to carry out refuelling with a third present with a fire extinguisher. It is recommended that these team members wear goggles and homologated clothing.
- 32.5 In official refuelling zones no other work may be carried out on the competing vehicle.
- 32.6 If electrical refuelling equipment is used it must be spark proof and it and the vehicle must be earthed.
- 32.7 In refuelling zones the speed limit is 30 kph.
- 32.8 The organisers must provide an adequate fire-fighting service at official refuelling zones.
- 32.9 Should a vehicle be unable to move under its own power it may be pushed out of an official refuelling zone. An external battery only may be used immediately after leaving the zone.

### **33. FUEL**

- 33.1 Fuel must conform to the Code (Appendix J).
- 33.2 Should the fuel available in a country through which the rally passes not be of a suitable quality the organisers may specify in the supplementary regulations the use of an alternative fuel.

33.3 The organisers may allow the use of AVGAS outside Europe. This should be specified in the supplementary regulations.

#### 34. INSURANCE

34.1 Description of Insurance Cover

##### **Cover provided by FMSCI with permit.**

- a. **Officials:** All officials connected with the event are covered under Group Insurance Policy for Personal Accident for INR 5,00,000/- with INR 1,00,000/- medical expenses extension per person. (Maximum 100 Nos).
- b. **Competitors:** All competitors participating in the event are covered under Group Insurance Policy for Personal Accident for Rs. 5,00,000/- with Rs. 1,00,000/- medical expenses extension per person. (Maximum 150 Nos).
- c. **Public Liability:** Insurance for Rs. 50,00,000/-, which adequately covers any Liability incurred during the running of the event for injury to Third Persons or Damage to Public Property has been taken.

##### **Additional Insurance to taken by Organiser**

- a. **Competitors:** Organisers are advised to take any additional insurance covers as they may deem fit.
- b. **Public Liability:** Insurance for INR 50,00,000/-, which adequately covers any Liability incurred during the running of the event for injury to Third Persons or Damage to Public Property has been taken.

34.2 The competing cars must carry Rally Cover Insurance valid for the duration of the event as advised by the organisers in the Supplementary Regulations.

34.3 The Service Vehicles & their crew, even those bearing Special Plates by the Organisers and reconnaissance vehicles may never be considered as Official Participants in the Rally. They are therefore not covered by the Insurance Policy of the Rally and will remain the sole responsibility of their owners.

#### 35. TIME CARD

35.1 Time cards design must be included in the Supplementary Regulations of the event.

35.2 A new time card will be issued at least at the start of each leg.

35.3 The location where each time card should be handed in must be marked on the time card and/or in the road book.

35.4 The competitor is responsible for his time card. The loss of a time card may incur a penalty amounting to exclusion at the discretion of the Stewards or as may be stated in the Supplementary Regulations of the event.

35.5 The control officials are the only persons allowed to make an entry on a time card except for any areas marked "for competitors' use".

35.6 Competitors are responsible for the submitting time cards at controls and for the accuracy of any entries made.

35.7 Should a competitor retire from the event he must hand in his time card to an official at the earliest possible moment.

35.8 A competitor who retires from a leg but intends to restart must hand in his time card immediately on arrival at the bivouac.

#### 36. CONTROL ZONES

36.1 All controls and control zones will be marked with the standard FIA/FMSCI signs as shown in Appendix "8".

36.2 The beginning of a control area is marked by two warning signs on a yellow background. At a distance of about 100 m, the position of the control post is indicated by two signs on a red background.

The end of the control area, approximately 100 m further on, is indicated by two final signs on a beige background with three black transversal stripes.

- 36.3 It is forbidden to enter or leave a control area from any direction other than that prescribed in the itinerary or to re-enter a control area. The penalties for non-compliance are:
- a. -1st infringement: 10 minutes,
  - b. -2nd infringement: 1 hour,
  - c. -3rd infringement: exclusion or fixed penalty where this exists.
- 36.4 Control posts must be ready to function 1 hour before the target time for the passage of the first crew. Unless the clerk of the course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus the maximum time allowed for the last competitor.

### **37. TIME CONTROLS**

- 37.1 At time controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the controller (or when the vehicle crosses a defined line as detailed in the supplementary regulations). This will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control, or in a queue of rally vehicles waiting to check in.
- 37.2 The check-in procedure commences the moment the vehicle passes the entry sign for the time control zone.
- 37.3 The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A crew may remain in the control zone only for as long as is necessary to complete the check-in formalities.
- 37.4 The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the minute before the target check-in minute. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 37.5 For road sections, the target check-in time is that obtained by adding the time allowed for completing the road section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.
- 37.6 For road sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute. For example, a crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- 37.7 At the time control at the finish of a road section preceding a selective section the controller will enter on the time card the check-in time of the crew and its provisional starting time for the selective section. There must be a 3-minute gap between the two to allow the crew to prepare for the start.
- 37.8 For Road Sections any difference between the target check-in time and the actual check-in time will be penalized as follows:
- a. The penalty for late arrival will be 1 minute per 1 min late, with 1 minute per minute late counting towards maximum permissible lateness.
  - b. The penalty for early arrival will be 2-penalty / minutes per minute early, not counting towards maximum permissible lateness.
- 37.9 At the time control at the end of a Leg, and at the end-of-Leg Parc Fermè, the organisers may permit the crews to check in ahead of time without incurring a penalty.
- 37.10 The maximum time for a section may be modified by the Stewards upon the proposal of the clerk of the course. Competitors shall be informed of this decision as soon as possible. Exclusion from an event

or the application of a fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.

### **38. SELECTIVE SECTION CONTROLS**

- 38.1 When a time control is followed by a start control for a selective section these two posts will be included in a single control area, the signs of which shall be laid out as follows:
- 1 yellow warning sign with clock (beginning of zone)
  - 1 red signs with clock (Time control post) after approximately 100 m
  - 1 red signs with flag (start of the Selective Section) at a distance of 50 to 200 m
  - 1 end of control signs (3 transverse black stripes on a beige background) 100 m further on.
- 38.2 Immediately after checking in at the time control the crew must go to the start of the selective section. The controller will enter the selective section start time and then give the start for that crew.
- 38.3 The countdown will be announced 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. Any crew refusing to start a selective section at the time and in the position allocated to it shall be given a penalty of up to exclusion at the discretion of the Stewards or as stated in the Supplementary regulations of the event.
- 38.4 A vehicle which cannot start a selective section under its own power will be given a fixed penalty where applicable or excluded.
- 38.5 If the start of a selective section coincides with the start of a leg, the starting time of the selective section will also be that of the leg.
- 38.6 The start of a selective section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".
- 38.7 A false start shall be penalized by 1 minute at least or an increased time applied by the stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the stewards, especially if the offence is repeated.
- 38.8 The starting intervals for selective sections must respect the same criteria as those laid down for the beginning of legs except in the case where a road penalty has been incurred.
- 38.9 Selective sections will end in a flying finish, the signs being positioned as follows:
- 1 yellow chequered sign (beginning of zone)
  - 1 red chequered sign (flying finish) after approximately 100 m
  - 1 red signs (clock and STOP) at a distance of 150 to 300 m
  - 1 beige signs with 3 transverse black stripes approximately 100 m further on
- 38.10 Stopping between the yellow warning signs and the STOP signs is forbidden; any infringement will entail a penalty amounting to exclusion.
- 38.11 Timing will be done on the finish line, which may have digital or printout equipment and back-up by hand timing.
- 38.12 At the stop line the controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following road section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these competitors at intervals of at least one minute in the order in which they arrived.
- 38.13 For selective sections the finish times will be recorded to the nearest second, except for the super special stage where they will be taken to the nearest tenth of a second to decide dead heats. Once the super special stage classification has been established and the starting positions for the following

selective section have been determined, the tenths of a second will be deleted and the times rounded down to the second immediately below.

38.14 If a competitor is unable to leave the zone under his own power he may be pushed or towed out of the zone with external help from officials and/or competitors still in the event only and will incur no penalty (Art. 39.14).

38.15 A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour over and above the slowest time taken by a competitor.

### **39. SELECTIVE SECTIONS**

39.1 During selective sections all members of the crew must wear clothing and equipment conforming to Appendix L, Chapter 3 of the Code. Checks may be made by officials at the start of the selective section. In case of non-compliance the start will be refused to the crew concerned.

39.2 Crews are forbidden to drive in the opposite direction to that of the selective section, under pain of penalties which may go as far as exclusion.

### **40. TOWING**

40.1 A vehicle unable to move under its own means may be towed or pushed by another competitor except in the control zone at the start of a leg or the start of a selective section where the start will be refused.

40.2 If the vehicle is unable to move, towing and/or pushing by a competitor in a stage to allow passage of rally traffic may be allowed. However, this will entail penalties as specified in the event's Supplementary Regulations.

40.3 A vehicle towed or pushed through a time control will incur a penalty of 30 minutes except in the case of selective section finishes (Art. 41.2).

40.4 It is forbidden to transport a vehicle by any means (truck, trailer etc.) under pain of exclusion except where allowed in the supplementary regulations.

### **41. INTERRUPTION OF A SELECTIVE SECTION**

41.1 When the running of a selective section is definitively stopped or interrupted for one or more competitors the clerk of the course may allocate each competitor affected a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system etc.).

41.2 No competitor who has in any way been responsible for the interruption of the selective section may benefit from this regulation and will be given their actual time set, if any.

### **42. PASSAGE CONTROLS**

42.1 In order to check that the crews are respecting the itinerary in the road book passage controls may be set up at locations mentioned and numbered in the road book.

42.2 The passage control zone will be defined using the following signs:

- 1 yellow signs with stamp (start of zone);
- 1 red signs with stamp (at the location of the passage control post) after approximately 100 metres;
- 1 beige signs with 3 transverse black stripes approximately 100 m further on

42.3 The location of passage controls must be clearly visible and situated such that vehicles can easily stop and restart from them.

42.4 The time of passage will be noted to the second and may be used in the case of interruption of the selective section (Art. 43.4).

42.5 The closing time for passage controls must be mentioned on the time card or on the itinerary/schedule or by means of a bulletin.

The closing time will be based upon:

- the distance covered since the start of the selective section
  - the average speed of the selective section relative to the maximum allowed time,
  - the ideal time of the last competitor, increased by 60 minutes.
- 42.6 The supplementary regulations or the itinerary/schedule distributed at the administrative checks must indicate the scale of penalties for each passage control not visited.

### **43. REGROUPS**

- 43.1 A regroup is a stop scheduled by the organisers under Parc Fermè conditions having a time control at the entrance and the exit.
- 43.2 The purpose of regroups is to reduce the intervals which may occur between crews as a result of late arrivals or retirements and to keep the rally on schedule following any delays.
- 43.3 The stopping time may vary from crew to crew.
- 43.4 On their arrival at regroups the crews will hand the controller their time card. They will receive instructions on their re-start time. They must then drive their vehicle immediately and directly to the Parc Fermè. The starting order shall be that of the arrival at the regrouping time control unless deemed otherwise by the Clerk of the Course.

### **44. PARC FERME**

- 44.1 It is forbidden to carry out any work other than that expressly permitted below in Parc Fermè.
- 44.2 Cars are subject to Parc Fermè rules:
- From the moment they enter the pre-start Parc Fermè (if any)
  - From the moment they enter a regroup
  - From the moment they enter a control area
  - From the moment they reach the end of the rally until the stewards have authorised the opening of the Parc Fermè.
- 44.3 Crews may enter Parc Fermè 15 minutes before their start time.
- 44.4 A car which will not start may be pushed by the crew, officials and other crews still in the event to the end of the control zone. In such case a 1 minute penalty will be applied. Engines may be started by means of an external battery, which may be brought in and taken out by a crew member under the supervision of an official of the event. Such batteries may not be transported in the competing vehicle (except in the load bearing bodywork of T4 vehicles still in the event).
- 44.5 If the Scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, the vehicle may be repaired in the Parc Fermè in the presence of a Scrutineer. The time in whole minutes used for such repairs will be added to the competitor's penalties for that leg. Once the work has been completed a new start time will be allocated. Should the work take more than 30 minutes the competitor will be given the fixed penalty (if applicable) or excluded.
- 44.6 After entering Parc Fermè at the end of a leg crews must stop their engines. They may then cover their vehicles and then immediately leave the Parc Fermè. Re-entry is not permitted until 15 minutes before their restart time.
- 44.7 By way of exception to the Parc Fermè rules and in the presence of an official, the crew may, while in the Parc Fermè at the start, regrouping zone or end of Leg:
- a. Change one or two punctured or damaged tyres using the equipment on board;
  - b. Have a new windscreen fitted with the possibility of having outside help with the agreement of the clerk of the course;
  - c. Check and/or reduce the pressure of its tyres.

These repairs must be completed before the starting time; otherwise a penalty of one minute for every minute's lateness shall be imposed.

- 44.8 Before leaving the Parc Fermè, the crews are permitted to place their vehicle covers and external battery outside the Parc Fermè.

#### **45. CLASSIFICATIONS**

- 45.1 Penalties will be expressed in hours, minutes and seconds.
- 45.2 The final results shall be determined by adding together the times obtained in the selective sections and the penalties incurred during the road sections and other penalties expressed in time.
- 45.3 The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.
- 45.4 There will be a separate classification for T4 vehicles.
- 45.5 In the case of a dead heat the winner will be decided taking into account the fastest on the super special stage (if any). If this still fails to find a winner the last selective section shall be taken into account. Should this still fail to determine a winner the previous stage will be taken into account and so on.
- 45.6 Partial unofficial classifications will be posted after each leg at a time as declared in the events Supplementary Regulations. But these will not be final until the end of the event.

#### **46. PROTESTS & APPEALS**

- 46.1 All protests shall be lodged in accordance with the stipulations of the Code. They must be lodged in writing and handed to the clerk of the course together with the protest fee, which shall not be returned if the protest is judged unfounded. The amount of this fee must be specified in the supplementary regulations.
- 46.2 If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must pay an additional deposit, which will be fixed by the FMSCI.
- 46.3 The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
- 46.4 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
- 46.5 The competitors may lodge an appeal against decisions given, in conformity with the stipulations of Chapter XIII of the Code.
- 46.6 The amount of the national appeal fee and international appeal fee must be mentioned in the supplementary regulations.

#### **47. POST-EVENT SCRUTINEERING**

- 47.1 After the finish ceremony all vehicles will be placed in a parc fermé where they must remain until the stewards authorise its opening.
- 47.2 Post event scrutineering involving the dismantling of cars 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.

## APPENDIX 1

### Event's website

The Organiser must make available a website dedicated to their Event.

The Organiser's website name will include the name of their Event.

All the information posted on the website must be dated.

### Appendix 2 - Specific conditions for Groups T2 and T4 Vehicles

On the vehicles in these categories, the following parts:

- Gearbox,
- transfer box,
- Front axle and
- Rear axle,

Must not be replaced and/or dismantled, and the engine block/lower casing assembly must not be separated.

The competitor must provide holes with a minimum diameter of 1.5 mm allowing the passage of the sealing wires (which must be in place), to prevent:

1. The changing of complete parts;
2. Dismounting for repairing these parts (piercing the lugs on housings, heads of screws on the main and subsidiary housings, etc.).

These holes must be easily accessible for the Scrutineers so that they can seal the parts without difficulty.

Should a competitor present his vehicle for scrutineering without having already pierced the holes for sealing as specified in the present regulations, he will not be allowed to take part in this category. All underbody protections must be removed before scrutineering to facilitate access.

The parts that cannot be changed and/or repaired are:

- complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) with the exception of the axle shafts and cardan joints;
- Complete gearboxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Complete transfer boxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Engine block complete with rods and lower engine housing;
- Bare cylinder head.
- turbo(s) if so equipped.

Only the following may be separated (on condition that this can be done without removing the seals) in order to carry out repairs:

- Cylinder head and block [for cylinder head gasket(s) and valves]
- Block and clutch housing (for complete clutch).

In order not to be penalised for the possible loss of seals, the competitor may request the Scrutineers to add seals in those spots which he deems vulnerable.

The absence, whether notified or not, of an identification mark concerning the sealed parts will result in the exclusion of the vehicle from the T2 category; however, if the Stewards so decide, the competitor may continue to race in Group T1.

For the T4 category, a fixed penalty of 50 hours will be applied. The new parts which have been replaced will be sealed again.

## **Appendix 3 (except for Bajas): Safety – Crews Medical and survival equipment**

### **A - MEDICAL EQUIPMENT**

Every crew must have a small first-aid medical kit comprising:

- eye lotion (Piroftal or similar)
- an antalgic (aspirin, Novalgina, or similar)
- two antidiarrhoeic (Imodium + Bimixin or similar)
- unguent, disinfecting compresses, two bandages, plasters
- 5 safety pins
- a skin disinfectant (Betadine or similar)
- a sun protective cream for skin and lips
- chewing tablets of vitamins C
- salt tablets (Enervit or Nergisport or similar)

### **B - SURVIVAL EQUIPMENT**

Every team must compulsorily carry on board the vehicles the following equipment:

- a lighter
- an emergency mirror
- a pocket lamp
- a reserve of 5 liters of water per person
- one reserve compass
- one aluminium survival blanket (2 m x 1 m) as isothermal covering apt to sun-signal
- 2 survival portions
- 1 flashing torch
- 1 towing belt (10 m)

The safety and survival equipment will have to be accessible in order to be possibly checked by the Scrutineers at each leg' start.

Any team which doesn't bring to the start all this survival equipment (first aid bag, water reserve and safety equipment) will be refused to start by the Clerk of the Course until it will be conformable and will be subject to a penalty up to exclusion in case of a repeat offence, upon decision of the Stewards.

## **Appendix 4 - Time Card**

DELETED

## **Appendix 5 – FIA Cross-Country Opening Car**

DELETED

## **Appendix 6 – Entry list / Start list / Results**

### **1. DRAFT ENTRY LIST & ENTRY LIST (PREPARED BY THE ORGANISER)**

Once entries have closed, the Organiser must send to the FMSCI a “Draft Entry List” in numerical order, with priority drivers (driving T1 cars) appearing first. The FMSCI will reply with any comments. After acceptance by the FMSCIA, and only then, the “Entry List” may be published.

The “Draft Entry List” & “Entry List” must include:

The allocated competition number

The entrant’s full name as it appears on the competition licence

The names of the driver & co-driver and their nationalities

The make and model of the car entered

The class in which the car will compete

The drivers’ priority status

It should be noted that team names must not appear on the Entry List unless they appear on the competition licence.

## **2. LIST OF CREWS AUTHORISED TO START (PREPARED BY THE CLERK OF THE COURSE)**

Once the administrative and technical checks have been completed, the Clerk of the Course shall prepare the “List of Crews Authorised to Start”, which will be presented to the Stewards at their first meeting.

## **3. START LIST FOR THE SUPER SPECIAL STAGE OR LEG 1 (PREPARED BY THE CLERK OF THE COURSE)**

Once the administrative and technical checks have been completed, the Clerk of the Course shall prepare the “Start List for the Super Special Stage or Leg 1” (in accordance with Art.19 and including start times), which will be presented to the Stewards at their first meeting.

Lists 2 & 3 will be signed by the Clerk of the Course and posted on the official notice board at the time specified in the Supplementary Regulations.

Once the 30-minute protest period has elapsed, the Stewards will sign the “List of Crews Authorised to Start”, which will be sent to the FMSCI by the Rally secretariat within 24 hours.

## **4. PARTIAL UNOFFICIAL CLASSIFICATION**

At the end of each Leg, the Clerk of the Course will post a “Partial Unofficial Classification” on the official notice board.

## **5. START LIST FOR LEG 2 ETC.**

At the end of each Leg, the Clerk of the Course will produce a Start List for the following Leg according to Art.19. The Stewards may reposition any competitor at their discretion. The approved list signed by the Clerk of the Course will be posted on the official notice board at the time specified in the Supplementary Regulations.

## **6. PROVISIONAL FINAL CLASSIFICATION**

At the end of the Rally, the Clerk of the Course will establish a “Provisional Final Classification”. Once this has been approved by the Stewards, it will be signed by the Clerk of the Course and published on the Official Notice Board at the time specified in the Supplementary Regulations.

## **7. OFFICIAL FINAL CLASSIFICATION**

At the conclusion of the 30-minute protest period, the Stewards will sign the “Official Final Classification” to be posted on the official notice board.

## **8. ALLOCATION OF POINTS**

At the end of the Rally, the Stewards will allocate points according to all classifications of the Rally, to be signed and sent to the FMSCI.