



**NATIONAL CROSS COUNTRY
RALLY SPORTING
REGULATIONS 2024**



The Federation of Motor Sports Clubs of India

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GENERAL PRINCIPLES

1 GENERAL CONDITIONS

The purpose of the 2024 FMSCI/FIA Sporting Regulations is to establish the framework of regulations applicable to the organisation of the events counting towards the FIA World Cup for Cross Country Rallies and the FIA World Cup for Cross-Country Bajas, as well as candidate events for these World Cups and other national ASN events of the CCR format. All Cups are governed by the FIA International Sporting Code and its appendices

(the Code) and these regulations, which consist of articles applicable to one or more of the specific Cups.

A calendar of the events will be issued by the FIA / FMSCI .

1.1 APPLICATION

1.1.1

All drivers, competitors and officials participating in the World Cups & non world cup events undertake,

on behalf of themselves, their employees and agents, to observe all the provisions as supplemented

or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations and the Supplementary Regulations of each event.

1.1.2

For the purposes of the current Sporting Regulations, the tyre manufacturers, manufacturers of homologated equipment and fuel suppliers or any suppliers connected with competitive vehicles are considered as event participants in accordance with Article 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.

1.1.3

In very exceptional cases, the FMSCI/FIA may grant waivers to these regulations. No waiver will be granted when the request concerns safety regulations .

1.1.4

The Clerk of the Course is charged with the application of these regulations and the Supplementary Regulations before and during the running of the event. He must inform the Stewards of

any important incidents that have occurred which require the application of these regulations or the Supplementary Regulations.

If, during the competition, a single, several or all crews are directly affected by any such application, the Clerk of the Course must issue and publish a corresponding notification addressed to the competitor/s concerned. Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary is respected.

1.1.5

Anything that is not expressly authorised by these present sporting regulations is forbidden.

1.1.6

Stewards, who may impose a penalty according to 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. 11.9 of the Code).

1.2 : OFFICIAL LANGUAGE

The various documents, and in particular the Supplementary Regulations and any Bulletins, must be written at least in English. Documents written in the language of the organising country remain at the discretion and responsibility of the Organiser.

1.3 : INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the FMSCI/FIA has the authority to decide. During the event the Stewards will decide on any dispute.

1.4: DATE OF APPLICATION

These regulations come into force on 1st March 2024 and after this date amendments come into force on the date of their publication on the FMSCI/FIA website.

2. DEFINITIONS

2.1 : ASN

National Sporting Authority recognised as such by the FIA.

2.2: BEGINNING OF THE EVENT

The Cross-Country (CC) event begins on the day of administrative checks. The competition element of the event begins at the first time control (TC0).

2.3: BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the event as detailed in Appendix II-2. A bulletin cannot change or amend the FIA Cross-Country Rally Sporting Regulations. This can only be done by the issuing of a waiver granted by the FMSCI/FIA.

2.4: BIVOUAC (SERVICE PARK)

A zone situated between the time controls at the finish of one leg and the start of the next, where all competitors regroup and where service is authorised. This zone is indicated in the Road Book.

2.5: BRIEFING

A briefing is a meeting where the Organiser will provide additional information to the crews. Briefings may be held at the Organiser's discretion.

At the first briefing of an event, the participation of at least one crew member is compulsory. The date, time and attendance requirements 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.

2.6: COMMUNICATION

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

2.7 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.

2.8 CREW

A crew is made up of two persons, for T5 vehicles a minimum of two and a maximum of four persons, on board each truck and nominated as driver and co- driver(s). Unless otherwise stated, either member of the crew may drive during the event and each one must hold an International driver's competition licence and a valid driving licence for automobiles for the current year, which is valid for the event and the vehicle entered in the event.

If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licences.

2.9 CROSS-COUNTRY EVENT (EVENT)

A Cross-Country Event is a sporting event, the itinerary of which covers the territory of one or more countries. There are three types of Cross-Country Events: Cross-Country Marathon Rally (Marathon), Cross-Country Rally and Cross-Country Baja (Baja).

2.10 DECISION

A document issued by the Clerk of the Course or the Stewards to announce their findings following an inquiry, hearing or investigation.

2.11 FIA

Any mention of the FIA refers to the FMSCI/FIA Rally Department.

2.12 FIA TECHNICAL PASSPORT

A document issued by an ASN and authenticated/validated by the FIA Technical Delegate at the first World Cup event in which the vehicle takes part.

2.13 END OF THE EVENT

The event ends upon the posting of the Final Classification. The competition element of the event finishes at the final time control.

2.14 HALT (OVERNIGHT)

A halt of the event between two legs with no parc fermé conditions.

2.15 LEG

Each competitive part of the event separated by an overnight halt or overnight regroup. If a Qualifying Stage is organised on the evening before Leg 1, this shall be Section 1 of Leg 1.

2.16 LEG PENALTY

A Leg Penalty, expressed in hours and minutes, is used to enable a competitor to remain in the competition when they would otherwise not be classified due to failing to visit certain controls or to report within the time limits imposed.

2.17 MAXIMUM TIME

The maximum time is the maximum target time, calculated by the Organiser, within which the crew must validate various controls.

2.18 MEDIA ZONE

A zone established only for the media at various locations.

2.19 NEUTRALISATION ZONE

A zone between parts of a Selective Section. An area in which competitors arrive and leave separated by the same interval, timed to the second. The start of the following part of the Selective Section will be at a target start time, determined by adding the neutralisation time to the arrival time for the previous part of the Selective Section.

No intervention on the vehicle is allowed apart from that carried out by the crew itself, or by FMSCI/FIA competitors still in the competition, with the on-board equipment. Intervention on the vehicle may be further restricted by these regulations.

The neutralisation zone cannot exceed 10 km if the road/track used, or parts of it, is common with the service/personnel vehicles.

2.20 NOTIFICATION

An official written document issued and published by the Clerk of the Course informing, as appropriate, (a) competitor(s) of the application of these regulations and/or the rally supplementary regulations.

2.21 OFFICIAL TIME

Time to be used during the event by the Organiser and specified in the Supplementary Regulations.

2.22 FIA OPENING CAR

The FIA Opening Car crew will check that the planned route of an event is passable, that the waypoints are correct and that the Road Book is accurate.

2.23 PARC FERME

An area in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

2.24 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, unless supplied by the organisers), spare parts, tools or equipment other than those carried in competing vehicles, or the presence of person(s) in the vicinity of the vehicle.

2.25 QUALIFYING STAGE (QS)

A QS is a Selective Section, serving to establish the start order for the following sections.

2.26 RALLY HEADQUARTERS (HQ)

The HQ is the administrative centre of an event. During the competition elements, it is also the location from which the Clerk of the Course carries out his tasks (Rally Control).

2.27 RECONNAISSANCE

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event.

2.28 REGROUP

A stop scheduled by the Organiser which may be 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 vehicles still in the event. The stopping time may vary from crew to crew. For events running in conjunction with another competition (National, Zone, Restricted, etc.), FIA vehicles must be gathered in a separate area.

2.29 REMOTE SERVICE ZONE

A service zone on a road section or in a Selective Section other than the Service Park or Bivouac.

2.30 ROAD SECTIONS

The parts of an itinerary which are not used for Selective Sections.

2.31 SHAKEDOWN

A shakedown may be organised so that competitors can test their vehicles. The shakedown is part of the event but not one of the competitive elements.

- **2.32 SECTION OF THE EVENT (SECTION)**
Each part of the event separated by a regroup.

- **2.33 SERVICE**
Any work on a competing vehicle except where limited in these regulations.
- **2.34 SELECTIVE SECTION (SS)**
Timed speed test on roads/open country not closed to the public for the event.
- **2.35 SUPER SPECIAL STAGE (SSS)**
Any variation from the running of a Selective Section as described in these regulations and detailed in the event Supplementary Regulations and identified as such in the itinerary.
- **2.36 TEAM**
A team is made up of the competitor, the crew and support personnel.
- **2.37 TIMECARD**
A card intended for the entry of times recorded at the different control points and entries made by Passage Controls scheduled on the itinerary.
- **2.38 TECHNICAL ZONE**
A zone for the purpose of carrying out technical checks by the scrutineers.
- **2.39 TEST**
The presence of competitively driven Cross-Country vehicles, when outside a Cross-Country event.
- **2.40 WAYPOINT (WP)**
A waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of waypoints.
- **2.41 TRANSFER ZONE**
Road section with an allotted time between two parts of a selective section. The start of the following part of the selective section will be at a target start time, determined by adding the transfer time to the arrival time of the previous part. The regulations that apply are the same as for a road section, including remote service zone when the transfer zone follows the same route as the service vehicles.
- **2.42 WORKING AREA**
The working area is defined as the area between the start of the zone sign, located before the leg finish TC, and the zone exit sign located after the next leg start TC. This zone includes:
The ;leg start & finish TC's, The refuelling zones, The working area itself and the traffic lanes.

WORLD CUPS AND POINTS

3 WORLD CUP REQUIREMENTS

3.1 ATTRIBUTION OF WORLD CUP POINTS

3.1.1 For each World Cup title, points will be awarded for each event considering the Overall Final Classification according to the following scale: 1st : 2nd : 3rd : 4th : 5th : 6th : 7th : 8th : 9th : 10th :

25 points

18 points

15 points

12 points
10 points
8 points
6 points
4 points
2 points

1 point

3.1.2 For each World Cup title, points will be awarded for each leg.

Leg points will be awarded on Legs of the event only if they include at least 100 km of Selective Sections. Leg points will be awarded only if the competitor/crew is included in the final classification. If a competitor is not in the final classification, no leg points will be awarded to him. However, the following vehicles in the classification will not move up for the Leg points.

3.1.3 Attribution of reduced points

Should one of the rallies counting towards a World Cup not be able to be run in its entirety, the points shall be awarded based on the final classification.

Full points if 75% or more of the minimum length of Selective Sections according to these regulations has been run.

Half points if 50% or more but less than 75% of the minimum length of Selective Sections according to these regulations has been run.

One third of points if 25% or more but less than 50% of the minimum length of Selective Sections according to these regulations has been run.

No points will be awarded if less than 25% of the minimum length of Selective Sections according to these regulations has been run.

Any decimals will be rounded up or down to the next whole number. In exceptional circumstances, the FMSCI/FIA may decide to apply a different principle for the attribution of reduced points.

This article does not apply to the Leg points.

3.2 NUMBER OF RESULTS FOR THE FINAL CUPS CLASSIFICATIONS

3.2.1 The classification will be established taking into account the criteria required for each Cup. The winners of the various World Cups will be the driver, co-driver and team having accumulated the highest number of points in their respective World Cup.

3.2.2 Titles will be awarded if at least 50% of the events scheduled on the initial calendar have been run, with a minimum of three.

4 DEAD HEAT IN A WORLD CUP 4.1 DRIVERS AND CO-DRIVERS

For drawing up the final and/or provisional classification of a Cup, the rule for deciding between drivers and co-drivers who have scored the same points total shall be:

4.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications of their respective Cup, counting only those rallies which have served to make up their points total.

4.1.2 According to the greater number of highest places achieved in the final classifications of their respective Cup, taking into consideration only those rallies in which all the drivers and/or co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13rd places, and so on.

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

4.2 MANUFACTURERS AND/OR TEAMS (WHERE APPLICABLE)

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

4.2.1 According to the greater number of highest places achieved in all events of the World Cup for each manufacturer or team, considering only the highest place per event for each manufacturer or team.

4.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.

4.2.3 In the event of a further tie, the FMSCI/FIA itself will decide the winner and decide between any other tying manufacturers or teams based on whatever other considerations it thinks appropriate

5 CRITERIA FOR PRIORITY DRIVERS

5.1 FIA PRIORITY DRIVERS

The first 3 in the final classification of the FIA World Cups of the two previous years

The first 3 in an FIA World Cup event in the current or the previous year.

The first 3 in the final classification of the FIA World Cups for Groups T3 and T4 of the two previous years.

The first 3 of Groups T3 and T4 in an FIA World Cup event in the current or previous year.

Drivers who have been nominated by the FIA.

Drivers who have been entered by a manufacturer for a specific event, for that event only.

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

6 EVENT CHARACTERISTICS

6.1 CROSS-COUNTRY MARATHON

A Marathon is an event, the itinerary of which may cover the territory of several countries with a minimum average distance for the Selective Sections of 240 km (if any) per Leg and a minimum total distance for the Selective Sections of 2500 km. The total duration of a Marathon may not exceed 15 days (including administrative checks, scrutineering, and rest halts).

6.2 CROSS-COUNTRY RALLY

A World Cup Cross-Country Rally must last no more than seven days (including administrative checks and scrutineering) with five days of competition and a total distance for the Selective Sections of at least 600 km.

6.3 CROSS-COUNTRY BAJA

A Cross-Country World Cup Baja is an event that must last no more than four days (including administrative checks, scrutineering, and an optional Qualifying Stage), with two days of competition and a total distance for the Selective Sections of at least 350 km. A Cross-Country national/regional Baja must have a total distance for the Selective Sections of at least 230 km.

6.4 LENGTH OF SELECTIVE SECTION

No Selective Section may exceed 500 km.

6.5 HALTS OR REGROUPS

After a scheduled driving time of more than 12 hours, a rest halt or a regroup of at least 6 hours is compulsory. A scheduled rest halt or a regroup of at least 24 hours is compulsory after 10 legs of the event.

6.6 ROUTE TERRAIN ON SELECTIVE SECTIONS

6.6.1 The route terrain (e. g. gravel, desert, etc.) of the Selective Sections must be stated in the Supplementary Regulations, giving an approximate percentage split of each terrain type.

Safety Type A – Applies to Selective Sections run over open desert and dunes/off-track

Safety Type B – Applies to Selective Sections run over gravel roads or track.

A route inspector must carry out a route inspection for clubs with less than 5 years experience.

OFFICIALS

7 OFFICIALS AND DELEGATE

7.1 STEWARDS

The panel of Stewards (the Stewards) shall always comprise three members. The Chairman and one member shall be appointed by the FMSCI/FIA and be of a different nationality from that of the organising country (ASN) If applicable. The third member shall be appointed by the ASN of the country organising the event. There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the event at least one of the Stewards must be in the vicinity of event HQ.

7.2 FIA DELEGATES

The following delegates may be appointed by the FIA and each of them will draw up a report covering his/her responsibilities at the event:

7.2.1 FIA Sporting Delegate

The FIA Sporting Delegate will liaise with the Clerk of the Course and all other appointed FIA officials and delegates. The FIA Sporting Delegate may also have the role of an FIA Observer.

7.2.2 FIA Technical Delegate

The FIA Technical Delegate(s) will liaise with the Clerk of the Course and will be the Chief Scrutineer responsible for all technical matters. If no FIA Technical Delegate is assigned, the Chief Scrutineer will be responsible.

7.2.3 Other FIA Delegates see Appendix IX.

7.3 COMPETITOR 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 event to the competitors/crews.

There must be at least one CRO at each event who must be easily identifiable by the competitors/crews.

The schedule for the CRO must be detailed in the Supplementary Regulations and posted on the official notice board.

ELIGIBLE VEHICLES, EQUIPMENT AND TYRES

8 VEHICLES ELIGIBLE TO ENTER FMSCI/FIA CROSS- COUNTRY EVENTS

8.1 SUMMARY

Cross-Country events are open to vehicles with a maximum gross weight of up to 3500 kg for Groups T1, T2, T3 and T4, and greater than 3500 kg for Group T5, in due possession of a valid registration certificate and in conformity with the vehicle being presented (T3/T4 vehicles may be exempted in special cases, where the selective sections are run off the public roads) . 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 FMSCI/FIA regulations and by these CC Rally Sporting Regulations.

The vehicles shall be split up into the following groups:

- Group T1: Prototype Cross-Country Cars, complying with Appendix J Article 285.
- Group T2: Series Production Cross-Country Cars, complying with Appendix J Article 284. Vehicles must also comply with Appendix IV to these regulations.
- Group T3: Lightweight Prototype Cross- Country Vehicles, complying with Appendix J Art. 286.
- Group T4: Modified Production Cross-Country Side-by-Side Vehicles, complying with Appendix J Article 286A.
- Group T5: Cross-Country Trucks, complying with Appendix J Article 287. Vehicles must also comply with Appendix IV to these regulations.

- 8.2 GROUPS/CLASSES OF VEHICLES
Organisers must include the following group and classes (T5 not admitted in Bajas):

Group <i>Groupe</i>	Class <i>Classe</i>	Vehicle <i>Véhicule</i>
T1	T1.1	T1 4x4 Petrol and Diesel <i>T1 4x4 Essence et Diesel</i>
	T1.2	T1 4x2 Petrol and Diesel <i>T1 4x2 Essence et Diesel</i>
T2		Series Production Cross-Country Cars - Petrol and Diesel <i>Voitures Tout-Terrain de Série - Essence et Diesel</i>
T3		Lightweight Prototype Cross-Country Vehicles <i>Véhicules Tout-Terrain Prototypes légers</i>
T4		Modified Production Cross-Country Side-by-Side Vehicles <i>Véhicules "Side-by-Side" Tout-Terrain de Série Modifiés</i>
T5		Cross-Country Trucks <i>Camions Tout-Terrain</i>

8.3 FIA TECHNICAL PASSPORT

Before being validated by the FIA Technical Delegate, the use of the most recent version of the blank FIA technical passport is compulsory (available upon request from the ASN to the FIA). After a complete pre- inspection of the vehicle, the ASN must write any comments in the location reserved for this purpose. A written report following this pre-inspection, must be established and sent to the FIA Technical Delegate no later than the date of publication of the official entry list of the event counting towards the FIA Cross-Country World Cups in which the vehicle has been entered. For vehicles of Groups T1, T3 and T4, the ASN must report the following information regarding the engine: type and serial number, original vehicles. The stamp of the ASN, the date and the name (in capital letters) and signature of the ASN inspector must appear on the technical passport.

The FIA Technical Delegate will identify the presented vehicle with markings and/or seals that must under no circumstance be removed. In addition, the markings linked to the technical passport must not be removed under any circumstances. This passport must be presented to the scrutineers when requested and the technical specifications declared must not be modified during the event.

The above may be exempted for Indian National entries but adherence to ASN technical regulations remains mandatory.

8.4 PROVISIONS FOR T1 VEHICLES

T1 vehicles conforming to the technical regulations of Appendix J 2009 and of the current year are eligible under the following conditions:

8.4.1 They must have a valid FIA Technical Passport. The FIA will no longer issue an FIA Technical Passport for a vehicle manufactured in accordance with Appendix J 2009. Vehicles manufactured in accordance with Appendix J 2009 and holding an FIA Technical Passport will be eligible until further notice. For these vehicles, except the roll cage, all safety equipment must be homologated and/or in conformity with the current FIA regulations.

8.4.2 A car using a 2009 type chassis, and already in possession of a valid FIA Technical Passport, may be equipped with an engine complying with the FIA Technical Regulations of the current year, fitted with a restrictor for “standard engines” (Table Art. 8.4.5) if the driver is not on the FIA CC priority drivers list.

8.4.3 If the driver is on the FIA CC priority drivers list, the engine must be equipped with a restrictor valid for prototype engines” (see Chart “Air Restrictors”).

8.4.4 Supercharged petrol engines are allowed. For supercharged petrol engines in T1 vehicles conforming to the technical regulations of Appendix J 2009 a prior written approval by FIA is required. Not applicable to Indian national entries.

8.4.5 The following table will be applicable:

Air Restrictors <i>Brides à air</i>		
Petrol Essence	T1.1	T1.2
Prototype	32	
Standard (vehicle in conformity with Appendix J 2022) <i>Standard (véhicule conforme à l'Annexe J 2022)</i>	37	
Standard V8 rocker arm engines over 5.4L <i>V8 culbuté standard sup. 5.4L</i>	37	37.2
Diesel	T1.1	T1.2
Supercharged prototype <i>Prototype suralimenté</i>	35	
Standard single supercharged stage (vehicle in conformity with Appendix J 2022) <i>Suralimenté simple étage standard (véhicule conforme à l'Annexe J 2022)</i>	39	38
Standard double supercharged stage (vehicle in conformity with Appendix J 2022) <i>Suralimenté double étage standard (véhicule conforme à l'Annexe J 2022)</i>	38	
<p>Note concerning the standard diesel supercharged engines: Any engine which has at least one cylinder that is able to take air from more than one compressor, and even if it is not at the same time, is considered a double stage supercharged engine. In all cases, the FIA reserves the right to judge if a supercharged engine is a single stage or double stage type.</p> <p>Note concernant les moteurs diesel standards suralimentés : Tout moteur, dont un cylindre au moins peut admettre de l'air de plus d'un compresseur, et même si ce n'est pas au même moment, est considéré comme un moteur à suralimentation double étage. Dans tous les cas, la FIA se réserve le droit de juger si un moteur suralimenté est du type simple ou double étage.</p>		

Table 8.4.5 / Tableau 8.4.5

8.4.6

8.4.6 Groupe T1 – Poids minimum (kg)		8.4.6 Group T1 – Minimum Weight (kg)	
Normally Aspirated Engines and Supercharged Diesel Engines <i>Moteurs atmosphériques et moteurs diesel suralimentés</i>			
Over <i>Au-dessus de</i> cm ³	Up to and including <i>Jusqu'à et incluant</i> cm ³	T1.1	T1.2
2000	2250	1400	1280
2250	2500	1475	1310
2500	2750	1475	1340
2750	3000	1550	1370
3000	3250	1550	1400
3250	3500	1625	1430
3500	3750	1625	1460
3750	4000	1700	1490
4000	4250	1700	1580
4250	4500	1775	1580
4500	4750	1775	1580
4750	5000	1850	1580
5000	5250	1850	1580
5250	5500	1925	1655 / 1580*
5500	5750	1925	1655 / 1580*
5750		2000	1730 / 1580*
* only for standard engines fitted with a restrictor diameter decreased by 1.0 mm from that specified in <i>Table 8.4.5</i> * uniquement pour les moteurs standard équipés d'une bride d'un diamètre inférieur d'1,0 mm par rapport à celui spécifié au <i>Tableau 8.4.5</i>			
Supercharged Petrol Engines <i>Moteurs essence suralimentés</i>			
Over <i>Au-dessus de</i> cm ³	Up to and including <i>Jusqu'à et incluant</i> cm ³	T1.1	T1.2
0	5950	1850	1580
T1.1 complying with T1+ specifications <i>T1.1 répondant à la définition T1+</i>		2000	
T1.U class vehicles <i>Véhicules de la classe T1.U</i>		2000	

Table 8.4.6 / Tableau 8.4.6

8.5 SCORE VEHICLES

8.5.1 A vehicle complying with the “SCORE” regulations may be accepted in Group T1, on condition that the competitor provides evidence that his vehicle is recognised by the “SCORE International” organisation. The vehicle must bear a safety inspection seal according to Article GT2 of the regulations governed by this organisation.

8.5.2 The eligibility of the vehicle shall be subject to the approval, to be obtained in advance, of the FMSCI/FIA. It is the competitor’s responsibility to ensure that such approval is applied for in writing before the FMSCI/FIA Technical Working Group meeting preceding the first FMSCI/FIA event in which the competitor wishes to take part.

8.5.3 All safety equipment must be homologated and/or in conformity with the FMSCI/FIA regulations, other than the roll cage, which must comply with the “SCORE” regulations. The engine must be equipped with a “prototype engine” restrictor (see Table 8.4.5).

8.6 ADDITIONAL PROVISIONS

8.6.1 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 ISC Appendix J Article 284 (Group T2).

8.6.2 4-Wheel Drive Vehicle with Central or Rear Engine.

If a 4-wheel drive vehicle has an FIA Technical Passport drawn up before 31/12/2005, clearly indicating the position of the engine, it may be accepted even if it has an engine situated to the rear of the middle of the wheelbase.

8.6.3 Groups T3 and T4

Only atmospheric petrol or supercharged petrol engines are allowed. Supercharged petrol engines must be fitted with an air restrictor with a maximum diameter of 25 mm. As from 01.01.2024, supercharged petrol engines must be fitted with an air restrictor with:

- a maximum inner diameter of 27 mm for Group T3 vehicles,
- a maximum inner diameter of 25 mm for Group T4 vehicles.

ASO “DAKAR” VEHICLES

A vehicle complying with the 2021 Amaury Sport Organisation (ASO) Dakar “AUTO” regulations may be accepted in Group T4 until 30.06.2024, on condition that the competitor provides evidence that his vehicle has a valid ASO passport. The vehicle must bear a safety inspection seal in accordance with the relevant articles of the regulations of this organisation.

8.7.2 The eligibility of the vehicle shall be subject to the approval, to be obtained in advance, of the FMSCI/FIA. It is the competitor’s responsibility to ensure such approval is applied for in writing before the FMSCI/FIA Technical Department at least two weeks before the first FMSCI/FIA rally in which the competitor wishes to take part.

8.7.3 All safety equipment must be homologated and/or in conformity with the FIA regulations, except the roll cage, which must comply with Article T4P4.1 of the 2021 ASO Dakar AUTO regulations.

9 ELECTRONIC EQUIPMENT

9.1.1 Any radio or electronic means of communication, or any other device not expressly permitted in these regulations or in the Supplementary Regulations, is forbidden on board the vehicles.

9.1.2 NA

9.1.3 NA

9.1.4 Any numbers of satellite phones carried on board must be given to the Organiser during the administrative checks.

9.1.5 The telephones must be stored in a box inside the cabin and be easily accessible for the driver and co- driver when seated with their harnesses fastened.

9.1.6 During Selective Sections telephones may only be used from outside the vehicle and must be switched off at other times.

9.1.7 The use of the telephone on road sections is permitted. If the telephone is used while driving on public roads, the national Highway Code must be observed.

10 TYRES

10.1 T1 PRIORITY DRIVERS

10.1.1 For T1 Priority Drivers, a single tyre pattern is authorised for each priority driver.

10.1.2 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.

10.1.3 A pattern is associated with each dimension and, if left tyres are different from right tyres, their patterns must be symmetrical.

10.1.4 When no Selective Sections are involved, non-registered pattern tyres may be used on road sections if a tyre fitting zone has been arranged by the Organiser.

10.2 AVAILABILITY OF TYRES

Two-wheel drive T1 and T5 vehicles must use tyres from a tyre manufacturer's commercial catalogue.

10.3 MOULDED TYRES

All vehicles must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted.

10.4 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.

10.5 TREATMENT OF TYRES

Any chemical and/or mechanical treatment of tyres is prohibited. Any device for heating the tyres once fitted on the rim is prohibited.

10.6 CONTROL OF TYRES

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

10.7 TYRE MARKING / CONTROL ZONES

10.7.1 A wheel/tyre marking and barcode reading zone may be established at the exit of the authorised service parks or remote service zones.

The tyre marking zone must appear in the Road Book and be marked with the appropriate FMSCI/FIA control sign (see Appendix I).

10.7.2 The crew must stop its vehicle and wait for the instructions of the scrutineers and/or marshals. In the absence of scrutineers or marshals, the crew may leave the zone without stopping. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone.

10.7.3 A tyre mark checking zone must be established at the entrance of the authorised service parks and remote service zones, if applicable.

11 ON-BOARD VIDEO CAMERAS

11.1 PROMOTER'S OR ORGANISER'S CAMERAS

If required by the Organiser or Cup Promoter (if applicable), the competition vehicle must carry an on-board camera or other recording device. This will be fitted by the Organiser or Cup Promoter and approved by the scrutineer. These cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

11.2 TEAM CAMERAS

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

11.2.2 Competitors wishing to use a camera must supply the following information to the Organiser or World Cup Promoter (if any) at least one week before the start: Competitor's name, car number, competitor's address and use of footage.

The FIA/FMSCI Organiser officials may recover the footage at any time. The footage may be used by the FMSCI/FIA officials.

11.3 MOUNTING

The mounting(s) and the presence of camera(s) in the driver/co-driver's compartment are not authorised between the vertical transverse plane through the rearmost point of the dashboard (in relation to the vehicle's direction of movement) and the vertical transverse plane of the rearmost point of the driver/co-driver's seats (in relation to the vehicle's direction of movement). These rules are applicable to national/open/closed events.

Only mountings attached by screws, metal screw clamps, quick-clamping collars and metallic inserts are permitted (no bonding, double-sided tape, adhesive material, suction devices, etc.).

It is forbidden to mount cameras on the outside of the Vehicle or for them to protrude beyond the bodywork.

The mountings of the cameras and recorders must be able to withstand a minimum deceleration of 25 g. Non-compliance with these criteria will lead to the vehicle not being authorised to take the start.

11.4 APPROVAL

All camera positions and mountings used must be shown and approved during scrutineering before the start of the competition. Once the installation of the camera system has been validated by the scrutineers, it is strictly forbidden for the competitor to manipulate the mountings of the camera.

12 SAFETY TRACKING SYSTEM AND NAVIGATION SYSTEM (NAV-GPS)

12.1 SAFETY TRACKING SYSTEM

In FIA World Cup Cross-Country events, all vehicles must only be fitted with the Safety Tracking System(s) provided by the Organiser. For all other Cross-Country events, the use of a Safety Tracking System is strongly recommended.

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 event will result in the competitor being reported to the Stewards.

12.2 NAVIGATION SYSTEM (NAV-GPS)

12.2.1 FIA CCR world cup Competitors are obliged to be equipped with one or two Navigation System(s) (NAV-GPS) downloaded with the waypoints given by the Organiser. When a crew uses two NAV-GPS, it must indicate in writing, at scrutineering, which of the two will be considered as the official one. If the official NAV-GPS is inoperative, the second NAV-GPS automatically becomes the official one.

12.2.2 The NAV-GPS may be inspected by an official at any point during the event. At the end of each Leg the NAV-GPS may be inspected for validation of waypoints and speeding violations. The data will be checked by the provider, who will immediately report any irregularities to the Clerk of the Course and the Stewards.

12.3 CONNECTION OF THE SYSTEMS

12.3.1 The specifications for the standard power connector are laid down in Appendix VI.

12.3.2 It is the competitor's responsibility to ensure that the Safety Tracking System(s) and the NAV-GPS always remain permanently connected and switched on with the antenna connected throughout the duration of the competition.

Any crew that fails to do so, or if it is noted that the any of the systems is not in operation through the fault of the crew, will be reported to the Clerk of the Course and will incur a penalty of at least 15 minutes, which may be increased at the discretion of the Stewards.

12.4 GPS TRIP METER

It is optional for the competitors to use a GPS-based Trip Meter. No functions others than measuring (kilometres, times, speeds) may be integrated into the GPS Trip Meter.

13 DATA LOGGING AND DATA ACQUISITION

13.1 PERFORMANCE MONITORING

13.1.1 Any vehicle selected by the FMSCI/FIA after the publication of the entry list may be equipped with an FMSCI/FIA GPS Data Logger to monitor its performances during any event entered on the FMSCI/FIA calendars.

13.1.2 The FIA data acquisition system (see Appendix J Art. 285.5.1.1.c) is compulsory for T1 vehicles fitted with a turbocharged petrol engine and must follow in all respects the obligations described in Appendix VIII. The engine used must be selected from the list in Appendix VIII and the supercharging pressure must always comply with the parameter values contained in the table of Appendix VIII for the engine selected. Not mandatory for Indian national entries. The procedure for adding an engine to this list is specified in Appendix VIII.

13.1.3 At any time, the FMSCI/FIA may impose any necessary conditions (technical and/or sporting), at its own discretion, to meet this objective of limiting performance.

13.2 ACCIDENT DATA RECORDER

Vehicles selected by the FIA after the publication of the entry list may be equipped with an FIA Accident Data Recorder (ADR) to record the forces sustained by the vehicles and their crews during any event entered on the FIA World Cup calendars. A competitor's refusal to equip its vehicle with an ADR will be reported to the Stewards and the competitor will not be allowed to start or will be immediately disqualified.

13.3 ON-BOARD SURVEILLANCE CAMERA (OBSC)

13.3.1 Vehicles selected by the FIA may be equipped with an FIA OBSC to monitor all activities inside the vehicle during all events entered on the FIA World Cup calendar.

13.3.2 A competitor's refusal to equip its vehicle with an OBSC will be reported to the Stewards and the competitor will not be allowed to start or will be immediately disqualified.

13.3.3 Team members or third parties are forbidden to touch, interfere with or move any such device.

13.3.4 Teams may be required to provide a power source to the camera which enables continuous recording when the vehicle is moving.

13.3.5 Only official representatives appointed by the FIA who have the specific approval of the Clerk of the Course and/or Stewards may download or use the footage from this camera.

13.3.6 Recordings from this camera may be used during any subsequent investigation.

STANDARD DOCUMENTS

14 FMSCI/FIA STANDARDISED DOCUMENTS

14.1 GENERAL

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

Supplementary Regulations (electronic and/or printed format)

Bulletins (electronic and/or printed format)

Event Guide (electronic format)

Itinerary (electronic and printed format)

Road book (printed or electronic format)

Timecard (printed format),

Entry lists (electronic format)

Start lists and results of the event (electronic and/or printed format)

Media Road Book (electronic and/or printed format)

Official documents such as provisional and final classifications and results, bulletins and decisions must be published on a digital and/or physical official notice board, along with the time of publication.

The use of a digital notice board is recommended.

Documents which are published electronically shall not be amended once published on the Organiser's website unless all competitors and officials are informed, and the amendments are highlighted. Any documents which require FIA approval prior to publication shall not be amended without approval from the FMSCI/FIA. The draft event SR should be submitted to the FMSCI 45 days prior to the event for auditing & inputs. They should be published 30 days prior to the event . (when printed it should be in A5 format)

14.2 ROAD BOOK / ITINERARY

14.2.1 All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The compulsory itinerary of the Rally is defined in the Road Book by the road direction diagrams and between the road direction diagrams, by the defined road/track if it exists. Any deviation will be reported to the Stewards. The Road Book may be also only or partially in electronic format and can be part of the NAV-GPS.

14.2.2 If there is a divergence, other than speed limits, between the Road Book and the NAV-GPS, the information given by the Road Book will prevail.

14.2.3 Organisers may issue the Road Book one day at a time. If the organiser decides to issue the Road Book on the previous day, the competitors must receive the Road Book including the notes for the next day at the latest at 18:00 hrs.

14.2.4 If an organisers decides to issue the Road Book on the day of the leg concerned, has printed it without the modifications (if any) and has ten modifications or less, the Road Book will be distributed to each competitor 20 minutes prior to their start time. If more than ten modifications are issued, the Clerk of the Course, may extend this period. This will be communicated at the previous day's competitors 'briefing and by bulletin.

A Road Book receipt, if not in electronic format, will be acknowledged by signature and the Road Book will remain the property of the competitor.

It is authorised to carry in the vehicle only the official Road Book, the modifications done by the FIA Opening Car, which may be integrated into the Road Book, and personal notes resulting from a previous passage (in whatever direction) in the current rally.

In a Selective Section, it is always forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the Road Book. If a crew follows a surfaced road and re-joins the route of the Selective Section at a different point, it is deemed to have retired from the leg.

Any infringement will be reported to the Stewards.

14.3 TIMECARDS

14.3.1 A Timecard will be issued at least at the start of each leg.

14.3.2 Each crew is responsible for:

- a. its Timecard;
- b. submitting the Timecard at the controls and the accuracy of the entries;
- c. any entries made on the Timecard.

14.3.3 The appropriate control official is the only person allowed to make entries on the Timecard, except for the sections marked "for competitor's use".

14.3.4 The loss of a Timecard will incur a penalty of 10 minutes and be reported to the Stewards.

14.3.5. In case of the absence of the entries or signature from any control, the absence of a time entry at a time control, or the failure to hand in the Timecard at each control, the Clerk of the Course may use the electronic recording (if available via official GPS) and the official documents for an inquiry. He will decide on the correct passage of the controls and will apply the penalty according to Article 49.2.

14.3.6 Any divergence between the times entered on the crew's Timecard and those entered on the official documents of the event will form the subject of an inquiry by the Clerk of the Course.

14.3.7 Should a competitor retire from the Event he must hand in his Timecard to an official at the earliest possible moment.

14.3.8 A competitor who retires from a Leg but intends to re- start must hand in his Timecard immediately on the time control at the end of the leg.

15 INSURANCE

INSURANCE COVER

15.1 DESCRIPTION OF INSURANCE COVER

The Supplementary Regulations must give details concerning insurance cover taken out by the Organiser. The certificate shall name the competitors, the Promoter (if any), the FIA/FMSCI and the officials of the event (description of the risks and sums covered).

15.2 INSURANCE PREMIUM

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

15.2.2 If special insurance other than that described above, connected with the regulations in force in the country or countries crossed by the event, is obligatory, it must be detailed in the Supplementary Regulations and included in the entry fees.

15.2.3 The insurance premiums of the above-mentioned contracts, their limits, the name, address and contact details of the insurance company (or companies), as well as the contract numbers, must be included in the Supplementary Regulations.

15.2.4 The insurance policy (at least in English) will be forwarded to competitors on request.

15.2.5 A document listing the services covered and services not covered will be detailed in the Supplementary Regulations or be issued to the participants during the administrative checks.

15.3 PERIOD OF INSURANCE COVER

15.3.1 The insurance cover will come into effect at least from the administrative checking and scrutineering for the event and end upon the expiry of one of the following time limits, whichever is the later:

time limit for protests or appeals or the end of any hearing by the Stewards.
end of the post-event scrutineering.
end of the prize-giving.

15.3.2 The beneficiaries are covered by the insurance while on the course of the event, throughout the duration of the event. During that time, competitors who have retired or been disqualified will not continue to be covered by insurance.

15.4 BENEFICIARIES

15.4.1 The competitors, the members of the organisation, its service providers and their personnel and the officials of the event. Evacuation, transfer and/or repatriation of the beneficiary:

15.4.2 If the beneficiary's state of health is such that the event medical team decides to order his evacuation, transfer or repatriation, the Organiser takes care of the transport to the nearest medical facility.

This transport takes place by any appropriate means (As stipulated by the event medical team.) and, if necessary, under medical supervision.

Only the medical interest of the case and the respect of the health regulations in force are taken into consideration in choosing the means of transport.

Medical (including hospitalisation) costs incurred: When medical costs have been incurred with the prior agreement of the event medical team, the participant individual high risk insurance takes care of the medical fees, the cost of medication prescribed by a doctor or surgeon, and the costs of hospitalisation decided by the medical team.

15.5 PUBLIC LIABILITY COVER

15.5.1 From an insurance company, the Organiser takes out a Civil Liability Insurance Policy, specific to sporting events with motorised land vehicles, in accordance with the national legislation in force and the Cross- Country Rally Sporting Regulations.

15.5.2 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.

15.5.3 The insurance cover must be in effect at least during the Shakedown and then, for competitors running within the itinerary of the event, from the start of the first competition element until the end of the event or the moment of permanent retirement or disqualification. Vehicles having retired and re-started shall not be considered to have permanently retired.

15.5.4 The entry fees include the insurance premium covering the competitor's Civil Liability towards third parties, within the limit of the sums covered, per incident, specified in the regulations.

Thus, in the event of an accident, fire or explosion occurring during the event, the purpose of the said contract is to cover the financial consequences of civil liability that may be incumbent on:

- the competitors in case of physical injury or material damage caused to third parties (other than competitors), to public sector employees or to any other public body taking part in the spectator supervision service;
- the competitors in case of physical injury or damage to clothing that they might cause to one another; it is important to note that this insurance does not cover material damage;

the drivers with regard to their co-drivers and passengers in case of incidents throughout the duration of the event.

15.5.5 This insurance contract on no account covers the theft of vehicles, of spare parts or of any other property. Thus, in the event of theft occurring in a country crossed by the event, the Organiser cannot be held liable.

15.5.6 This policy covers only the official route of the event, indicated by the Organiser..

15.5.7 In case of accident, the competitor or his representative must make a written statement to the Race Director, the competitor relations officer, or directly to the Organiser, within 24 hours. This statement must mention the circumstances of the accident and the contact details of the witnesses.

15.6 INDIVIDUAL ACCIDENT INSURANCE

Competitors must obtain information from their ASN concerning the cover afforded by their racing driver's licence. They are also recommended to take out additional insurance with an insurance company of their choice.

When competing outside their countries, crews must have taken out an international insurance policy covering their evacuation/repatriation, if necessary, after an accident.

ENTRIES

16 ENTRY PROCEDURE

16.1 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

16.1.1 Any FIA/FMSCI competition licence-holder wishing to take part in an event must send the due entry fee and the completed entry form to the event secretariat before the closing date, as specified in the Supplementary Regulations.

16.1.2 The entry form must be accompanied by a copy of the valid competitor's licence.

16.1.3 Acceptance of Entry

Notwithstanding Article 3.14 of the Code, which authorises the Organiser of a Competition to refuse an Entry, no Organiser may refuse the Entry of a Competitor who has scored at least 30% of the total points obtained by the leader of the provisional Championship classification; for the first Competition of the year, the final classification of the previous year's Championship will apply.

16.1.4 Minimum Number of Entries

In the supplementary regulations, the Organiser may state the minimum number of entered automobiles required. If that number is not reached, the Organiser may cancel the competition after obtaining the FMSCI/FIA's approval.

16.2 AMENDMENTS ON THE ENTRY FORM

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

16.3 ASN AUTHORISATIONS

Foreign competitors, drivers and co-drivers must present an authorisation according to Art. 3.9.4 of the Code.

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

16.4.1 A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.

16.4.2 After the close of entries, one member of the crew may be replaced with the agreement of: the Organiser, before the start of the administrative checks;

the Stewards, after the commencement of these checks and before the publication of the start list.

Only the FIA/FMSCI may authorise the replacement of all crew members.

16.5 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 event.

17 ENTRY CLOSING DATES

17.1 RESPECT OF CLOSING DATES FOR ENTRIES

Closing dates for entries in each individual event must be respected, irrespective of the World Cup registration deadlines.

17.2 ENTRY CLOSING DATES

The standard closing date for entries must be no later than 5 days before the beginning of administrative checks.

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.

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 event 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.

18.4 ADDITIONAL REQUIREMENT FOR ENTRY FEES

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. The use of toll roads during the event must be mentioned in the Supplementary Regulations.

VEHICLES IDENTIFICATION AND ADVERTISING

19 COMPETITION NUMBERS

19.1 GENERAL

19.1.1 The Organiser shall supply each crew with the identification number comprising one event plate, 3 panels bearing the race numbers and one number for the windscreen, which must be affixed to their vehicles in the stated positions prior to scrutineering.

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

19.1.3 Numbering

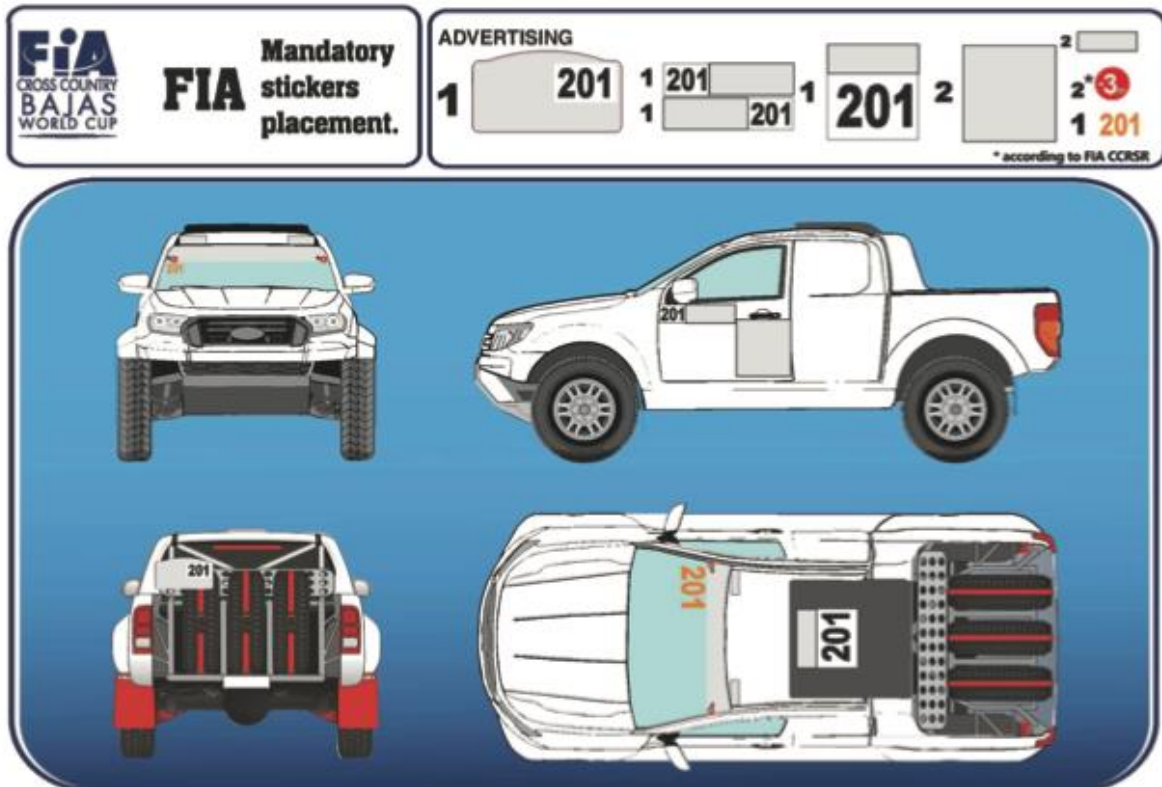
FMSCI/FIA Competitors' vehicles will be numbered as follows:

T1, T2, T3: from 200 to 399

T4: from 400 to 499

T5: from 500 to 599

Vehicles participating in any concomitant competitions (national, zone, etc.) must be numbered from 600 to 799.



19.2 FRONT DOOR PANELS

19.2.1 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 white competition number box which shall always be at the front of the panel. Numerals will be black, 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the Organiser.

19.2.2 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.

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

19.3 ROOF PANEL

19.3.1 One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the vehicle. 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.

19.3.2 Any Organiser's 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.

19.4 FRONT PANEL AND REAR PLATES

19.4.1 A rally plate that fits into a rectangle 43 cm by 21.5 cm 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 licence plate.

19.4.2 The competition number of the vehicle that fits into a rectangle 20 cm wide and 10 cm high must be fixed at the front window. If the vehicle has no windscreen, a plate of the aforementioned size may be used instead. Numerals will be matt black on a white background, 8 cm high and with a stroke width of 2 cm.

19.5 REMOVAL OF VEHICLE IDENTIFICATION

A competitor who has definitively retired from an event must immediately remove or cover his competition numbers.

19.6 BREACH OF REGULATION

At any time during the event, the absence or incorrect positioning of a competition number or an event plate may incur a fine equivalent to 10% of the entry fees.

20 ADVERTISING

20.1 RESTRICTIONS ON ADVERTISING

20.1.1 Competitors may affix any kind of advertising to their vehicles, provided that:
it is authorised by the national laws and the FMSCI/FIA regulations;
it is not of a political or religious character; it is not likely to give offence;
it respects the regulations on competition numbers;
it does not interfere with the crew's vision through the windows;
it complies with the provisions of the Code.

20.1.2 The name of an automobile manufacturer may not be associated with the name of an event or appear in the Organiser's obligatory advertising spaces.

20.1.3 The text of any Organiser's obligatory advertising must be clearly indicated in the Supplementary Regulations, or in an official Bulletin before the close of entries for the event.

20.1.4 Spaces reserved for the Organiser's obligatory advertising:
a space 6 cm high and 67 cm wide immediately above or below the front door panels;
one rally plate, 9 cm x 43 cm; two strips to be affixed on each side of the upper part of the windscreen, 10 cm high maximum by 25 cm long maximum.

20.2 ORGANISER'S OPTIONAL ADVERTISING

20.2.1 The Organiser may require competitors to carry optional advertising. For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 60%.

20.2.2 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.

20.2.3 Competitors who accept the Organiser's optional advertising as specified in the Supplementary Regulations must reserve space for it. No modification of the advertising is allowed.

However, the Organiser must consider the possibility of carrying the optional advertising on T3/T4 vehicles.

20.2.4 The Organiser's optional advertising will appear on two panels, 50 cm wide x 52 cm high, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches if they are totally visible from the side.

20.2.5 The Organiser's optional advertising must be clearly indicated in the Supplementary Regulations. If the optional advertising is published in a Bulletin, and there are conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

20.3 BREACH OF REGULATION

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 affixed, a fine of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

21 DRIVER'S AND CO-DRIVER'S IDENTIFICATION

21.1 DRIVER'S AND CO-DRIVER'S NAMES

The first initial(s) and surname of the driver and the co- driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on both sides of the front wings or front doors of the vehicle. The letters must have a height of 30 to 50mm.

21.2 CREW IDENTIFICATION

The members of the crew will be identified by means of an identity bracelet. The emergency number and the name of the event must be written on this bracelet.

21.3 BREACH OF REGULATION

Any breach of these regulations noted by an official may result in a fine equivalent to 10% of the sum of the entry fee.

ADMINISTRATIVE CHECKS AND SCRUTINEERING

22 ADMINISTRATIVE CHECKS

22.1 TIME SCHEDULE

Drivers and co-drivers taking part in the event must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations. Fines for lateness will be detailed in the Supplementary Regulations.

22.2 DOCUMENTS REQUIRED

During the administrative checks the following original and valid documents will be checked:

competitor's licence, driver's and co-driver's competition licences driver's and co-driver's valid driving licence

driver's and co-driver's passports or identification ASN authorisation, for all foreign competitors and/or drivers completion of all details on the entry form

Vehicle registration papers

FIA Technical Passport (not mandatory for Indian national entries)

Any other documents which an Organiser wishes to examine (e.g. vehicle insurance cover certificate) must be listed in the Supplementary Regulations.

23 SCRUTINEERING BEFORE THE START

23.1 GENERAL

23.1.1 Only those crews which have passed the administrative checks may present themselves with their vehicle equipped with its rally plates and rally numbers at scrutineering.

23.1.2 Vehicles may be presented at scrutineering by a representative of the team unless otherwise detailed in the Supplementary Regulations.

23.1.3 Scrutineering will be of a general nature, checking the 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.

23.1.4 At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device, intended to be used. Compliance with Appendix L Chapter III will be checked.

23.1.5 The competitor must show the vehicle's complete original FMSCI/FIA homologation form and/or FIA Technical Passport.

23.1.6 Change of classes/groups

At the time of scrutineering, if a vehicle as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate class recommended by the FIA/FMSCI Technical Delegate or the Chief Scrutineer or refuse it definitively.

23.1.7 If scrutineering is followed by a parc fermé, a member of the team may take the vehicle into that parc.

23.2 TIMETABLE

- 23.2.1 A timetable for scrutineering, including the sealing of components and checking the weight of vehicles, shall be issued in the Supplementary Regulations or in a Bulletin.
- 23.2.2 Any crew reporting to scrutineering 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.

24 SEALING AND MARKING

24.1 GENERAL REQUIREMENTS

24.1.1 The engine block, chassis & transmission will be marked during scrutineering and associated with a specific crew.

24.1.2 Only those components which have been marked or sealed at initial scrutineering may be used throughout the event. Such components must remain in their sealed state.

24.1.3 Deliberate interference with any mark or seal is strictly prohibited and all such occurrences will be reported to the Stewards.

24.2 REPLACEMENT OF PARTS

24.2.1 Competitors may change one engine block per vehicle, which will entail a penalty of 15 hours.

24.2.2 Other than above, the same engine block and bodyshell must be used from passing scrutineering until the finish of the event.

25 CHECKS DURING THE EVENT

25.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the vehicle, may be carried out at any time during the event at the sole discretion and upon the instruction of the FIA/FMSCI Technical Delegate or Chief Scrutineer, with the knowledge of the Stewards.

25.2 CHECKS IN PARC FERME

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

25.3 RESPONSIBILITY OF THE COMPETITOR

25.3.1 The competitor is responsible for the technical conformity of his vehicle throughout the event and should be able to provide any related official document.

25.3.2 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 event or until it is allowed by these regulations to cut the seals. Should they be missing, or any fraud discovered, this will be reported to the Stewards.

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

25.3.4 Mud flaps must always be in place and efficient. In the exceptional case of selective sections running solely on sand, and only when specified in the supplementary regulations, mud flaps are optional.

26 FINAL CHECKS

26.1 FINAL PARC FERME

26.1.1. After the finish formalities, vehicles must be placed in a parc fermé where they must remain until released by the Stewards.

26.1.2 The Provisional Classification shall be published at the time specified in the Supplementary Regulations (or in a Bulletin), which shall be as soon as practical after the last vehicle has checked in at the final control, even if final scrutineering remains in progress.

26.2 SELECTION OF VEHICLES

Post-event scrutineering involving the dismantling of a vehicle 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 and/or the FMSCI/FIA Technical Delegate (Chief Scrutineer) to the Stewards.

26.3 HOMOLOGATION FORM

The complete original FMSCI/FIA homologation form/FIA Technical Passport and all other necessary certifications/documents must be available for final checks.

DRIVING CONDUCT AND RECONNAISSANCE

27 BEHAVIOUR

27.1 GENERAL RULES

27.1.1 Crews must always behave in a sporting manner.

27.1.2 Crews must always drive in the direction of the Selective Section (except solely to turn round).

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

27.1.4 When vehicles are subject to parc fermé rules, they may be moved only by crews and officials; at all other times anyone may push a vehicle by hand.

27.1.5 A vehicle unable to move under its own means may be towed or pushed by another FMSCI/FIA competitor still in the competition. Exceptionally, on Selective Sections vehicles may be towed or pushed by anybody in order to bring them back onto the event route or to clear the event route.

27.1.6 In a control zone at the start of a Leg or the start of a Selective Section, the vehicle may be pushed through the zone by the crew and marshals.

27.1.7 It is forbidden to transport a vehicle by any means (truck, trailer, etc.), except in the case of a retirement in a leg with regard of Art. 50.1.7 or unless allowed under certain conditions in the Supplementary regulations.

27.1.8 Exhibition driving may be performed only when permitted by the Supplementary Regulations of the event.

On a road section that is a public road, a competition vehicle may only be driven on four freely rotating wheels and tyres.

27.1.9 Any vehicle not complying with this article will be considered as having retired in this leg.

27.1.10 Any infringements will be reported to the Stewards, who may impose a penalty up to disqualification.

27.2 EXCESSIVE SPEEDING DURING THE EVENT/TRAFFIC LAWS

27.2.1 Throughout the event, both crew members must observe the national traffic laws.

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

27.2.3 Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable regulations, subject to the following:

that the notification of the infringement is made through official channels and in writing, before the posting of the provisional 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

27.2.4 Penalties for infringements during the competition element of the event:

a) First infringement:

Speeding: a fine of INR 50 per kph over the speed limit, applied by the Clerk of the Course;
Other than speeding: a penalty will be applied by the Stewards.

b) Second infringement:

Speeding: a fine of INR 100 per kph over the speed limit, applied by the Clerk of the Course;
Other than speeding: a penalty will be applied by the Stewards.

c) Third infringement: a 5-minute time penalty applied by the Clerk of the Course;

d) Fourth infringement: disqualification applied only by the Stewards.

27.3 MAXIMUM SPEED DURING THE EVENT

27.3.1 The maximum speed for the groups is as follows:

Group	Maximum Speed
T1	180 kph
T2	180 kph
T3	130 kph 135 kph as from 01.01.2022
T4	130 kph 125 kph as from 01.01.2022
T5	140 kph

It is the crew's responsibility to abide by this limit, with a tolerance of 5 kph.

The tolerance is applied only for the first two pulse signals with excessive speed within 10 minutes. Any exceeding of the maximum speed during the event will be penalised according to Article 37.2.6.

28 RECONNAISSANCE

As from the publication of the Supplementary Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

Any driver who has been on the FIA Cross-Country Priority Drivers list for the current year or in the previous five years, or his co-driver or representative, and who wishes to visit an area which might be used for a Selective Section of any event, must obtain written permission from the Organiser, who will inform the FIA.

Failure to respect these rules will result in the competitor being reported to the Stewards.

29. SHAKEDOWN

SHAKEDOWN REQUIREMENTS

29.1 GENERAL

A shakedown stage may be organised for the purpose of being both a media and a promotional opportunity and for competitors to trial their vehicles. It is optional for the Organiser to include the shakedown in the event programme.

29.2 RUNNING OF SHAKEDOWN

29.2.1 The shakedown stage shall be run as if it were a stage run during the event and shall include all the appropriate safety measures. The stage should be representative of the event.

29.2.2 For the application of Art. 27.2 the shakedown is part of the event.

29.3 DISCLAIMER

Any passenger on board the vehicle during the shakedown who is not entered for the event must have signed a disclaimer provided by the Organiser.

29.4 TECHNICAL REQUIREMENTS

Before the shakedown, the vehicles must pass scrutineering. For applicable vehicles, parts mentioned in these regulations must be marked or sealed.

29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose vehicle breaks down during the shakedown shall nevertheless be required to attend the ceremonial start (if any).

29.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During the shakedown, any person on board must wear a homologated crash helmet, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety harness correctly fastened. Any infringement will be penalised.

29.7 SERVICE DURING SHAKEDOWN

Service may be carried out only in the main service park or any Remote Service Zone, unless otherwise permitted in the Supplementary Regulations of the event.

29.8 TYRES FOR SHAKEDOWN

Shakedown tyres will not count for the overall quantity (if applicable). The type of tyres is left to the discretion of the competitors.

STARTS AND RE-STARTS

30. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the event.

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. Were a crew in its competing vehicle is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the event 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.

31. START OF THE COMPETITION

31.1 START AREA

Before the start of the competition element of the event, the Organiser may assemble all the competing vehicles in a starting area, into which vehicles must be driven a maximum of 4 hours 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.

31.2 MAXIMUM LATENESS AT A START

Any crew reporting more than 30 minutes late at the start of a Leg shall not be allowed to start that Leg and will be deemed to have retired from the Leg.

32 START ORDER AND INTERVALS

32.1 START ORDER LEG 1

32.1.1 The competitors with T1 vehicles will start Leg 1 in a group in accordance with the position of their drivers in the current classification of the Drivers Championship.

32.1.2 For the first event of the Championship, the start order of the competitors with T1 vehicles shall be in accordance with that of the final Drivers Championship of the previous year.

32.1.3 The Clerk of the Course shall decide the order of the remaining competitors. FMSCI/FIA Priority drivers with a T1 vehicle will start first, followed by the remaining T1 vehicles and then the groups of T3, T4 and T2 vehicles separately. FMSCI/FIA Priority drivers (other than T1), reigning T3 and T4 champions and drivers in the current classification of the Championship start first in their group.

32.1.4 T5 vehicles shall start at least 10 minutes after the last starting vehicle in groups T1 to T4.

32.2 SUBSEQUENT LEG

32.2.1 The start order for subsequent legs shall be based on the classification according to the Selective Section time(s) of the previous leg.

32.2.2 The Clerk of the Course, when drawing up the starting order, must consider only any sporting penalties that a competitor has incurred for infringements (missed CP, missed waypoint, false starts, speeding, etc.) committed during the Selective Section, and which will be added to the time of the Selective Section(s) concerned.

32.2.3 Penalties imposed on any road sections shall be added to the general classification of the Leg covered.

32.2.4 In case of a dead heat, priority will be given to the crew which achieved the time first.

32.2.5 If no Qualifying Stage has been run, the start order shall remain unchanged until at least 10% of the total distance of the Selective Section detailed in the final itinerary has been completed.

32.3 REPOSITIONING OF DRIVERS

32.3.1 The Clerk of the Course may, for safety reasons and with the knowledge of the Stewards, reposition drivers or change the time interval between vehicles. The starting order for the first 15 vehicles should not be changed.

32.3.2 All competitors may be reseeded at the sole discretion of the Stewards.

32.4 START INTERVAL

32.4.1 A start interval of at least 2 minutes shall be given to at least the first ten vehicles on the starting list, as determined by the procedures outlined in these regulations.

32.4.2 Should there be more than one Selective Section in a day, the same interval between these vehicles and the vehicles in front of them will be given, irrespective of their running order. Such vehicles may be given a distinctive sticker indicating the gap they need to maintain to the vehicle in front.

32.4.3 In the case of two or more successive Selective Sections in one leg, 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, if any, and the statutory 5 minutes. Competitors will start with at least the same interval as was given at the start of the leg.

33 QUALIFYING STAGE

33.1 RUNNING OF A QUALIFYING STAGE

33.1.1 The organisation of a Qualifying Stage (QS) is optional.

33.1.2 The starting order is according to Art. 32.1 and Art. 32.3 of the present Cross-Country Rally Sporting Regulations.

33.1.3 It will take place at the beginning of Leg 1/Section 1 as the first Selective Section (SS1A) and all competitors must take part therein. Only one Qualifying Stage may be organised, and it determines the starting order for the start of the subsequent section. 33.1.4 The Qualifying Stage shall be considered as the first Selective Section. The next Selective Section of Leg 1 will be numbered SS1B.

33.2 CHARACTERISTICS OF A QUALIFYING STAGE It is to be run in the form of a Selective Section, representative of the event stages, with a minimum length of 2 km and a maximum length of 20 km.

33.3 TIMING

33.3.1 For the Qualifying Stage, timing will be taken to the tenth of a second. If the event is timed to the second, the tenths of a second are rounded down to the nearest second once the starting positions for the following Selective Section have been determined.

33.4 CLASSIFICATION

33.4.1 The Qualifying Stage shall count for the classification of the event.

33.4.2 In case of a dead heat, priority will be given to the crew which achieved the time first.

33.4.3 Any road or other time penalties incurred will be taken into account for the general classification and applied the same day but will not affect the starting order for the subsequent section, except for such penalties involving false starts, shortcuts, or other matters which materially affect the competitor's performance on the Qualifying Stage itself.

33.5 START ORDER AFTER A QUALIFYING STAGE

33.5.1 Following the Qualifying Stage, the starts for the subsequent section shall be given according to the procedure laid down below: The first ten competitors in the classification of the Qualifying Stage will choose their start positions among the first ten positions as follows:

- the competitor in tenth place will choose his start position first.
- the competitor in ninth place may choose to start before, after or on the position of the previous competitor. Unless he has chosen a taken position, he will also decide whether the previous competitor will move up or down by one position.
- the competitor in eighth place may choose to start before, after or on the position of the previous competitors. Unless he has chosen a taken position, he will also decide whether the previous competitors will move up or down by one position.
- and so on.

The driver will be responsible for choosing the position and must be present throughout the procedure.

33.5.2 Should a competitor fail to attend the start position selection process; he will incur a five-minute penalty and his start position shall be chosen by the fastest competitor in the Qualifying Stage driving a different make of vehicle.

33.6 PENALTIES

33.6.1 Any competitor who, having started the Qualifying Stage fails to complete it as required by the regulations, will be given a penalty of the maximum time for the QS in addition to 50% of this maximum time.

33.6.2 Any competitor not having started the QS will be given a penalty of twice the maximum time for the QS, with a minimum of a one-hour penalty.

34 RE-START AFTER RETIREMENT

34.1 GENERAL

Any crew which has failed to complete a leg will be assumed to re-start the event from the start of the next leg unless they confirm otherwise to the Clerk of the Course in writing. On Cross-Country Marathons, this possibility is extended to the three following Legs. A crew wishing to retire completely must notify the Clerk of the Course in writing. This shall apply

to any vehicle which has not been classified on the grounds of exceeding the time limit or has failed to report to a control but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

34.2 PENALTIES

For all crews which re-start, a time penalty will be applied. This time penalty will be as follows:

For each Selective Section missed: a Leg Penalty.

34.3 REPAIRS PRIOR TO A RE-START

34.3.1 SERVICE LOCATION AND TIME ALLOWED

Any vehicle which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the vehicle must report to the overnight regroup prior to the next leg, no later than one hour before the scheduled start of the first vehicle.

34.3.2 SCRUTINEERING OF REPAIRED VEHICLES

The vehicle must retain all its parts marked or sealed at pre-event scrutineering. Replacement of parts may only be done in accordance with Art. 24.2 of these regulations. The competitor must be represented during this re scrutineering at a time to be advised by the Organiser.

34.3.3 REPAIRS TO START LEG 1/SECTION 2

For those vehicles that failed to complete the qualifying stage/road section (Section 1 of Leg 1), if applicable, repairs may be carried out in accordance with the above-mentioned article and the competitor may start Section 2 of Leg 1. The competitor will be deemed to have completed the Qualifying Stage/road section and will not have retired.

CONTROLS AND ZONES

35 CONTROLS – GENERAL REQUIREMENTS

35.1 SIGNAGE OF CONTROLS

35.1.1 All controls, i.e. passage and time controls, start and finish of Selective Sections including stop controls, regrouping areas and media zones, shall be indicated by means of pairs of FMSCI/FIA-approved standardised signs complying with the drawings and distances in Appendix I and shall be indicated in the Road book.

35.1.2 Each pair of control signs should be placed on opposite sides of the road or in open territory, a maximum of 15 metres apart on either side of the official route. Competitors must pass between each pair of signs.

35.2 STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

35.3 READINESS TO WORK

35.3.1 Controls shall be ready to function at least 1 hour before the target time for the passage of the first competing vehicle.

35.3.2 Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the maximum permitted lateness of the last competing vehicle has expired.

35.4 SEQUENCE OF CONTROLS AND DIRECTION

35.4.1 Crews must check in in the correct sequence of controls and in the direction of the event route. It is prohibited to re-enter a control area.

- 35.4.2 Any infringement will result in a penalty applied by the Clerk of the Course as follows.
- 1st infringement: 10 minutes,
- 2nd infringement: 1 hour,
- 3rd infringement: Leg Penalty.

35.5 MARSHALS 'INSTRUCTIONS

35.5.1 Crews are obliged to follow the instructions of the control officials of any control. Failure to do so will be reported to the Stewards.

35.5.2 All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

35.6 MEDIA ZONES (WHEN APPLICABLE) A media zone may must be established:

- after the STOP control zone of a selective section;
- before entering the regroup;
- prior to the yellow time control board at all service parks/bivouacs;
- within the holding park before the podium procedure at the finish.

Access to this media zone shall be limited to personnel holding the appropriate pass. Organisers may plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media zone. The media zones must also be clearly marked in the Roadbook.

36 PASSAGE CONTROLS (CP) AND VIRTUAL PASSAGE CONTROLS (CPV)

36.1 LOCATION

To check that the crews are respecting the itinerary in the Roadbook, passage controls (CP) may be set up at locations mentioned and numbered in the Roadbook. These controls will be identified by the signs shown in Appendix I. Should the physical sign and the waypoint not coincide, only the waypoint will be considered correct.

36.2 OPERATION

36.2.1 The car must come to a full stop and the marshals must simply stamp and/or sign the Timecard as soon as it is handed in by the crew, without mentioning the time of passage.

36.2.2 The time of passage will be noted to the second and may be used in the case of interruption of the Selective Section. In case of an interruption the time recorded by the GPS system may be considered.

36.2.3 If a CP stamp on the Timecard is absent and electronic proof of the passage is missing or that the car did not come to a halt, the competitor will be penalised for a missing CP.

36.2.4 In case of a virtual passage control (CPV), after validation of the waypoint, the car must come to a full stop (detected by the NAV-GPS) at the red control sign, before continuing without any entries in the timecard. Not stopping will be penalised according to the above article.

36.3 SAFETY ZONES

36.3.1 With the aim of ensuring safety in the CP zone, a “Safety Zone” will be installed at each CP. The speed in this zone will be limited to 40 kph maximum and controlled by the NAV-GPS. If NAV_GPS is not being used then appropriate Control Signage Flags will be used and speed calculation/s will be made by manual calculation.

The speed check will be carried out according to the diagram under reference below.

For the diagram please refer to drawing available on page 40 of the current FIA Cross Country Regulations

36.3.2 The entry of a CP control zone is indicated only by the information displayed on the NAV-GPS monitor(s). The control signs at the entry to the CP control zone do not indicate the Start of the Safety Zone. The entry of the CP control zone should be visible by the crew from minimum 100 m.

36.3.3 Speeding in safety zones will be penalised according to the penalties for speeding in speed control zones.

37 SPEED CONTROL ZONES

37.1 LOCATION

37.1.1 Organisers must establish speed control zones when a Selective Section passes through a populated area and at other locations at their discretion.

37.1.2 The start of the speed control zone will be indicated in the Roadbook by an “DZ” symbol and by an “DZ” waypoint.

37.1.3 When entering the validation radius, the crews will be informed by their NAV-GPS (or through physical control signs on the official itinerary) that they are approaching a speed control zone. 90 metres after this waypoint, the tolerance zone ends, and penalties may apply.

37.1.4 The end of the speed control zone will be indicated in the Roadbook by an “FZ” symbol and by an “FZ” waypoint. When entering the validation radius of this waypoint, the tolerance zone begins, within which no penalty applies.

37.2 OPERATION

37.2.1 A pulse signal is recorded in the NAV-GPS immediately after the tolerance zone ends and at least every 150 metres. The speed is displayed on the NAVGPS and recorded in its memory.

37.2.2 Within a speed control zone, organisers may specify a speed limit of 30, 40, 50 or 90 kph. If there is a divergence between the Roadbook and the NAV-GPS, the information given by the NAV-GPS will prevail.

37.2.3 Organisers may establish not more than two successive speed control zones with different speed limits in Selective Sections. In neutralisation zones between two parts of a Selective Section, more than two successive speed control zones are allowed. 37.2.4 In the case of an acceleration, the higher speed limit will be enforced from 90 metres before the intermediate FZ/DZ waypoint, see **diagram**.

For the diagram under reference above, please refer to drawing available on page 41 of the current FIA Cross Country Regulations

In the case of deceleration, the lower speed limit will not be enforced until 90 meters after the intermediate FZ/DZ waypoint see **diagram**.

For the diagram under reference above, please refer to drawing available on page 41 of the current FIA Cross Country Regulations

37.2.5 At the end of each Leg the NAV-GPS must be inspected for excess speed. Any violations will be reported immediately to the Clerk of the Course.

37.2.6 In the event of an infringement (input from NAVGPS or physical control marshal with clock), the competitor will be penalised by the Clerk of the Course. The penalties will be as follows:

Between and including 1 and 5 kph:	10 seconds x the number of pulses
Between and including 6 and 15 kph:	1 minute x the number of pulses or a fixed amount of INR1000
Between and including 16 and 40 kph:	2 minutes x the number of pulses or a fixed amount of INR 2000

Over 40 kph will result in a penalty at the discretion of the Stewards.

38 TIME CONTROLS

38.1 GENERAL

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

38.2 CHECK-IN PROCEDURE

38.2.1 The check-in procedure begins at the moment the vehicle passes the time control area entry board.

38.2.2 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.

38.2.3 The actual timing and entry of the time on the Timecard may be carried out if the two crew members and the vehicle are in the control area and within the immediate vicinity of the control table.

38.2.4 The check-in time shall correspond to the exact moment at which one of the crew members hands the Timecard to the appropriate marshal.

38.2.5 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.

38.2.6 The target check-in time is the time obtained by adding the allowed target time to the Selective Section start time or the previous TC time, these times being expressed to the minute.

38.2.7 The target check-in time is the responsibility of the crews alone, which may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.

38.2.8 The crew will not incur any penalty for checking in before time if the vehicle enters the control area during the target check-in minute or the minute preceding it.

38.2.9 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.

38.2.10 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

- for late arrival: 1 minute per minute and/or fraction of a minute thereof
- for early arrival: 2 minutes per minute and/or fractions of a minute thereof

38.2.11 At the time control at the service before an overnight regroup, and at the overnight parc fermé, crews are authorised to check in ahead of time without incurring a penalty. The Organiser may specify in the Supplementary Regulations additional time controls with permitted early check-in.

38.2.12 At the time control after a Service and before a parc fermé, the vehicle may be driven by an authorised representative of the competitor, respecting all the formalities of Timecard presentation and related penalties.

38.2.13 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.

38.2.14 A crew which has been penalised for early arrival will be neutralised for the time necessary for it to leave at the time originally envisaged.

38.3 TIME CONTROL FOLLOWED BY A SELECTIVE SECTION

When a time control is followed by a start control for a Selective Section, the following procedure shall be applied:

38.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the Timecard both the check-in time of the crew and its provisional stage start time. There must be a 3-5-minute gap to allow the crew to prepare for the stage start and come to the start line.

38.3.2 If two or more crews check in on the same minute, their provisional start times for that Selective Section 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 before that one will be considered, and so on.

38.3.3 Having checked in at the time control, the competing vehicle shall be driven to the start control of the Selective Section, from where the crew shall start according to the procedure laid down in these regulations.

38.3.4 If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the Selective Section shall be binding, unless the Stewards decide otherwise.

39 REGROUPING CONTROLS

39.1 PROCEDURE AT A REGROUP

39.1.1 On arrival at regroup controls, crews will receive instructions concerning their start time. They must then drive their vehicle as directed by marshals.

39.1.2 After a regroup during a leg, the vehicles shall restart in the order of arrival at the regroup.

39.1.3 The start intervals after the regroup shall respect the same criteria as those specified for the beginning of the leg.

40 MAXIMUM PERMITTED LATENESS AT CONTROLS AND MAXIMUM TIME IN A SELECTIVE SECTION

40.1 MAXIMUM PERMITTED LATENESS AT A TC

Any lateness exceeding 30 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a leg will result in the competitor concerned being considered to have retired at that control (there may be deviations permitted in certain cases that would be detailed in the event SR), and the competitor will receive a Time Control (TC) penalty for each missed TC and, eventually, a Section Penalty for each Selective Section not started or not completed. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies. The crew may nevertheless re-start the rally under the provisions specified in these regulations or detailed in the event SR.

40.2 MAXIMUM TIME AT A CP AND FINISH OF SELECTIVE SECTION

40.2.1 At a Passage Control, any lateness exceeding the maximum time will result in the competitor concerned being considered to have retired, and the competitor will receive a Leg Penalty. The crew may nevertheless re-start the rally under the provisions specified in these regulations. (there may be deviations permitted in certain cases that would be detailed in the event SR)

The Organiser may calculate the maximum time for each CP which is located after a minimum of 50% of the total length of the Selective Section. The calculation will be based on the distance covered, the calculated average speed and a fixed time of one hour. For the finish control of the Selective Section, the calculation will be based on the distance covered, the calculated average speed and a fixed time of one hour. The maximum times must be mentioned in the itinerary for each CP and Finish.

40.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS

Notification of exceeding the maximum permitted lateness / maximum time under this article may be announced at each control concerned. The control marshal, after receiving the instruction from the Clerk of the Course, will inform the crew that they have exceeded the maximum permitted lateness / maximum time at the control. The crew having received this notification shall return to the bivouac/service park without using the route of the Selective Section. The crew will receive the Leg Penalty for the leg.

SELECTIVE SECTIONS

41 GENERAL

41.1 TIMING

For Selective Sections, timing will be:

- to the second for Rallies and Marathon Rallies
- to the tenth of a second for Bajas.

Any time penalty applied during the Selective Section will be added to the Selective Section time.

42 SELECTIVE SECTION START

42.1 START LINE

A Selective Section commences from a standing start, with the vehicle placed on the start line and the engine running. The start line is an ideal line, between a pair of control signs placed on opposite sides of the route.

42.2 ELECTRONIC START PROCEDURE

42.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system or a manual start procedure by a physical marshal. In either case the system must be described in the Supplementary Regulations.

42.2.2 The electronic start procedure may be coupled to a device to detect and record if a vehicle leaves the start line ahead of the correct signal (false start). This device should be 50 cm after the start line.

42.2.3 An electronic countdown clock and/or a sequential light system is mandatory for all Championships events.

42.3 MANUAL START PROCEDURE

42.3.1 In the event of having to use a manual start procedure after handing the Timecard 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 start signal shall be given.

42.4 DELAYED START THROUGH THE FAULT OF THE CREW

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

42.4.2 Any crew refusing to start a Selective Section at the time allocated to it will be given a penalty of 60 minutes.

42.4.3 A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the start signal.

42.4.4 A vehicle which did not take the start in a Selective Section will receive the Leg Penalty.

42.5 FALSE START

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

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

43 WAYPOINTS

43.1 GENERAL

43.1.1 All waypoints are contained in the memory of the NAVGPS (or any similar device or system) that may be provided by the Organiser. National/open/closed events may use different systems.

43.1.2 The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.

43.1.3 The penalty for the non-validation of a waypoint is stipulated in these regulations .

43.1.4 The total number of waypoints which may be missed during a Leg is 40% of the total number of waypoints of the Leg concerned. If a crew has less than the required number of waypoints it is deemed to have retired from the Leg and will be given the Leg Penalty for the Leg concerned. This electronic validation may not be mandatory for Indian national entries.

43.1.5 Should a crew wish to retire it may enter an emergency code, which will completely unlock the NAV-GPS and show all waypoints. The crew may contact Rally Control who may supply an unlocking code for that leg. In that case the competitor will be given the leg penalty.

43.1.6 Depending on the waypoint type, the NAV-GPS directs the crews towards a waypoint only once they have validated the previous waypoint or if they have come within the opening radius of it. To validate a waypoint, the crew must pass within the validation radius of it. The exact opening and validation radiuses as well as the penalties are listed in a table details of which are as under.

For the table under reference above, please refer to drawing available on page 46 of the current FIA Cross Country Regulations

43.2 WPE (ECLIPSE WAYPOINT)

A waypoint which becomes completely visible on the NAV-GPS once the previous one in the chronological order has been validated, whatever the distance between the previous one and the WPE may be.

43.3 WPN (NAVIGATION WAYPOINT)

The organiser may use this waypoint to prevent crews from avoiding challenging routes (e.g. dunes) or navigation difficulties. The NAV-GPS directs the crews towards this point only once they have come within the opening radius of it. The time penalties for missing a WPN is four times higher than for the other navigation waypoints.

43.4 WPM (MASKED WAYPOINT)

This is a standard waypoint to be used to check that the navigation instructions are being correctly followed by the crews. The NAV-GPS directs the competitor towards this point only once he has come within the opening radius of it as detailed in a **diagram** in the current CCR Regulations.

For the diagram under reference above, please refer to drawing available on page 46 of the current FIA Cross Country Regulations

43.5 WPS (WAYPOINT SAFETY)

A waypoint used to ensure competitors 'safety.

43.6 WPC (CONTROL WAYPOINT)

A WPC is a waypoint to check that the Roadbook has been respected, without any navigation information being supplied by the NAV-GPS.

43.7 WPP (PRECISE WAYPOINT)

A WPP is a waypoint to check that the Roadbook has been precisely respected on tracks. Its number and its order of passage in relation to other waypoints will only be listed in the Roadbook's waypoint list. A WPP cannot be used off-road/track.

43.8 WPV (VISIBLE WAYPOINT)

Travelling towards a visible waypoint, all information is displayed on the NAV-GPS at any time when the WPV is selected or the previous waypoint has been validated. WPVs are usually used for the start of a leg, if followed by a road section or from the ASS to the service park/bivouac (finish time control of a leg).

43.9 WAYPOINTS FOR START AND FINISH OF A SELECTIVE SECTION DSS

(Departure Selective Section): This waypoint is only used to define the START of Selective Section.

ASS (Arrival Selective Section): This waypoint is only used to define the FINISH of a Selective Section.

43.10 WAYPOINTS FOR SPEED CONTROL ZONES / SAFETY ZONES

DZ (Start Speed Control/Safety Zone): A waypoint is used to ensure competitor and/or public safety. It defines the beginning of a Speed Control or Safety Zone.

FZ (Finish Speed Control/Safety Zone): This waypoint is used to define the finish of the Speed Control or Safety Zone.

43.11 WAYPOINTS FOR NEUTRALISATION ZONES DN (start neutralisation zone):

This waypoint is used to define the beginning of a neutralisation zone within a Selective Section. It also may define the beginning of a speed control zone equivalent to an DZ (see also Article 37). FN (finish neutralisation zone): This waypoint is used to define the end of the neutralisation zone within a Selection Section. It also may define the end of a speed control zone equivalent to a FZ.

43.12 WAYPOINTS FOR TRANSFER ZONES

DT (start transfer zone): This waypoint is used to define the beginning of a transfer zone within a Selective Section. It also may define the beginning of a speed control zone equivalent to an DZ (see also Article 37).

FT (finish transfer zone): This waypoint is used to define the finish of the transfer zone and the restart of the Selective Section. It also may define the end of a speed control zone equivalent to a FZ.

44 SELECTIVE SECTION FINISH

44.1 FINISH LINE

44.1.1 The finish time of a Selective Section is recorded at the flying finish. The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as any dangerous obstacles.

44.1.2 Stopping between the yellow warning sign and the stop sign is forbidden and in case of an infringement a 15-minute time penalty will be applied by the Clerk of the Course.

44.1.3 Timing may be recorded with print-out equipment at the finish line and be backed up by any other means. The timekeepers must be positioned level with the finish line, indicated by the two signs bearing a chequered flag on a red background.

44.2 STOP POINT

44.2.1 The crew must report to the stop point indicated by the red "STOP" signs to have its finishing time entered on the Timecard (hour, minute, second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may enter the actual time on the crew's Timecard.

44.2.2 The finishing time entered on the Timecard will also be the start 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 start times of these competitors at intervals of at least 1 minute in the order in which they arrived.

44.2.3 A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.

44.2.4 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 FMSCI/FIA competitors still in the **Event only and will incur no penalty.**

45 SELECTIVE SECTION IN PARTS

45.1 GENERAL

45.1.1 One Selective Section per leg may be split into parts, separated by one or more Neutralisation and/or Transfer Zones.

45.1.2 If a Selective Section provides for a remote refuelling zone for T3 and T4 vehicles, all remaining vehicles will also be in a neutralisation zone under parc fermé conditions (no intervention on the vehicles are allowed). The fixed time of neutralisation is stipulated in the Supplementary Regulations (minimum of 15 minutes) and will be indicated on the time card. The following articles apply accordingly.

45.2 START OF CONSECUTIVE PARTS

45.2.1 The start of the next part of the Selective Section will be given at a target start time, determined by adding the arrival time for the previous part of the Selective Section to a fixed time for the neutralisation or Transfer Zone, i.e. the arrival time (to the second) of the previous part of the Selective Section + fixed time = target start time of the following part of the Selective Section.

45.2.2 A maximum allowed time will be indicated on the Timecard for a Selective Section. If the Selective Section is in parts, maximum allowed times will be indicated for each part. If a maximum allowed time is exceeded by a competitor and noted, the crew will not be allowed to start the following part and the Clerk of the Course will apply the Leg Penalty. The competitor may drive to the last TC of the Leg and will be able to take the start of the next leg.

45.2.3 There will be no TC before the start line of any following part. Having arrived at the end of the neutralisation zone (FN) or of the transfer zone (FT), the competing vehicle must stop and wait in front of the panel with the start symbol on yellow background, from where the vehicle may enter the validation radius of the FN or FT waypoint 60 seconds before its individual start time and be driven to the start line. (START Symbol). It is prohibited to deliberately block vehicles or prevent them from passing one or both lines.

45.2.4 At the start line (Art. 42.1) of any following part of the Selective Section, the crew must stop and wait until the start signal is given electronically according to Art. 42.2 or by the NAV-GPS System. Control officials may be present to monitor the correct start procedure.

45.2.5 In case of a delay at the start of any following part of the Selective Section, the crew will be considered to have started at its target start time.

45.2.6 If a crew does not stop at the start line, or leaves the start line before the start signal is given, this will be considered a false start (Art. 42.5).

45.2.7 In any case, a crew which does not start one part of the Selective Section will not be allowed to start the following part of the leg.

45.2.8 At the end of the Selective Section, the result for the Selective Section will be calculated by subtracting the START (DSS) time, the neutralisation time (Art. 45.1.2) and the fixed transfer zone time(s) (Art. 45.2.1) from the FINISH (ASS) time.

46 SUPER SPECIAL STAGES (SSS)

46.1 CHARACTERISTICS OF AN SSS

46.1.1 When more than one vehicle starts at the same time, the track design at each start point must be similar. The same start procedure must apply to each vehicle. It is permitted to stagger the start line for the vehicles in order to equalise the length of the stage from the different start positions.

46.1.2 The inclusion of an SSS in the event itinerary is optional.

46.2 RUNNING OF AN SSS

The specific regulations regarding the running, start order and time intervals of an SSS are entirely at the discretion of the Organiser. However, this information must be included in the Supplementary Regulations.

46.3 SAFETY

46.3.1 A system of Red Flags deployed by marshals or Red Lights must be positioned to signal competitors to stop or slow down.

46.3.2 To ensure safety, the vehicle of a competitor who fails to complete the stage may be transported by the Organiser to the end of the stage or to a safe location for evacuation.

47 INTERRUPTION OF A SELECTIVE SECTION

When a Selective Section is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system, etc.). However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

48 COMPETITOR SAFETY

48.1 EQUIPMENT OF THE CREWS

Whenever a vehicle is in motion on any type of Selective Section and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III (or as mandated by the ASN CCR commission) – Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalised by the Stewards (see also Appendix III to the present regulations).

48.2 EQUIPMENT OF THE VEHICLES

48.2.1 The Safety Tracking System may be provided by the Organiser. The Safety Tracking System must be easily accessible for the driver and co-driver when seated with their harnesses fastened. This system includes a means for a competitor to communicate with Rally Control.

48.2.2 This tracking system must be in operation throughout the event (day and night) and must be connected directly to the battery of the vehicle, with no possible interruption.

48.2.3 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 INR 1000 will be applied and the offence reported to the Stewards for possible further action.

48.2.4 Instructions for the use of the unit will be provided by the manufacturer and must appear in an appendix to the Supplementary Regulations.

48.2.5 “SOS/OK” sign Each competing vehicle shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3). The sign must be placed in the vehicle and be readily accessible for both drivers.

48.2.6 Each competing vehicle must carry at least one red reflective triangle.

48.3 VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

48.3.1 To make overtaking between competitors safer, a vehicle-to-vehicle communication system is recommended for use in 2024 and be considered mandatory to be fitted to each vehicle at the earliest possible. When fitted:

48.3.2 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.

48.3.3 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. 10,000/- will be applied and the offence reported to the Stewards for possible further action.

48.3.4 A crew who refuses to respond to the overtaking request will be reported to the Stewards, who may penalise that crew and/or another crew belonging to the same competitor if it gained an advantage.

48.3.5 Instructions for the use of the unit will be provided by the manufacturer and must appear in an appendix to the Supplementary Regulations.

48.3.6 The unit must be fixed in the vehicle in such a way as to allow at least 2 team members to use it while seated with tightened seatbelts.

48.4 INCIDENT ON A SELECTIVE SECTION

48.4.1 In the case of an accident where urgent medical attention is required, the following applies:

- If provided by the organiser, the SOS switch on the emergency console (safety tracking system) must be activated as soon as possible (if applicable);
- when possible the red “SOS” sign should immediately be displayed to the following vehicles and to any helicopter attempting to assist.
- as soon as possible, the red triangle should be placed in a conspicuous position on the same side of the road as the vehicle by a member of the crew at least 50 metres before the vehicle’s position, in order to warn following crews.

48.4.2 Any crew which has the red “SOS” sign displayed to them, or which sees a vehicle which has suffered an accident and the “OK” sign is not shown, shall immediately and without exception stop to render assistance. All following vehicles shall also stop. All crews stopped by this procedure will be allocated a time according to Art. 47.

48.4.3 In the case of an accident where immediate medical intervention is not required, or of a vehicle stopping for any other reason on or beside a Selective Section, whether temporarily or permanently, the following applies:

- If in use, the OK switch on the emergency console must be activated within one minute (if such a device has been supplied by the organiser)

- the green “OK” sign must immediately be displayed to the following vehicles and to any helicopter attempting to assist;
- if the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews;
- the red triangle should be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car’s position, to warn following crews.

48.4.4 Should it not be possible, for whatever reason, to display the “SOS/OK” sign in any of the above situations, this may be replaced by evident and clearly understandable sign language shown by the crew. **For the diagram under reference above, please refer to drawing available on page 52 of the current FIA Cross Country Regulations**

- an arm and thumb up to indicate “OK”;
- crossed arms above the head to indicate “SOS”.

48.4.5 Any crew which is able but fails to comply with the above rules will be reported by the Clerk of the Course to the Stewards.

48.4.6 A competitor who stops to aid another competitor may apply in writing to the Stewards for a time allowance to be applied.

48.4.7 The Roadbook shall contain a page giving the accident procedure.

48.4.8 Any crew retiring from an event must report such final retirement to the Organiser 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.

48.5 INCIDENT ON A SELECTIVE SECTION WITH PHYSICAL INJURIES

If a crew is involved in an accident in which a person who is not a crew member sustains physical injury, the vehicle must stop immediately, and the procedure as laid down in Article 48.4.2 must be followed.

PENALTIES

49 PENALTIES

49.1 LEG PENALTY

Any crew who, having started a Leg of the event, fails to complete it as required by the regulations will be given a penalty of 10 hours + the maximum allowed time in addition to the penalty for missed waypoints and missed controls.

A Leg Penalty may be a maximum of 3 times the maximum allowed time of the Selective Section(s) of that Leg.

If a crew missed the last Time Control of the Leg, only the penalty for a missed TC will be applied.

49.2 MISSED CONTROLS

The following penalties will be applied:

- each missed Time Control (TC): 5 hours

- each missed Passage Control (CP): 15 minutes

For all other waypoints, please refer to Article 43.1.6

SERVICE

50 SERVICING – GENERAL CONDITIONS

50.1 PERFORMING OF SERVICE

50.1.1 From TC0 onwards, service of a competing car may be carried out in Service Areas (Service Parks and Bivouacs) and road sections as permitted under these regulations/SR of the event. Retired vehicles intending to re-start may be repaired also outside of the Service Areas.

50.1.2 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.

50.1.3 During Selective Sections any service, except that expressly allowed in these regulations, is forbidden. Only crews with FMSCI/FIA groups vehicles still in the competition for the current leg/SS may assist each other. To be considered in the competition of a leg/SS, the crew must have started to the Leg according to Art. 31.2. To be considered in the competition of a Selective Section the crew must have started the SS according to Art. 42.

50.1.4 Servicing on road sections and Transfer Zones may be permitted only where the competitors' route and the assistance route (assistance Roadbook) are common (Remote Service Zone). The organiser may further detail this servicing in the Supplementary Regulations or by bulletin.

50.1.5 Air assistance is forbidden.

50.1.6 To recover a retired or damaged vehicle, service vehicles may enter a Selective Section after the closing of the relevant time controls if permitted to do so by the Clerk of the Course. Such vehicles must travel only in the direction of the Selective Section unless authorised otherwise by the Clerk of the Course. Servicing may be carried out only in an area freely open to officials of the event.

50.1.7 Servicing in a closed and/or private place is not authorised. If a car is serviced inside a closed tent, the Clerk of the Course must be informed and any official of the event must be allowed to enter the tent at any time.

50.2 TEAM PERSONNEL AND SERVICE RESTRICTIONS

50.2.1 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 remote service zones.
- in commercial fuel stations and refuelling zones, other than inside a competitive part of a Selective Section.
- at the end of Selective Sections (from the finish line sign to the stop sign at the end of the Selective Section).

- whilst the vehicles are in a media zone.
- where the competing vehicles following the route as prescribed in the Roadbook are required to use the same road(s) at the same time as team personnel.
- in Selective Sections as long the competition vehicles are in motion.

50.2.2 Team personnel must not deviate from the route detailed in the assistance Roadbook.

50.2.3 The passing of food, drink, and clothing to or from the crew is permitted whilst the crew members are:

- in service parks (bivouacs);
- in remote service zones;
- in tyre fitting zones;
- at regroupings;
- at rest halts;
- whilst the vehicles are in a media zone;
- on road sections on a common road with the crews;

When a regroup is located close to the service park, crew members can go to their service bays after having fulfilled their media obligations.

50.2.4 In timed service areas (e.g. flexi-service), only 3 team personnel may work on a competing vehicle. They shall be identified by tabards or distinctive armbands which must be specified in the Supplementary Regulations. The crew may work freely during such period.

51 SERVICE AREAS (SERVICE PARKS AND BIVOUACS)

51.1 SERVICE PARK IDENTIFICATION

Service parks are indicated in the event itinerary with a time control at the entrance and exit (the 25 m distance referred to in Appendix I shall be reduced to 5 m).

51.2 GENERAL CONDITIONS

51.2.1 The location of service areas and the distances between them for both competitors and service vehicles must be detailed in the Rally Guide or in the Supplementary Regulations.

51.2.2 A groundsheet must be used (a minimum of 1 metre longer and wider than the vehicle in running order).

51.2.3 Organisers may set up a Flexi-Service to restrict the amount of service time available and then put vehicles into a parc fermé.

51.2.4 Inside the service park, it is permitted for officials, marshals and/or team personnel to tow, transport or push a vehicle.

51.3 SPEED INSIDE SERVICE PARKS / BIVOUACS

The speed of vehicles in the service parks/bivouacs 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 Clerk of the Course as follows: 10 seconds per kilometre per hour over the speed limit.

51.4 CHANGE OF TYRES AND PARTS

51.4.1 Any wheel fitted on a vehicle or installed inside a vehicle during servicing must reach the next service park/Bivouac or the next Remote Service Zone. Under no circumstances should wheels/tires or parts be left inside or outside these zones.

51.4.2 Competitors with FMSCI/FIA groups vehicles still in the classification of the current leg are allowed to exchange parts among themselves during the Selective Section. Exchange of wheels/tyres is not allowed when they have been marked by scrutineers for the current leg.

52 EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK / BIVOUAC

When necessary as part of service (i.e. 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 standby to be provided by the competitor;
- no other work is carried out on the vehicle while the fuel circuit is open and/or during the emptying and/or refilling operation;
- a safety perimeter of minimum 3 m is established around the vehicle;
- only enough fuel is added to reach the next refuelling zone.

53 FLEXI-SERVICE

53.1 GENERAL

Flexi-servicing of a time stipulated in the Supplementary Regulations shall permit the removal of the competing vehicles from a parc fermé to an adjacent service park (bivouac), with common entry and exit time controls. Any variations must be published in the Supplementary Regulations. Technical checks lasting 10 minutes must be included in the parc fermé before the flexi-service that takes place before an overnight regroup. The operational window of flexi-servicing time, starting from the arrival of the first vehicle into the parc fermé, is left to the discretion of the Organiser but must be declared on the event itinerary.

53.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULE

53.2.1 For the operation of flexi-servicing, crews will first enter the parc fermé.

53.2.2 Crews may then either enter the service park or leave their vehicle in the parc fermé. Should a vehicle be unable to be re-started and driven under its own power from the parc fermé to the service area before the flexiservice, the marshals and/or team personnel shall be permitted to push or tow the vehicle to its dedicated service bay.

53.2.3 The competing vehicle may be driven by an authorised representative of the competitor only once, from the parc fermé to the service park and vice versa, respecting all the formalities of Timecard presentation and related penalties.

53.2.4 The competing vehicle may be returned, without penalty, to the parc fermé before the time stipulated in the Supplementary Regulations has elapsed.

54 COMMUNICATION WITH COMPETING CREW

Displaying information and transmission of data or information to a competing crew by radio, telephone or any other means is strictly forbidden during Selective Sections.

FUEL AND REFUELLING

55 REFUELLING AND PROCEDURES

55.1 LOCATION

55.1.1 Except as detailed for the change of a fuel tank, crews may refuel only in the designated refuelling zones (RZ), procedure or as detailed in the event SR's or at commercial filling stations indicated in the Roadbook. In case of the latter the organiser must publish a list of the commercial filling stations indicating the distance, the type and quality of the fuel available at these stations. The list must be published 24 hours before the start of the leg.

The refuelling zones may be located:

- outside of the service parks / bivouacs;
- at remote service zones;
- at commercial filling stations;
- at a refuelling zone in an SS (for T3 and T4 vehicles only). Outside of these official areas, refuelling is allowed only when using the same type of fuel coming from another FMSCI/FIA competitor still in the race.

55.1.2 Any refuelling zone shall feature on the itinerary of the event and in the Roadbook. The entry/exit of refuelling zones shall be marked by a blue can or pump symbol except for commercial filling stations.

55.1.3 Should there be a refuelling zone mandatory for all competitors, the time allocated shall be 20 minutes minimum. A time control must be established at the entry and exit of such refuelling zones.

55.1.4 The presence of a fire appliance and/or appropriate safety measures must be arranged by the Organiser at any refuelling zone (not applicable at commercial filling stations).

55.1.5 If there are no filling stations on the route of the event, the Organiser may arrange for the distribution of a supply of fuel, in conformity with Appendix J, to the crews via a centralised system. Such refuelling points must respect all the same safety conditions as for refuelling zones.

55.1.6 The fuel supplier, the Organiser or the team, whichever is responsible for the refuelling, must protect the ground with an environmental mat, which shall be composed of an absorbent upper part and an impermeable lower part (not applicable at commercial filling stations).

55.2 PROCEDURE IN RZ

55.2.1 Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.

55.2.2 In all RZs, a 30 kph speed limit will apply, except at an RZ in a Selective Section.

55.2.3 Solely for the purpose of assisting with the refuelling procedure of their vehicle, two team members of each crew may access the RZ, a third being present with a fire extinguisher.

55.2.4 It is recommended that these team members wear goggles and homologated clothing, and it is mandatory to wear long clothes.

55.2.5 Engines must be switched off throughout the refuelling operation and the crew must remain outside the vehicle during refuelling.

55.2.6 The use of mobile phones and radio communication is forbidden while in an RZ.

55.2.7 If electrical refuelling equipment is used, it must be spark-proof and it and the vehicle must be earthed.

55.2.8 Any additional conditions or restrictions must be specified in the Supplementary Regulations.

55.2.9 The responsibility for refuelling (conformity and quantity) is on the competitor alone.

55.2.10 A vehicle may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty. An external battery may be used immediately after leaving the zone.

55.3 PROCEDURE AT COMMERCIAL FILLING STATIONS

55.3.1 Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from the Organiser's distribution points, marked in the Roadbook. This fuel must be dispensed directly into the tank of the competing vehicle.

55.3.2 The crew must use solely the equipment on board and only the pumps with no external physical assistance.

55.3.3 Vehicles equipped only with FMSCI/FIA-specified refuel couplings (if any) and using fuel from commercial filling stations must transport the adaptor in the vehicle and show it at pre-event scrutineering.

55.3.4 A team member may proceed with the payment but will have to stay away from the vehicle.

55.3.5 An additional 20 minutes should be included in the time allowed for the road section.

56 REFUELLING OF T3 AND T4 VEHICLES

56.1 GENERAL

56.1.1 Exclusively for T3 and T4 vehicles, a refuelling zone may be placed by the Organiser along the itinerary to allow T3 and T4 vehicles to refuel within a range of 250 km. These refuelling zones are indicated in the Roadbook and published in the itinerary.

56.1.2 Stopping at the official remote refuelling zones (Neutralisation Zone) in a Selective Section is compulsory for all T3 and T4 competitors, regardless of whether they use the refuelling facilities.

56.1.3 Any crew which does not follow these refuelling regulations will receive a 15-minute time penalty in addition to the fixed neutralisation time stipulated in the Supplementary Regulations.

56.2 PROCEDURE

56.2.1 The following procedures will apply on the official remote refuelling zones for T3 and T4 vehicles:

- the crew must be outside the vehicle during refuelling;
- while at the refuelling point, only actions directly involved in the refuelling of the competing vehicle are permitted;
- after refuelling, the vehicle must immediately be removed from the refuelling point;
- after refuelling, no intervention on the vehicle is allowed,
- no team personnel are allowed in the RZ;
- the crew alone will be responsible for the refuelling operation;
- the Organiser will provide the fuel, the pump and an adequate fire-fighting service;
- the Organiser will provide the environmental mats.

56.2.2 The start of the following part of the Selective Section will be given according to Article 45.2.

57 FUEL

57.1 TYPE OF FUEL

57.1.1 Fuel must conform to the Code (Appendix J, Art. 252.9) or as specified in the event SR..

57.1.2 Should the fuel available in a country through which the event passes not be of a suitable quality, the Organiser may, after the approval of FMSCI/FIA, specify in the Supplementary Regulations the quality available in the country and/or the use of an alternative fuel.

57.1.3 The FMSCI/FIA cannot be held responsible for the quality and quantity of the fuel distributed by the Organiser.

57.2 TECHNICAL REQUIREMENTS

57.2.1 All filler holes of the T3 and T4 Group vehicles 'fuel tanks have to be fitted with two male refuel couplings (Stäubli SPT12 type).

57.2.2 Vehicles equipped solely with FIA-specified refuel quick-couplings must transport the pipe in the vehicle and show it at pre-event scrutineering.

57.2.3 All FIA cross-country priority drivers are required to install an FIA-specified connector for taking fuel samples (see FIA Technical List n°5).

57.2.4 FIA cross-country priority drivers must carry on board the vehicle a fuel pipe with a cut-off device, for taking fuel samples. This pipe must be long enough to reach the ground outside the vehicle once connected.

57.2.5 The FMSCI/FIA reserves the right to check the fuel of any competitor at any time. At any time, the vehicle must contain at least 3 litres of fuel for sampling.

PARC FERME

58 RULES OF PARC FERMÉ

58.1 APPLICATION

Vehicles are subject to parc fermé rules:

- from the moment they enter the pre-start parc fermé (if any);
- from the moment they enter a regroup (if defined as parc fermé);
- from the moment they enter and/or check in at a control area until they leave it;
- from the moment they enter a neutralisation zone;
- from the moment they reach the end of the competition element of the event until the Stewards have authorised the opening of the parc fermé.

58.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

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

58.2.2 Crews may enter the parc fermé 15 minutes before their start time.

58.3 PUSHING A VEHICLE IN THE PARC FERMÉ

A vehicle 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.

58.4 EXTERNAL BATTERY

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 T5 vehicles still in the FMSCI/FIA competition). \

58.5 VEHICLE COVERS

Before leaving the parc fermé, the crews may cover their vehicles. Before leaving the parc fermé with the vehicle, the crews must place their vehicle covers and external battery outside the parc fermé.

58.6 GROUNDSHEET

A groundsheet must be used (a minimum of 1 metre longer and wider than the vehicle). When leaving the parc fermé with the vehicle, the crew must take the groundsheet from the parc fermé. The groundsheet may be brought in and taken out by the crew members on foot. Solely to place and remove the groundsheet, two team personnel may enter the area of the parc fermé before the first car has arrived and after the last car has left the parc fermé.

Groundsheets under this article must be used in an overnight parc fermé, in the final parc fermé or in locations specified in the Supplementary Regulations.

58.7 REPAIRS IN PARC FERMÉ

58.7.1 If the scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, with the permission of the FMSCI/FIA Technical Delegate/Chief Scrutineer and in the presence of a scrutineer, a maximum of three team members may perform the repairs (e.g. change the windscreen) or exchange FMSCI/FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the vehicle (e.g. seat belt, extinguisher).

58.7.2 By way of exception to the parc fermé rules and in the presence of an official, the crew may

- change one or two punctured or damaged tyres and/or wheels using the equipment on board;
- check and/or reduce the pressure of its tyres.

58.7.3 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 start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under the relevant regulations.

58.8 TECHNICAL CHECKS

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

58.9 FINAL PARC FERME

Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the FMSCI/FIA Technical Delegate/Chief Scrutineer and under the control of the marshals.

RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

59 RESULTS AND CLASSIFICATIONS

59.1 ESTABLISHING RESULTS AND CLASSIFICATIONS

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

59.2 PUBLICATION OF RESULTS

59.2.1 During the event, the results/classifications to be published will be as follows:

- Unofficial classifications distributed by the organiser during the event;
- Provisional classifications of legs (overall and by groups) published by the Clerk of the Course after the end of each Leg (may be published the following day);
- Final classifications of legs approved and signed by the Stewards;
- Provisional Classifications (overall and by groups) published by the Clerk of the Course at the end of the event;
- Final Classification: classification approved and signed by the Stewards.

59.2.2 In the event of a Start List and/or the Provisional Classification being delayed, a new time must be advised via a communication by the Clerk of the Course on the official notice board(s).

59.2.3 There will be separate classifications for each group of vehicles.

59.2.4 Only crews who having received a total number of Leg Penalties not exceeding 40% of the total number of legs of the competition can be classified.

59.2.5 To be classified, a crew who is imposed a Leg Penalty on the final Leg of a competition must arrive with the vehicle at the final parc fermé one hour before the posting time of the Provisional Classification.

59.3 DEAD HEAT IN A LEG OR EVENT

59.3.1 In the event of a dead heat in a leg, the competitor who sets the best time on the first selective section of a leg, which is not a Qualifying Stage, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. selective sections shall be taken into consideration.

59.3.2 In the event of a dead heat in an event, the competitor who sets the best time on the first Selective Section, which is not a Qualifying Stage, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. Selective Sections shall be taken into consideration. This principle can be applied at any time during the event.

59.4 FAIR AND IMPARTIAL COVERAGE

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

59.5 PROMOTION OF RESULTS

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

60 FINES

As specified in the event SR/ or the ASN.

61 PROTESTS AND APPEALS

61.1 LODGING A PROTEST OR APPEAL

61.1.1 All protests and/or appeals must be lodged in accordance with the FMSCI/FIA International Sporting Code and, where applicable, with the FMSCI/FIA Judicial and Disciplinary Rules.

61.1.2 Specific protest time limits in Cross-Country Rallies and Marathons

The protest time limit for protests against any alleged error, irregularity or breach of the regulations occurring during a leg and/or against the provisional classification established at the end of a leg (provisional classification of a leg):

–No later than 24 hours after the publication of the Provisional Classification of that leg, except in circumstances where the stewards consider that compliance with the 24 hours deadline would be impossible.

–For the provisional classification of the last two legs of an event Art. 61.1.1 shall apply.

61.2 PROTEST DEPOSIT

61.2.1 The protest deposit is INR and must be paid in cash or by bank transfer.

61.2.2 If the deposit is made by bank transfer, the protest must be accompanied by proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.

61.2.3 The relevant bank account details are as detailed by the organiser/ASN.

The reason for the transfer must be clearly indicated.

61.2.4 If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the deposit will be returned by the FMSCI/FIA upon receipt of the relevant Stewards' decision.

61.3 GUARANTEE DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the vehicle, any additional deposit, if necessary, must be specified by the Stewards upon proposal of the FMSCI/FIA Technical Delegate/Chief Scrutineer. This additional deposit must be paid to the FMSCI/FIA in cash or by bank transfer within one hour, otherwise the protest will be deemed inadmissible.

61.4 EXPENSES

61.4.1 The expenses incurred in the work and in 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 it is upheld.

61.4.2 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.

61.5 APPEALS

61.5.1 The Supplementary Regulations shall contain information on the National Appeal Deposit (only if the event is not a FIA Championship event).

61.5.2 The current International Appeal Deposit will not be published in the Supplementary Regulations but is published on the FMSCI/FIA website: (<https://www.fia.com/international-court-appeal>). Applicable if the event is a FIA championship rally.

62 EVENT PRIZE-GIVING

62.1 PODIUM CEREMONY

Prizes for 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, a social or official reception, or one with sponsors, may be held on the same evening.

62.2 PRIZE-GIVING

At the prize-giving ceremony there shall be awards for at least the first three competitors in the overall classification and the winner of each of the groups or as stipulated in the event SR.

62.3 ATTENDANCE

Priority drivers must attend the prize-giving ceremony. Absent drivers will be reported to the Stewards.

63 ANNUAL FMSCI PRIZE-GIVING

63.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning a Championship must be present at the annual FMSCI prize-giving ceremony, if invited by the FMSCI.

63.2 ABSENCE

Save in a case of force majeure, absence will entail a fine imposed by the FMSCI.

APPENDICES

APPENDIX I:

CONTROL SIGNS

APPENDIX II:

STANDARD DOCUMENTS

1. Supplementary Regulations
2. Bulletins
3. Rally Guide
4. Itinerary
5. Roadbook
6. Timecard
7. Standard Entry Form
8. Entry list
9. Start lists and results of the event
10. Media Guide

APPENDIX III:

SAFETY - CREWS

APPENDIX IV:

SPECIFIC CONDITIONS FOR GROUP T2 AND T5 VEHICLES

APPENDIX V:

FIA CROSS-COUNTRY OPENING CAR

APPENDIX VI:

ELECTRIC STANDARD POWER CONNECTOR

APPENDIX VII:

IDENTIFICATION PLATES

APPENDIX VIII:

T1 TURBO PETROL ENGINE LIST

**APPENDIX IX:
SPECIFICATIONS**

ORGANISATIONAL REQUIREMENT

(for Organisers only – no regulatory value for competitors)

APPENDIX X:

**REQUIREMENTS FOR TRACKING AND
NAVIGATION SYSTEMS**

APPENDIX H:

SAFETY/MEDICAL

APPENDIX I

CONTROL SIGNS

For the detailed tables regarding Control Signs please refer to guidelines available on pages 69 and 70 of the current FIA Cross Country Regulations

APPENDIX II

STANDARD DOCUMENTS

1 SUPPLEMENTARY REGULATIONS

Each event Organiser must produce Supplementary Regulations according to the FMSCI/FIA International Sporting Code.

The Supplementary Regulations of an event must conform with:

- the International Sporting Code of the FIA (the Code) and its appendices;
- these FMSCI/FIA Cross-Country Rally Sporting Regulations and appendices;
- any regulations published in the FMSCI/FIA Official Bulletin or request from the FMSCI/FIA.

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.

Only information or requirements not specified in these CC Sporting Regulations are necessarily published in the Supplementary Regulations.

The Supplementary Regulations must be published on the official website of the event at least 2 months prior to the beginning of the event.

CONTENT

Art.1 INTRODUCTION

Art. 1.1 Text such as: “This rally [Baja] will be run in compliance with the FIA International Sporting Code (Code) including appendices, the FMSCI/FIA Cross-Country Rally Sporting Regulations (FMSCI/FIA CCRSR) including appendices, the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins.

These bulletins will be issued by the Organiser with the approval of the FMSCI/FIA up until the commencement of administrative checks, and with the approval of the Stewards once the administrative checks have started. Exceptionally, modifications to the itinerary may be made by the Organiser.

Additional information will be published in the Rally Guide. All FIA regulations can be found at <https://www.fia.com/regulations>.

The various documents will be written in English and [language]. In case of any discrepancy, the English text will be binding.”

Art. 1.2 Length of Selective Sections

Art. 1.3 Overall numbers and total distance of the itinerary

Art. 1.4 Route terrain on selective sections

Art. 2 ORGANISATION

Art. 2.1 FMSCI/FIA titles for which the rally counts

Art. 2.2 Approvals (Visa numbers – FMSCI/FIA and ASN)

Art. 2.3 Organiser’s name, address, and contact details (permanent office)

Art. 2.4 Organisation committee

Art. 2.5 Stewards

Art. 2.6 FMSCI/FIA Delegates and Observers

Art. 2.7 Senior officials Art.

2.8 HQ location and contact details

Art. 3 PROGRAMME, IN CHRONOLOGICAL ORDER (DATES AND TIMES), GIVING LOCATION AS NECESSARY

- Publishing of the Supplementary Regulations
- Closing date for entries at reduced fee (if applicable)
- Closing date for entries
- Publication date of entry list
- Issuing of the Rally Guide
- Closing date for ordering fuel
- Rally HQ opening/closing

- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems / NAVGPS / Alarm-System
- Scrutineering – sealing and marking of components
- Re-scrutineering for vehicles which did not pass scrutineering
- Drivers 'briefing(s)
- Publication of starting order and TC arrival times for the Qualifying Stage (if any)
- Date, time and location of procedure for the selection of start positions (if any)
- Pre-rally Press Conference - 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 expected time (Bajas only)
- Publication of start lists for subsequent legs, place and time - Podium Ceremony/Prize-giving
- Post-rally Press Conference - Final scrutineering
- Time of publication of Provisional Classification
- Publication of Final Classification = “After the Stewards have declared the Classification final”

Art. 4 ENTRIES

- Art. 4.1 Closing date for entries
- Art. 4.2 Entry procedure
- Art. 4.3 Number of competitors accepted and classes
- Art. 4.4 Entry fees/entry fee packages
- Art. 4.5 Payment details (including details of any applicable taxes)
- Art. 4.6 Entry fee refunds

Art. 5 INSURANCE

Art. 6 ADVERTISING AND IDENTIFICATION

- Art. 6.1 Obligatory organiser's advertising
- Art. 6.2 Optional organiser's advertising
- Art. 6.3 Driver's and co-driver's identification

Art. 7 TYRES

- Art. 7.1 Regulations regarding tyres
- Art. 7.2 National laws of special requirement (if any)

Art. 8 FUEL (IF APPLICABLE)

- Art. 8.1 Technical requirements
- Art. 8.2 Ordering procedures (if any)
- Art. 8.3 Closing date for ordering fuel (if any)

Art. 9 ADMINISTRATIVE CHECKS

Art. 9.1 Documents to be presented:

- Competitor's licence (if driver is also competitor, he must also hold this licence);
- Driver's and Co-driver's competition licences;
- Driver's and Co-driver's valid driving licences;
- Driver's and Co-driver's passports or identification;
- ASN authorisation, for all foreign competitors and/or drivers;
- Completion of all details on the entry form;

Art. 9.2 Timetable

Art. 10 SCRUTINEERING, SEALING AND MARKING

- Art. 10.1 Scrutineering venue and timetable
- Art. 10.2 Mandatory documents
- Art. 10.3 Mud flaps
- Art. 10.4 Driver's safety equipment
- Art. 10.5 Necessary technical installations
- Art. 10.6 On-Board cameras
- Art. 10.7 Electronic Equipment
- Art. 10.8 Special national requirements (if any)

Art. 11 OTHER PROCEDURES

- Art. 11.1 Drivers 'Briefing(s)
- Art. 11.2 Pre-Start Area
- Art. 11.3 Ceremonial start procedure and order
- Art. 11.4 Electronic start procedures
- Art. 11.5 Qualifying Stage
- Art. 11.6 Finish procedure
- Art. 11.7 Permitted early check-in
- Art. 11.8 Official time used during the rally
- Art. 11.9 Roadbooks delivery
- Art. 11.10 Servicing of vehicles
- Art. 11.11 Any special procedures/activities including the Organiser's promotional activities

Art. 12 IDENTIFICATION OF OFFICIALS

Art. 13 PRIZES

Art. 14 FINAL CHECKS

Art. 14.1 Final checks – who is required to attend from teams and location

Art. 14.2 Protest deposit

Art. 14.3 Appeal deposit

Appendix 1 Itinerary

Appendix 2 Names and photographs of CROs and their schedules

Appendix 3 Decals and positioning of supplementary advertising

Appendix 4 Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements

Appendix 5 Instructions for the use of the tracking system

Appendix 6 Instructions for the use of the car-to-car communication system

Appendices 7, 8, etc. Items at the Organiser's discretion.

2 BULLETIN

2.1 Bulletins are defined in Article 2.3 of this Cross Country Rally Sporting regulations.

2.2 They may be issued either:

2.2.1 by the Organiser, up to the commencement of administrative checks with the approval of the FMSCI/FIA. Exceptionally, modifications to the itinerary as approved at the time of Visa issue, may be made by the Organiser. Nevertheless, such modifications must be advised to the FMSCI/FIA;

or

2.2.2 by the Stewards throughout the competition. However, bulletins detailing modifications to the itinerary may be issued by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

2.3 Bulletins must be numbered and dated (date and posting time). They shall be displayed/printed on yellow background/paper and posted on the official notice board(s) and published simultaneously on the event's website. If the publication is only on the digital official notice board, notifying competitors electronically of the publication of a bulletin is mandatory.

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

2.5 A Bulletin may be published only after the approval of the FMSCI/FIA or after being issued by the Stewards (where applicable).

3 RALLY GUIDE

The concept is to have all rally paperwork, whether for media, officials, or competitors, in one document. The Rally Guide (RG) may be published as an electronic document at least 8 weeks before the start of the event.

For Rally Guide contents please refer to Tables available on page 77 and 78 of the current

FIA Cross Country Regulations

It is optional for the Organiser to print the Rally Guide.

(Supplementary Regulations (SR) fully detailed in Appendix II-1)

4 ITINERARY

4.1 NOTES

4.1.1 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.

4.1.2 Boxes showing any refuelling should have a thin black surround and a yellow infill shade.

4.1.3 All visits to the service park/bivouac carry a letter A, B, C, etc.

4.1.4 TC0 is always the start of the competitive element of the event. A “stand-alone” Ceremonial Start is not considered as TC0.

4.1.5 Note section numbers in right hand margin.

4.1.6 The format below is optional but recommended.

4.2 EXAMPLE FOR ONE SELECTIVE SECTION PER DAY

For the example please refer to the table on page 81 of the current

FIA Cross Country Regulations

4.3 EXAMPLE FOR ONE SELECTIVE SECTION SPLIT INTO PARTS PER DAY

For the example please refer to the table on page 81 of the current

FIA Cross Country Regulations

5 ROADBOOK

5.1 GENERAL REQUIREMENTS

- 5.1.1 The Roadbook must be distributed according to the FMSCI/FIA Cross-Country Rally Sporting Regulations.
- 5.1.2 There must be a different Roadbook for each leg. There should be an obvious method of distinction.
- 5.1.3 The Roadbook shall be A5 size.
- 5.1.4 The Roadbook must be in colour on white background.
- 5.1.5 All symbols, texts and colours should correspond in size and colour with the Roadbook lexicon, template and this description.
- 5.1.6 All text, phrases and all headings must be in English only.
- 5.1.7 All Roadbook pages must be numbered to make it possible to check the completeness of the book.
- 5.1.8 The road book can be handed out either digital or as a paper version.

5.2 REQUIREMENTS FOR DIGITAL ROADBOOK

- 5.2.1 The Roadbook should be unlocked with a code provided by the organiser.
- 5.2.2 The code provided at the start of the leg should unlock the Roadbook until the TC DSS. Another code provided at TC DSS should unlock the Roadbook until the end of the leg.
- 5.2.3 The codes unlocking the Roadbook for the Selective Section should be different from those provided to motorbike competitors.

5.3 REQUIREMENTS FOR PAPER ROADBOOK

- 5.3.1 The Roadbook shall be bound on the upper side with a metal or other suitably strong binding capable of 360° opening.
- 5.3.2 Printing must be single-sided, with a paper thickness of 90 gsm or greater.
- 5.3.3 In case of a change in the Roadbook, the changed pages should be issued in A5 to be inserted into the Roadbook.
- 5.3.4 In case a new note has been added in the Roadbook (e.g. by the opening car), not only do the changed indication boxes have to be shown but also the last and the first unchanged indication boxes must be printed.

5.4 INFORMATION PROVIDED TO COMPETITORS

- 5.4.1 Accident procedure and telephone numbers for Rally HQ and emergency services.
- 5.4.2 Itinerary for the entire leg.
- 5.4.3 Description of the nature of the Selective Section.
- 5.4.4 List of waypoints without the coordinates. Waypoints and controls must be sorted in ascending order.
- 5.4.5 If service/refuelling zones are arranged a drawing of the zone.
- 5.4.6 Alternative routes and possible exit points.
- 5.4.7 Service park/bivouac 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.
- 5.4.8 List of all symbols used, if not compliant with the FIA standard symbols / lexicon.

5.5 ROADBOOK LAYOUT TEMPLATE

For the Road Book Template please refer to Diagram 1 on page 83 of the current FIA Cross Country Regulations

- 5.5.1 There shall be no more than one header line and five instructions lines per page for distance, diagram and description boxes.
- 5.5.2 All Roadbook boxes must have the same dimensions as shown in **Diagram 1**.
- 5.5.3 The FMSCI/FIA recommends that all event Organisers use the same software to create the Roadbook.

5.6 GENERAL ROADBOOK INDICATION

- 5.6.1 The track to be followed through should be blue including the arrow, as shown in **Diagram 2**.
- 5.6.2 Mark of kilometre position in each box with a pin as shown in **Diagram 2**.

For the Road Book Indications please refer to Diagram 2 on page 83 of the current

FIA Cross Country Regulations

- 5.6.3 Distances indications must be highlighted in blue, as shown in **Diagram 2**.
- 5.6.4 Never use track indications (solid line) in off-road sections
- 5.6.5 Drawings such as river beds should be drawn in proportion, as shown in **Diagram 3**.

For the Road Book Indication reference above, please refer to Diagram 3 on page 84 of the current FIA Cross Country Regulations

- 5.6.6 Sandy areas are in yellow and water in blue.
- 5.6.7 Important information such as “quit PP” should be indicated in red.

- 5.6.8 Never duplicate information in the diagram and the description box.
- 5.6.9 Never use “X” or “Z” or any other placeholders in the diagram box.
- 5.6.10 Distances of not more than 400 metres can be described in one diagram box; for longer distances a new Roadbook box line should be added.
- 5.6.11 If the distance to the following box is less than 400 metres, the distance box before should be marked with a vertical arrow, and the corresponding distances box should be highlighted in green, as shown in **Diagram 4**

(please refer to **Diagram 4 on page 84 of the current FIA Cross Country Regulations**)

5.7 ROADBOOK MODIFICATIONS

Mark Roadbook modifications or new notes from the opening crew with “MODIF” or “NEW NOTE”. The text should be highlighted as shown in **Diagram 4**.

For the Road Book Modifications please refer to Diagram 4 on page 84 of the current FIA Cross Country Regulations

5.8 ROADBOOK DANGER INDICATION

For the Road Book Danger Indications please refer to Diagram 5 on page 84 of the current FIA Cross Country Regulations

- 5.8.1 Three danger exclamation marks (!!!) must always be indicated as a WPS waypoint.
- 5.8.2 Three danger exclamation marks (!!!) should always be indicated with a red frame around all three boxes, as shown in **Diagram 5**.
- 5.8.3 Danger marks (!, !!, !!!) should always be in the diagram box and never in the description box. Only if the danger follows after the indicated kilometer should it be marked in the description box.
- 5.8.4 Danger marks (!, !!, !!!) should always be in red and the same size, as shown in **Diagram 5**.
- 5.8.5 Never use a danger mark with plus or minus (e.g. !+) for further subdivisions.
- 5.8.6 Ditches, holes and steps should be marked in red, as shown in **Diagram 5**.
- 5.8.7 If the danger mark applies to all symbols in the diagram box, the marks are framed in red, as shown in **Diagram 5**.

5.9 ROADBOOK SPEED ZONES INDICATION

- 5.9.1 All Roadbook boxes corresponding to the speed zone should be framed in orange, as shown in **Diagram 6**.
- 5.9.2 The DZ circle filling is orange, the FZ circle filling is green.
- 5.9.3 The DZ, FZ and speed icon sizes should be as shown in **Diagram 6**.
- 5.9.4 DZ, FZ should be marked in the distance box like all WPs, as shown in **Diagram 6**.
- 5.9.5 The speed is indicated in the description box.

5.9.6 If the end of one speed zone is the beginning of a new speed zone, the first FZ indication may be omitted.

For the Road Book Speed Zone Indications please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations

5.10 PASSAGE CONTROL (CP) INDICATION

5.10.1 CPs must be indicated with a pink frame around the diagram box, as show in **Diagram 6**

(please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)

5.10.2 CPs should be indicated in the diagram box in pink, with the same text size as shown in **Diagram 6 (please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)**

5.10.3 The stamp icon should be marked in the distance box like WPs circle filled in pink.

5.11 COMPASS HEADING (HEADING) INDICATION

5.11.1 Only necessary headings must be indicated, e.g. at complicated crossings, poorly visible tracks or offroad.

5.11.2 Standard text size for all heading indications, as shown in **Diagram 6**

(please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)

5.11.3 Headings to take at the waypoint are indicated in the diagram box, all follow up headings in the description box, as shown in **Diagram 6**

(please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)

5.11.4 Not more than two follow up headings should be indicated in a description box, otherwise a new Roadbook box line should be added.

5.11.5 If it is not the same track or wadi, no follow up headings should be indicated in the same description box, otherwise a new Roadbook box line should be added.

5.11.6 Heading should be highlighted, as shown in **Diagram 6**

(please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)

5.11.7 Only the number should be indicated, not the degree (e.g. 125 instead of 125°).

5.11.8 Mark the heading as A = Average or C = Calculated, as shown in **Diagram 6**

(please refer to Diagram 6 on page 85 of the current FIA Cross Country Regulations)

- With an A if it is the average cap of the next Roadbook diagram box.
- With a C if the cap has been calculated with the aid of a computer program.

5.12 ROADBOOK WAYPOINT (WP) INDICATION

For the Road Book Way Point Indications please refer to Diagram 7 on page 86 of the current FIA Cross Country Regulations

- 5.12.1 WPs are marked only in the distance box next to the partial kilometre, as shown in **Diagram 7 (please refer to Diagram 7 on page 86 of the current FIA Cross Country Regulations)**
- 5.12.2 WPs are marked as M, C, S, N, V and E in a circle instead of WPM, WPC, WPS, WPN, WPV and WPE. All waypoints except WPPs must be marked in the Roadbook.
- 5.12.3 The WP number should always be indicated and not be changed. If there is a requirement for an extra WP, e.g. by the FIA Opening Car crew, then it must be numbered as follows: number of the last WP.1, number of the last WP.2, and so on, if there is more than one.
- 5.12.4 WPC, WPN, WPV and WPE are circled in blue with blue text, as shown in **Diagram 7**
(please refer to Diagram 7 on page 86 of the current FIA Cross Country Regulations)
- 5.12.5 For WPS the text and circle frame are in black, filled in red, as shown in **Diagram 5**.
(please refer to Diagram 5 on page 84 of the current FIA Cross Country Regulations)
- 5.12.6 The distance box for WPV and WPE must be filled in light blue, as shown in **Diagram 7**
(please refer to Diagram 7 on page 86 of the current FIA Cross Country Regulations)
- 5.12.7 The distance box for WPM must be filled in blue, as shown in **Diagram 2**
(please refer to Diagram 2 on page 83 of the current FIA Cross Country Regulations)
- 5.12.8 For WPC, the text and circle frame are in black, filled in yellow. The distance box must be filled in green, as shown in **Diagram 7 (please refer to Diagram 7 on page 86 of the current FIA Cross Country Regulations)**
- 5.12.9 The distance box for WPN must be filled in pink, as shown in Example II (5.15).
- 5.12.10 All waypoints must be assigned to a Roadbook box

5.13 FIA ROADBOOK ZONE SIGNAGE

For the Road Book Signage please refer to Table on page 88 of the current FIA Cross Country Regulations

5.14 FMSCI/FIA ROADBOOK LEXICON

Only the following symbols must be used. New or additional symbols must be approved by the FMSCI/FIA.

For the Road Book Lexicon please refer to Table on page 89 of the current FIA Cross Country Regulations

5.15 ROADBOOK EXAMPLES

For the Road Book Examples please refer to Table on page 90 of the current FIA Cross Country Regulations

6 TIMECARD (RECOMMENDATION)

6.1 GENERAL

- 6.1.1 The standard timecard (see below) is optional but strongly recommended.
- 6.1.2 A separate Timecard must be issued at least at the start of each leg.
- 6.1.3 The location where each Timecard should be handed in must be marked on the Timecard.
- 6.1.4 The target time for covering the distance of a road section must appear on the Timecard.
- 6.1.5 Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- 6.1.6 Timecards should be collected at the end of each leg. Used Timecards then become available for the results teams to check.
- 6.1.7 Ideally a separate new card should be used for end of Leg for “Flexi-Service”, if applicable.
- 6.1.8 An Organiser may propose to the FMSCI/FIA the use of an Electronic Timecard in place of a written system. The use of such a system must be approved by the FMSCI/FIA before use.

6.2 DESIGN

- 6.2.1 See the following example.
- 6.2.2 Size: 21 cm x 14 cm (DIN A 5)
- 6.2.3 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 Timecard with a cover – i.e. a card of 21 x 29 cm (DIN A 4) folded, which has a cover to protect the written area.
- 6.2.4 The printing colour is free. For example, an Organiser may use a sponsor’s colour, a different colour for each Leg or simply grey and black.

6.3 TIMECARD EXAMPLE

For the Time Card Example please refer to sample on page 92 of the current FIA Cross Country Regulations

7 STANDARD ENTRY FORM (RECOMMENDATION)

For the Standard Entry Form Example please refer to sample on pages 93 and 94 of the current FIA Cross Country Regulations

8 ENTRY LIST

8.1 DRAFT ENTRY LIST

8.1.1 Upon the close of entries as indicated in the Supplementary Regulations, the Organiser shall send a Draft Entry List in numerical order, prior to publication on the Organiser's website, to the FMSCI/FIA for checking.

This Draft Entry List must include:

- The allocated competition numbers;
- The competitor's full name as it appears on the competitor's licence (not nationality);
- The names of the driver and co-driver and their nationalities (according to their licences);
- The make and model of the vehicle entered;
- The group and class of the vehicle entered;
- The competitor's team (optional)
- The driver's FIA/FMSCI priority status;
- The FIA/FMSCI Championships registration (if applicable);
- The FIA/FMSCI Technical Passport number (TT-XX-XXX);
- The FIA/FMSCI Homologation Form number (T2 and T5 vehicles that have homologated only).

For the Draft Entry List Example please refer to sample on page 97 of the current FIA Cross Country Regulations

8.1.2 The FMSCI/FIA shall then reply with any comments and will submit the approved list to the Organiser within three days.

8.1.3 After acceptance by the FMSCI/FIA, the Entry List may be published.

8.2 ENTRY LIST

8.2.1 The Entry List and all classifications/results must include:

- The allocated competition numbers
- The competitor's full name (not nationality)
- The names of the driver and co-driver and their nationalities (according to their licences)
- The make and model of the vehicle entered
- The group and class of the vehicle entered
- The competitor's team (optional)

- The driver's FIA priority status
- The FMSCI/FIA Championships registration (if applicable).

8.2.2 It should be noted that competitors' names must appear on the Entry List exactly as they appear on their competitor's licence.

For the Entry List Example please refer to sample on page 98 of the current FIA Cross Country Regulations

9 START LISTS AND RESULTS OF THE EVENT

INTRODUCTION

Start lists and results may 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.

9.1 LIST OF CREWS AUTHORISED TO START

- 9.1.1 Produced after administrative checks and scrutineering
- 9.1.2 Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations

For the List Of Crews Authorised To Start Example please refer to sample on page 99 of the current FIA Cross Country Regulations

9.2 QUALIFYING STAGE (WHEN APPLICABLE)

- 9.2.1 Start list for Leg 1/Section 1 for the Qualifying Stage (QS)
 - Produced after administrative checks and scrutineering;
 - Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations;
 - Gives start times (TC0) for all eligible competitors;
 - Footnote denotes "Subject to passing rescrutineering for car No...."

For the Start List For Qualifying Stage Example please refer to sample on page 99 of the current FIA Cross Country Regulations

9.2.2 Provisional Classification of the Qualifying Stage (QS)

- Includes all competitors who have completed the QS
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations.

For the Provisional Classification Of Qualifying Stage Example please refer to sample on page 100 of the current FIA Cross Country Regulations

- 9.2.3 **Final Classification of the Qualifying Stage Approved and signed by the Stewards and published after expiry of the protest time.**

For the Final Classification Of Qualifying Stage Example please refer to sample on page 100 of the current FIA Cross Country Regulations

9.3 CEREMONIAL START AND LEG 1/SECTION 1

9.3.1 Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering;
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations;
- Gives start times for all competitors.

For the Start List For Ceremonial Start Example please refer to sample on page 100 of the current FIA Cross Country Regulations

or

9.3.2 Start list for Leg 1/Section 1 (no QS)

- Produced after administrative checks and scrutineering;
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations;
- Gives start times for all competitors at TC0;
- Footnote denotes “Subject to passing rescrutineering for car(s) No...”and / or

9.3.3 Start list for Leg 1 / Section 2 (with QS)

- Produced after Qualifying Stage and selection of start position;
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations;
- Gives start times for all competitors;
- Footnote denotes “Subject to passing rescrutineering for car(s) No...”

For the Start List For Leg 1/Section 2 (TC xx) Example please refer to sample on page 101 of the current FIA Cross Country Regulations

9.4 EACH LEG OF THE EVENT

9.4.1 Result after the last Selective Section

Produced for examination by the Stewards, unsigned.

For the Result of Selective Section(s) Example please refer to sample on page 101 of the current FIA Cross Country Regulations

9.4.2 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 the time mentioned in the Supplementary Regulations;
- Includes retired crews who have not declared withdrawal from the event.

9.4.3 Partial Unofficial Classification of Leg 'x '

- Produced for each leg separately
- Signed by the Clerk of the Course and issued with actual posting time
- Produced when all penalties are known.

For the Partial Unofficial Classification of Leg 'x 'Example please refer to sample on page 102 of the current FIA Cross Country Regulations

For the Partial Unofficial Classification after Leg 'x 'Example please refer to sample on page 102 of the current FIA Cross Country Regulations

9.4.4 Final Classification of Leg 'x '

- Produced for each leg separately
- Signed by the Stewards and issued with actual posting time
- Possible footnote denotes may be added

9.5 FINAL LEG OF THE EVENT

9.5.1 Provisional Classification

- Includes all competitors who have completed the rally
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations.

Footnote denotes:

- a.“Subject to the results of final scrutineering” (for the whole classification);
- b.“Subject to the results of routine fuel analysis for the following vehicles....” (if fuel results are not available at the rally);
- c.“Subject to further checks to be carried out by the FMSCI/FIA for vehicle N°....”;
- d.“Subject to Stewards 'decision for vehicle N°.”;
- e.“Subject to the results of a complete engine inspection for vehicle N°....”.

The Provisional Classification shall be published at the time specified in the Supplementary Regulations (or in a Bulletin), which shall be as soon as practical after the last vehicle has checked in at the final control, even if final scrutineering remains in progress.

For the Provisional Classification Example please refer to sample on page 102 of the current FIA Cross Country Regulations

9.5.2 Final Classification Includes:

- all competitors who have started the rally;
- all competitors who have completed the rally;
- all retired competitors – marked with “DNF”;
- all competitors who have been removed from classification by the CoC – marked with “DNC”;
- all disqualified competitors - marked with “DIS”;
- Approved and signed by the stewards and published after expiry of 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 (in the event of an appeal, of subsequent technical checks, etc., a caveat may be added):
 - a.“Subject to the results of routine fuel analysis for the following vehicles:...” (if fuel results are not available at the event);
 - b.“Subject to further checks to be carried out by the FMSCI/FIA for vehicle N°”;
 - c.“Subject to the result of the appeal lodged by the competitor of vehicle N° ...”;
 - d.“Subject to the results of a complete engine inspection for vehicle N° ...”;
 - e.“Subject to the results of the anti-doping tests for the following crews:...”

For the Final Classification Example please refer to sample on page 103 of the current FIA Cross Country Regulations

9.6 ALLOCATION OF CHAMPIONSHIPS POINTS

At the end of the event, the Stewards will allocate points according to all classifications of the event, which document will be signed and sent to the FMSCI/FIA.

10 MEDIA GUIDE (MEDIA ROAD BOOK)

10.1 In order to best prepare the Media Guide, the Organiser should:

10.1.1 Identify within each Selective Section as many safe photo areas as possible (minimum of two), as well as one area close to the stage start and finish, for use by photographers and TV crews, that depict the spectacular nature of the route.

10.1.2 These photo areas should be described on paper and be accompanied by a photograph depicting the resulting image. There should be information for each section and location, indicating in detail:

- the section number and length;
- the start time for the first vehicle and an approximate arrival time at the photo areas and stage finish;

- the Roadbook and GPS references of the Selective Section start, finish and photo areas;
- the specific zone of the photo areas, if applicable;
- the spectator areas, if applicable;
- the access road(s);
- the distance, on the section, of the photo areas from the start/finish;
- any safety taping;
- any additional information that will assist the visual media with their work, such as access instructions, road conditions, vehicle access restrictions and approximate travelling times.

10.1.3 The guide, which should be produced at least in English, should also include:

- a detailed overview map of the event location;
- detailed overview maps of each individual Leg showing intersection roads, any closure points, start, finish, photo areas and potential parking;
- details about any other activities which might have an impact on the running of the FMSCI/FIA event (e.g. FIM event) and their location in relation to the FMSCI/FIA event;
- maps and diagrams of the start and finish ceremony locations;
- the bivouac coordinates.

~~10.2 The FIA Media Delegate is available to help the Organiser in the production of the Media Guide.~~

APPENDIX III

CREW SAFETY

The recommendations for the supervision of the road and emergency services are set in Article 6 of Appendix H to the International Sporting Code. These recommendations should serve as a guide for rally organisers and should be respected.

1 MEDICAL KIT

- 1.1 A sealed and valid medical kit in accordance with the Specification for Cross Country (FIA Technical List n°83) must be placed inside the cockpit.
- 1.2 It must be easy to access for the driver and the co-driver. Its location shall be clearly indicated by an orange arrow on the vehicle.
- 1.3 The following information must be visible on each Medical and Survival kit:
 - Manufacturer
 - Model name
 - Serial number
 - Validity date

- 1.4 Drivers are responsible for their medication. They must acquire, transport, and take care of it.
- 1.5 The medical kit shall be considered for the vehicle minimum weight the survival does not.

2 SURVIVAL KIT

2.1 It is compulsory for every crew to carry the following equipment on board the vehicles in addition to the medical kit.

- 1 x reflective triangle
- seat belt cutters accessible when belted into seat (in accordance with Appendix J Article 283-6.1.3)
- 1 x motorcycle or working goggles (with a soft edge to the face) per crew member
- 1 x safety vest per crew member
- 1 x safety light (flashing torch), Powerflare® or similar
- 1 x 9 m towing belt
- warm clothes and shoes if the event is taking place in temperatures below 5°C
- 1.5 litres of non-alcoholic beverages per person with camelbak tubes and mouthpieces or similar, to facilitate drinking during the race

2.2 FOR CROSS-COUNTRY EVENTS WITH LEGS OF SAFETY TYPE A (in addition to Art. 2.1)

- 1 x hand shovel
- 1 x headlamp, minimum 1000 lumens, with extra batteries
- survival food supplies, 1000 calories per person (e.g. PowerBar® or similar)
- a reserve of 5 litres of drinking water in a tank which must be easily accessible without using any tools
- additional 1.5 litres of non-alcoholic beverages per person with CamelBak® tubes and mouthpieces or similar, to facilitate drinking during the race.
- The crews must reach the end of the selective section with the reserve of 5 litres of water unless they have been stopped in a Selective Section for more than 5 minutes.

3 EMERGENCY COMMUNICATION DEVICE

In addition to the medical and survival kits, each crew must carry the following: Emergency communication device: a tracking system with SOS functions is mandatory, it is provided by the Organisation following payment of the rental to the company providing the service, and a deposit will be requested. Pushing the SOS button on the tracking device with no safety reasons can lead to disqualification from the competition as well as a pecuniary penalty imposed upon the driver in case of Organisation intervention.

4 CHECKS

- 4.1 The medical and survival equipment may be checked by the Scrutineers at any time.
- 4.2 Any crew that fails to have a medical kit (Art. 1) and a survival kit (Art. 2) as required by the Regulations, will be reported to the Stewards, who may, in consultation with the Chief Medical Officer, apply a penalty at their discretion.

APPENDIX IV

SPECIFIC CONDITIONS FOR GROUP T2 VEHICLES

- 1 On the vehicles in these categories, the following parts:
 - gearbox,
 - transfer box,
 - front axle,
 - rear axle, must not be replaced and/or dismantled, and the engine block/lower casing assembly must not be separated.
- 2 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:
 - the changing of complete parts;
 - 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.
- 3 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.
- 4 The parts that cannot be changed and/or repaired are:
 - 4.1 Complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) except for the axle shafts and cardan joints;
 - 4.2 Complete gearboxes (main and subsidiary housings, all internal mechanical parts, etc.);
 - 4.3 Complete transfer boxes (main and subsidiary housings, all internal mechanical parts, etc.);
 - 4.4 Engine block complete with rods and lower engine housing;
 - 4.5 Bare cylinder head;
 - 4.6 Turbo(s) if so equipped.
- 5 Only the following may be separated (on condition that this can be done without removing the seals) in order to carry out repairs:

- 5.1 Cylinder head and block [for cylinder head gasket(s) and valves];
- 5.2 Block and clutch housing (for complete clutch).
- 6 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.
- 7 The absence, whether notified or not, of an identification mark concerning the sealed parts will result in the disqualification of the vehicle from the T2 category; however, if the Stewards so decide, the competitor may continue to race in Group T1.

APPENDIX V

FIA CROSS-COUNTRY OPENING CAR (For FIA CCR championship only)

1 DEFINITION

- 1.1 The primary task of the FIA Delegate in charge of the FIA Cross-Country Opening Car (FIA Opening Car), in case of FIA Championship event, is to improve safety for all competitors by travelling over the route of the event in advance and, where deemed necessary, amending or adding to the route notes provided, changing the route, or in certain circumstances, recommending the cancellation of a Selective Section.
- 1.2 The FIA Opening Car Delegate (the Delegate) will be assisted in his duties by the driver of the FIA Opening Car, and the Organiser must provide its own opening car.
- 1.3 Save in exceptional circumstances at the discretion of the FIA, the FIA Opening Car will be present on all the events with Selective Sections of the Safety Type A in the FIA Championships. The FIA may decide to send an FIA Opening Car to any event with Selective Sections of the Safety Type B.
- 1.4 The Organiser of the event will provide the vehicle, together with all the necessary equipment fitted.
- 1.5 The FIA Opening Car will in no manner be considered as part of the organisation of the event.

2 COMPOSITION

The crew of the FIA Opening Car will be made up as follows, and one of the two should speak English.

2.1 THE DELEGATE

He will be appointed by the FIA Cross-Country Commission on an annual basis and be in charge of the opening team.

2.2 THE FIA OPENING CAR DRIVER

He will be appointed by the FIA Cross-Country Commission on an annual basis and will have considerable experience of the discipline. He must have no current ties or obligations to either the Organiser or any team entered in the event.

2.3 DEPUTIES

May be appointed to replace either or both.

3 RESPONSIBILITIES

- 3.1 The Delegate will have full authority to:

- 3.1.1 Add notes, drawings, headings or distances;
- 3.1.2 Amend notes, drawings, headings or distances;
- 3.1.3 Delete notes, drawings, headings or distances;
- 3.1.4 Add or delete GPS points;
- 3.1.5 Place warning signs or marks;
- 3.1.6 Recommend the modification of the itinerary if necessary (e.g. risk to competitors, weather conditions, etc.);
- 3.1.7 Recommend the modification of the time schedule for safety reasons;
- 3.1.8 Recommend the cancellation of one or more Selective Sections;
- 3.1.9 Recommend the modification of the commercial filling stations indicated in the roadbook.

- 3.2 The Delegate must check that the Roadbook (road sections and Selective Sections) is correct and in conformity with the standard model.
- 3.3 The Delegate must check the means of communication and the delivery of the documents addressed to Rally Control.
- 3.4 After each rally, the Delegate must draft a report concerning all the points relating to the route of the Rally and the cooperation of the Organiser. This report will be sent to the FIA Cross-Country Commission and appended to the FIA Observer's Report.

4 OBLIGATIONS OF THE ORGANISER

- 4.1 The Organiser must provide its usual opening car, which should not be branded.
- 4.2 The Organiser's car will cover the entire route following the FIA Opening Car, under the control of the Delegate.
- 4.3 The driver of the Organiser's car must be experienced and proficient in dealing with the terrain to be encountered. The navigator must be fully conversant with Roadbooks, maps, waypoints, GPS, and all other necessary aspects of navigation.
- 4.4 The Organiser's car will be responsible for providing the following for the FIA Opening Car and crew:
 - fuel;
 - accommodation;
 - food and water;
 - any official permits and passes required;
 - means of communication specified below;
 - red fluorescent paint spray cans for danger marking (2 per day);
 - two rolls of red/white tape to mark dangerous areas.
- 4.5 The Organiser will provide the Delegate with the following documents upon his arrival:
 - a copy of the Supplementary Regulations;
 - a copy of the Rally Guide;
 - all Bulletins and information sheets;
 - a copy of all waivers issued by the FMSCI/FIA;
 - a copy of any waiver request subsequently refused;
 - a complete set of Roadbooks as provided to competitors, in electronic format if used in the rally;
 - a detailed itinerary and timetable;
 - a list of telephone numbers of all senior Rally and FMSCI/FIA officials;
 - details of how to communicate information to Rally HQ.
- 4.6 After the rally the Organiser will forward to the Delegate a copy of the opening notes as distributed to the competitors.

5 CONFIDENTIALITY

- 5.1 All participants in the opening of the route must, before commencing the task, undertake not to communicate any aspect of the route or conditions to any person or body outside of the opening group. On no account may they be under contract or have any kind of connection whatsoever with a competitor registered for the event. Each participant will acknowledge this rule in writing and with his signature.
- 5.2 The Organiser must ensure that the information received from the opening team remains secure until its diffusion to the competitors. The Clerk of the Course is responsible for distributing the opening notes transmitted in their entirety by the Delegate. These notes cannot be modified, except for reasons of translation or enlargement.

6 EQUIPMENT

- 6.1 The FIA Opening Car will be fitted at least with the following equipment:
- improved suspension;
 - tyres of a type used by the competitors;
 - a minimum of 2 spare wheels;
 - a set of spare parts;
 - a tool kit;
 - replacement fluids;
 - 4 sand ladders;
 - 2 sand shovels;
 - straps and shackles;
 - air pump;
 - tyre pressure gauge;
 - first-aid medical kit and appropriate medicines.
- 6.2 The following navigation equipment must be fitted:
- 6.2.1 2 NAV-GPS as used in the event, downloaded with the points given to the competitors (fixed to the dashboard);
- 6.2.2 2 repeaters for the driver, one displaying the heading and one the distance;
- 6.2.3 1 GPS Trip Meter (fixed to the dashboard).
- 6.3 The following communication equipment must be fitted:
- 1 VHF set + 1 spare for liaison between the FIA Opening Car and the Organiser's car. A channel, which is not the main Rally Control frequency, must be available for such use;
 - 1 system for sending route modifications to Rally Control;
 - 1 satellite telephone (e.g. Iridium);

- 1 Tracking System monitored by the Organiser, the same as that used by the competitors.

6.4 The Organiser's car must be equipped with the following equipment only:

- 1 NAV-GPS downloaded with the points given to the competitors + 1 identical one as a spare + 1 spare aerial;

- 1 Trip Meter; • 1 VHF set (liaison with FIA Opening Car);

- 1 satellite telephone (e.g. Iridium).

7 OPERATION

7.1 The complete opening team must be ready at the start venue four days before the start of the 1st Leg of the event. The opening duties will begin three days before the start of the 1st Leg of the event, unless the FIA decides otherwise.

7.2 At the end of each day, the crew of the Opening Car and the crew of the Organiser's car must meet and confirm all changes to be made.

7.3 The Delegate will submit all changes in A5 format or in digital form to Rally HQ. If the changes are transmitted in digital form, the delegate must check again after the transfer that all the changes have been sent correctly.

7.4 If the crew has had to open the NAV/GPS to see all waypoint, the crew must report the reason to the Rally HQ.

7.5 The Delegate must attend meetings of the Stewards at their request.

7.6 The Delegate must be available via any means of communication during the Stewards 'last meeting.

7.7 The Delegate must submit a written report to the FIA Rally Department within 2 weeks after the finish of the rally.

7.8 Should any extra days be needed to carry out the opening duty, the number of extra days required shall be decided in conjunction with the Clerk of the Course and the opening fees shall be updated accordingly.

8 BAJAS

In Bajas it is the Organiser's responsibility to carry out the opening of the route and the dissemination of information to the crews.

APPENDIX VI

ELECTRIC STANDARD POWER CONNECTORS ((For FIA CCR championship rally)

- 1 Unless otherwise specified in the Championship regulations, the Organiser must provide the competitor (in case of a FIA championship rally) with a NAV-GPS and a tracking system fitted with a power connector that complies with the following specifications.
- 2 The competitor must make sure that the connections are available in his vehicle.
- 3 If the tracking unit has a CAN line, it must be placed as specified below

Two connectors C1 on car side

For the detailed Table under reference above, please refer to Table available on page 106 of the current FIA Cross Country Regulations

Connector C2 on tracking unit and NAV-GPS side

For the detailed Table under reference above, please refer to Table available on page 106 of the current FIA Cross Country Regulations

APPENDIX VII

IDENTIFICATION PLATES

Unless otherwise specified in the Championship regulations, the Organiser shall supply a set of identification plates comprising one rally plate and 3 panels bearing the race numbers as shown below:

For the Details of Identification Plates under reference above, please refer to Details as given on page 107 of the current FIA Cross Country Regulations

APPENDIX VIII (For FIA CCR championship rally)

T1 SUPERCHARGED PETROL ENGINE LIST

The procedure for adding an engine to this list, and the related forms, are available on the FIA website dedicated to cross country regulations under “Related Documents”:
<https://www.fia.com/regulation/category/100> or as specified by the ASN CCR commission .

For the detailed T1 Supercharges Petrol Engine List, please refer to Tables available on page 108 of the current FIA Cross Country Regulations

APPENDIX IX

ORGANISATIONAL REQUIREMENT SPECIFICATIONS

The following regulations are for Organisers only and have no regulatory value for competitors. However, the Organiser must respect all provisions of Appendix IX. (The numbering of the following articles refers to the FIA Cross-Country Rally Sporting Regulations.)

2. OBLIGATIONS OF NEW ORGANISATION (≤ 2 CCR format event organisational experience),

RUNNING FMSCI NATIONAL/OPEN/CLOSED INVITATIONAL EVENTS

2.1 Any new/inexperienced organisation/club desirous of holding a rally in the CCR format has the following additional obligations:

Organise the initial event in collaboration with an experienced club/organisation as mentor.

The initial two events to have all senior officials experienced in the CCR format (Audited by ASN CCR.Comm)

The initial two events to have at least 40% volunteers /route officials to be experienced in the CCR format.

The initial two events to have an ASN appointed safety & technical delegate on board.

The initial three events to have the route audited by an ASN CCR commission representative.

The initial three events to have the safety & medical plan audited by an ASN CCR commission representative.

CHAMPIONSHIPS AND POINTS

3. CHAMPIONSHIPS REQUIREMENTS

3.3 CANDIDATE EVENTS - QUALIFICATION OF AN EVENT FOR THE CHAMPIONSHIPS

3.3.1 An event may qualify for one of the FIA Championships only if it has been organised at least the year preceding its inclusion in the Championship and accepted as a candidate event.

3.3.2 A comprehensive dossier describing the candidate event must be sent to the FIA (itinerary, organisational structure, safety plan, business plan, etc.). The FIA will appoint an observer and possibly other officials, when necessary.

3.3.3 There must be at least ten vehicles in conformity with Appendix J at the start of a Championship event. If this minimum number is not reached, the FIA will refuse the entry of that event in the Championship the following year.

3.3.4 All candidate events must conform to the CrossCountry Rally Sporting Regulations and the FIA List of Requirements.

3.4 CANCELLATION OF A CHAMPIONSHIP EVENT

Any Championship event which is cancelled will not be entered in the Championship in subsequent years, except in a case of force majeure recognised as such by the FIA.

3.5 REPORTS

3.5.1 The FIA 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 of the following year, proposed to the World Motor Sport Council.

3.5.2 Any event for which the observer's report is not satisfactory, or that has not complied with the regulations and the commitments undertaken at the time of its inclusion in the FIA Championship, will not be accepted in the Championship 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 Championship the following year.

3.6 CHAMPIONSHIPS LOGOS

In all Championships events, the relevant logo must be shown on the start and finish podium, on flags and on all official documents and on all official digital media.

6 EVENT CHARACTERISTICS

6.4 TOTAL LENGTH OF A LEG

The Organiser must consider the limited capacity of the fuel tanks in the competition vehicles. The maximum length of a Leg must not exceed 500 km of Selective Sections plus a maximum of 100 km of road sections.

The ratio between SS and road sections should be 1:2 (e.g. 100 km of SS equals 200 km of road sections).

6.7 PROGRAMME FOR THE EVENT

Other than respecting the following criteria, Organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary. The timetable of an event shall be in the following order:

- Administration
- Scrutineering
- Shakedown (if any)
- Ceremonial Start (if any)
- Qualifying stage (if any)
- Competitive part of the event
- Podium Ceremony
- Prize-giving.

An Organiser wishing to implement an optional shakedown stage must ensure that this is held after the completion of scrutineering and administrative checks. Only vehicles and crews that have successfully completed such checks may take part in the shakedown.

Instead of a shakedown the Organiser may implement a test day, which is not part of the Championship event.

6.8 FIM MOTORCYCLE

6.8.1 When an event is twinned with a motorcycle event and **motorcycles** and FMSCI/FIA vehicles are using the same itinerary, the **motorcycles** must start before the FMSCI/FIA vehicles; however, no car will start a leg less than 30 minutes after the start of the last motorcycle.

6.8.2 When a rally is twinned with an FIM-sanctioned motorcycle event, any incident occurring between competitors of different disciplines shall be reported to both sets of Stewards, who may take joint action. (Or a single steward as detailed by the ASN CCR comm.)

6.9 NATIONAL EVENT

If an event is coupled with a national event, the start of a leg of the latter must be given at least 30 minutes after the last car in the international event has started.

6.10 ASN AGREEMENTS

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.

6.11 YELLOW CARD

A yellow card may be given by the Cross-Country Commission to an event Organiser/ASN if a serious lack of safety in that Event is observed and upon a proposal from the Closed Road Commission. The Cross-Country Commission may decide not to include an event that has been given a yellow card on the following year's calendar.

6.12 BLUE CARD

A blue card may be given by the Cross-Country Commission to an event Organiser/ASN if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, Roadbook, etc.) is observed. To be included on the following year's calendar, the Organiser/ASN must accept and implement the action list decided by the Cross-Country Commission.

OFFICIALS

7. OFFICIALS AND DELEGATES

7.2 FMSCI/FIA DELEGATES

The following additional delegates may be appointed by the FMSCI/FIA.

7.2.3 FMSCI/FIA Safety Delegate

The FMSCI/FIA Safety Delegate is specifically responsible for monitoring the safety of the public and media.

7.2.4 FIA Media Delegate

The FIA Media Delegate will liaise and work with the national press officer regarding all media aspects of the event.

7.2.5 FIA Medical Delegate

The FIA Medical Delegate will liaise with the chief medical officer regarding all medical aspects, including any pre-event briefings.

7.2.6 FMSCI/FIA Observer(s)

The FMSCI/FIA Observer(s) will review all aspects of the event and complete the appropriate FMSCI/FIA report form.

7.2.7 FIA Opening Car Delegate

The primary task of the FIA Opening Car crew is to improve safety for all competitors by travelling over the route of the event in advance and, where deemed necessary, amending, or adding to the route notes provided (see Appendix V). The amended route notes must be provided to the crews.

7.2.8 FMSCI/FIA Route Controller

Before the event, the task of the FMSCI/FIA Route Controller is to improve the positioning of waypoints determined by the Organiser. He may add missing waypoints where short cuts (timewise or distance) are possible, but he may also remove waypoints if they make navigation too easy. To fulfil its tasks, the Organiser must, at least 4 weeks before the start of the event, send the entire route with all planned waypoints and the Roadbook in digital form to the FMSCI/FIA.

7.3 COMPETITOR RELATIONS OFFICERS (CRO)

Competitor relations officers, at least one of whom should be fluent in English, must be easily identifiable by means of distinctive clothing. As a minimum they must be present at scrutineering and administrative checks and at the start and finish of legs.

The mission of the competitor relations officers is:

- to keep crews informed of any Bulletins or communications issued;
- to give accurate answers to all questions asked;
- to provide information or clarification in connection with the regulations and the running of the rally;
- where possible, to avoid forwarding questions to the Stewards that could be solved satisfactorily by a clear explanation.

There should be at least one CRO for every 50 crews entered.

7.4 PHONE CONTACT DETAILS OF OFFICIALS

The phone contact details of the FIA officials nominated for the event, as well as any changes to the programme of the event, must be sent to the FIA Medical Department (medical@fia.com) after the Stewards 'first meeting.

7.5 JUDGES OF FACTS (IF ANY)

Any person nominated by the Organiser in accordance with Article 11.16 of the Code. The list of the judges of fact and their duty must be published in a Bulletin.

7.6 OFFICIALS AND MARSHALS

Organisers should ensure that, in performing their duties, officials and marshals are not required to place themselves in danger. It is the Organiser's responsibility to ensure that officials and marshals are adequately trained in this regard.

The personnel should wear identifying tabards. The recommended colours are:

- Safety Marshals: Yellow
- Post Chief: Blue with white stripe and text "Post Chief"
- SS Commander: Red with white stripe and text "Stage Commander"
- Competitor Relations Officer: Red with text "CRO"
- Medical Personnel: White with text "Medical"
- Timekeeper: Orange with white stripe and text "Timekeeping"
- Scrutineer: Black with white stripe and text "Scrutineer"
- Media: Green with white stripe and text "Media".

7.7 OPENING OF THE ROUTE

7.7.1 FIA Opening Car

The opening of the route will be carried out by the FIA Opening Car crew (not for Bajas) and a team from the Organiser. They will ensure that the route is passable, that the navigation instructions are correct, that the Roadbook is accurate and that the necessary safety measures are in place.

7.7.2 Requirements for the FIA Opening Car

Please refer to Appendix V.

7.7.3 Bajas

For Bajas, except when the event is twinned with a motorcycle event and the first vehicle starts no longer than 45 minutes after the last motorcycle has started, at least two zero vehicles must pass through each Selective Section before the first competitor.

ELIGIBLE VEHICLES, EQUIPMENT AND TYRES

8 VEHICLES ELIGIBLE TO ENTER FIA/FMSCI CROSS COUNTRY EVENTS

T1 Ultimate & T5 vehicles are not admitted in Baja's unless a waiver has been granted by the FIA.

STANDARD DOCUMENTS AND FMSCI PERMIT/FIA VISA

14. FMSCI/FIA STANDARDISED DOCUMENTS

14.1 CHAMPIONSHIP LOGO

14.1.1 The title and logo of the event and the official logo attributed by the FMSCI/FIA to the Championship concerned (if any) must appear on the top of any official documents and on all digital media. The event logo should be positioned to the left side and the FMSCI/FIA Championship logo to right side. The FMSCI/FIA and the Championship logo must never be placed together with the logos of the organisers ' sponsors.

14.1.2 Depending on the case, the sponsor(s) of the Championship must be included as well.

14.2 ITINERARY

When calculating the time allowed on a road section, the Organiser should take the following times into consideration:

- for refuelling at a public filling station on the route: 20 min
- for tyre checking by the scrutineers: 5 min
- for weight control by the scrutineers: 5 min
- for interviews at a media zone: 10 min

14.4 SUPPLEMENTARY REGULATIONS

14.4.1 An electronic version of the draft Supplementary Regulations must reach the FMSCI/FIA at least 1.5 months before the final closing date for entries.

14.4.2 Within the three weeks following the receipt of the draft Supplementary Regulations, the FMSCI/FIA will inform the Organiser of any modifications to be made and will issue a permit/visa authorising their publication.

14.4.3 The Supplementary Regulations must be in the format detailed in Appendix II-1 and appear on the official event website at least 2 months before the final closing date for entries.

14.4.4 An electronic copy of the final Supplementary Regulations must be sent to the FMSCI/FIA upon publication.

14.4.5 The standardised form of the Supplementary Regulations, which can be downloaded from FMSCI/FIA Networks, must be used.

14.5. ISSUING OF AN FIA VISA/FMSCI PERMIT

Before issuing a permit/visa, the FMSCI/FIA will evaluate the following documents:

- Supplementary Regulations.
- Draft Safety Plan.

14.6 EVENT WEBSITE

The Organiser must make available a website dedicated to its event. All the information must be posted on the website and must be dated.

The Organiser must/may have live timing and live tracking on its websites.

INSURANCE

15. INSURANCE COVER

15.2 PUBLIC LIABILITY COVER

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

ENTRIES

16. ENTRY PROCEDURE

16.1 SUBMISSION OF ENTRY LIST

The draft entry list (see Appendix II-8), indicating priority drivers, must be sent to the FMSCI/FIA, for approval, at the latest seven days before the start of the administrative checks.

VEHICLES IDENTIFICATION AND ADVERTISING

19.1.3 Numbering

FMSCI/FIA Competitors' vehicles will be numbered as follows:

- T1, T2, T3: from 200 to 399
- T4: from 400 to 499
- T5: from 500 to 599

Vehicles participating in any concomitant competitions (national, zone, etc.) must be numbered from 600 to 799.

SCRUTINEERING CHECKS

26. FINAL CHECKS

26.1 FINAL PARC FERME - CLASSIFICATIONS

After publication of the final classification (once the protest time limit has expired), the Stewards may open the parc fermé, even if final scrutineering remains in progress.

26.2 TIME AVAILABLE FOR FINAL CHECKS

The time available for checking vehicles which have been identified for post-rally scrutineering must be at least two hours from the arrival of the vehicles at the scrutineering venue.

CONTROLS

35.6 MEDIA ZONES - MEDIA GUIDE

A Media Guide must be produced for photographers and TV crews on all events and be available to accredited media representatives at the same time as the Roadbook becomes available to competitors. A daily briefing for media, with the event organiser, is also recommended after the Competitors 'Briefing in order for media to better understand the opportunities and to receive any important messages from the Organiser for the following day. The minimum content of the Media Guide is listed in Appendix II-10.

35.7 BARRIER TAPE

An area of at least 5 m both before and after a control shall be protected by barrier tape on both sides of the road, to enable control duties to be carried out.

36.1 LOCATION OF PASSAGE CONTROLS

The location of passage controls must be situated such that vehicles can easily stop and re-start from them.

SERVICE

51. SERVICE PARKS

51.2 GENERAL CONDITIONS

51.2.5 When a service is combined with a regrouping, the regrouping must always precede the service. This provision does not apply to overnight regroupings.

51.2.6 Organisers should provide good/fast Internet (WiFi) access in Service Parks and Bivouacs for the competitors, media and officials. There should be also access to the internet at the locations for scrutineering.

RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

59 RESULTS AND CLASSIFICATIONS

59.6 NUMBER OF PARTICIPANTS

To check the minimum number of participations of competitors/drivers during the year, not only competitors/drivers who have been classified will be shown in the Final Classification of the event, but also those who have retired or been disqualified during the event. These competitors/drivers will be published below the list of the classified competitors/drivers (see also Appendix II-8).

59.7 MINUTES AND CLOSING REPORT

During the running of the rally, the proceedings of the Stewards 'work will be recorded. These minutes/Stewards 'Logs and the Final Classification must be sent electronically to the FMSCI/FIA.

62 EVENTS PRIZE-GIVING

It is recommended that the final day of an event should comprise no more than 150 km of Selective Sections, to be followed by a regroup of between 60 and 90 minutes.

The finish podium ceremony should be directly after the regroup, and the prizes distributed thereon. The finish podium ceremony should commence no later than 15.00.

APPENDIX X (For FIA CCR championship rally)

REQUIREMENTS FOR TRACKING AND NAVIGATION SYSTEMS

1 TRACKING SYSTEM REQUIREMENTS

- 1.GSM/GPRS Tracking.
- 2.SAT Tracking if GSM/GPRS Tracking does not cover the area.
- 3.Manual and automatic stopped vehicle alert to Rally HQ.
- 4.SOS/OK safety alerts to Rally HQ.
- 5.Two-way voice and/or messages communication to Rally HQ.
- 6.Live tracking data interface for website/mobile app.

2 NAV/GPS SYSTEM REQUIREMENTS

- 2.1 Function to allow the validation by waypoints of the start and end of speed control zones.
- 2.2 Maximum speed control (For all vehicles on Selective Sections and road sections)
- 2.3 Danger warning when approaching a WPS.
- 2.4 Virtual CP control.
- 2.5 GPS Trip Meter function.
- 2.6 Trip Meter auto setting at WPs.
- 2.7 Enable the setting of different type of waypoints and validation radius (Rallies only).
- 2.8 Waypoint in chronological order validation control function (Rallies only).
- 2.9 Automatic neutralisation timing function for refuelling and road sections (Rallies only).
- 2.10 GOTO waypoint function (Rallies only).
- 2.11 Warning function for Back Track driving (Rallies only).
- 2.12 In case of an emergency the system must make all waypoints visible if the code "5555" is entered.

3 REQUIREMENTS FOR VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

3.1 Must be integrated either in tracking or in the NAV/GPS device.

3.2 Overtaking requests by vehicle-to-vehicle communication and detection if requesting vehicle is on the same track.

3.3 Stopped vehicle in front alarm.

3.4 Vehicle-to-vehicle collision alarm.

3.5 Sound emission for alarms and speeding.

4 Unless otherwise specified in the Championship regulations, the tracking and NAV/GPS devices must be compatible with the standard power connection described in Appendix VI.

APPENDIX XI

CONTROL ZONE STANDARDS

1 START OF A SELECTIVE SECTION AS PER ARTICLE 42

For the details Of Start of Selective Section As Per Article 42 under reference above, please refer to drawing available on page 116 of the current FIA Cross Country Regulations

2 PASSAGE CONTROL AS PER ARTICLE 36.3

For the details Of Passage Control As Per Article 36.3 under reference above, please refer to drawing available on page 116 of the current FIA Cross Country Regulations

2A PASSAGE CONTROL AS PER ARTICLE 36.3 ALTERNATIVE

For the details Of Passage Control As Per Article 36.3 Alternative under reference above, please refer to drawing available on page 117 of the current FIA Cross Country Regulations

3 NEUTRALISATION ZONE FOR ALL VEHICLES (REFUELLING T3/T4) AS PER ARTICLE 45.1.2

For the details Of Neutralisation Zone For All Vehicles (Refuelling T3/T4) As Per Article 45.1.2 under reference above, please refer to drawing available on page 117 of the current FIA Cross Country Regulations

4 NEUTRALISATION ZONE AS PER ARTICLE 45.2

For the details Of Neutralisation Zone As Per Article 45.2 under reference above, please refer to drawing available on page 118 of the current FIA Cross Country Regulations

5 FINISH OF A SELECTIVE SECTION AS PER ARTICLE 44

For the details Of Finish of Selective Section As Per Article 44 under reference above, please refer to drawing available on page 118 of the current FIA Cross Country Regulations

APPENDIX H

ARTICLE 6 - INTERNATIONAL / FMSCI NATIONAL /OPEN/CLOSED CROSS- COUNTRY RALLIES AND BAJAs

6.1 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 the Course shall be ultimately responsible for ensuring compliance with these recommendations.

6.2 SAFETY PLAN AND ADMINISTRATIVE PROCEDURES

6.2.1 A safety plan should be established containing a description of the activities and the means to be deployed in each of the following fields:

6.2.2 The safety plan should include:

- a) The location of Rally HQ (Rally Control).
- b) The names of the various people in charge:
 - Clerk of the Course
 - Deputy Clerk(s) of the Course
 - Chief Medical Officer
 - Chief Safety Officer
- c) The addresses and telephone numbers of the various safety services in the areas where each Selective Section will be run:

a)	Safety of the public;
b)	Safety of the competing crews;
c)	Safety of the officials of the competition
d)	Safety of servicing.

- Police
- Hospitals
- Emergency medical services
- Breakdown and recovery services
- Red Cross (or equivalent)

- d) The full itinerary with detailed road sections.

e) The safety plan for each of the Selective Sections, which should detail:

- The exact location of all emergency vehicles by means of an accurate map
- Evacuation routes
- Zones which are considered by the organisers as being open to the public
- Measures to be taken for the safety of the crews
- Measures to be taken for the safety of the officials of the competition
- The procedure for the tracking of competitors' vehicles
- Actions to be taken in the event of a missing crew
- The hospitals which have been contacted and which would be used for receiving casualties

The hospitals selected should be contacted in writing, no less than 15 days before the rally, requesting that the emergency services be placed on standby.

6.2.3 Emergency plan

In the event of a mass or repeated accident exceeding the capabilities of the medical service on site, contact should be made beforehand with the person in charge of the emergency plan drawn up according to the legal provisions of the country concerned.

6.2.4 Chief Safety Officer

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

During the rally he will be in permanent communication with rally control, the Chief Medical Officer and the start of each Selective Section (by telephone or radio).

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

6.2.5

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.

6.3 DESCRIPTION OF ELEMENTS WHICH MAY COMPOSE THE MEDICAL AND RESCUE SERVICES

The medical services described below apply to all cross-country rallies and bajas registered on the FMSCI/FIM/FIA International Calendar. For National events registered and approved by the ASN the medical services detailed below are strongly recommended. They should be designed to respect the prescriptions stipulated in Article 5. They must also fulfil the legal requirements in force in the country concerned.

On the occasion of any international competition, the FMSCI/FIA has the power to check the organisation of the medical services at any time.

In accordance with Article 6.5.6, cross-country rallies counting towards the FIA World Cup are subject to checking in the form described.

A summary table of the organisation of the medical services, discipline by discipline, is given at the end of the present Appendix H.

6.3.1 Composition of the medical services:

Chief Medical Officer;

Medical intervention vehicles (number to be defined according to the route and the number of helicopters) at the medical point, start and intermediary points;

Their purpose is to transport a doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims to the site of an accident within as short a time as possible.

The medical vehicles should:

be adapted & suitable to move rapidly through the terrain,
be in conformity with Supplement 3 with regard to the medical equipment, to deal with neurological, respiratory and cardiovascular emergencies,
have at least the same range as that demanded of the competitors,
have a sufficient reserve of water,
be able to transport an injured person lying down,
be equipped with a tripmaster and a GPS.

They may have a specific medical use or a mixed medical use, equipped for extrication (see Supplement 7), extrication with cutting tools and/or firefighting (see Supplement

If the medical intervention vehicle has a specific medical use, it should carry on board:

a fire extinguisher;

light extrication with cutting tools capable of cutting through rollbar tubes.

A safety rollbar is recommended and all the members of the crew are also advised to wear a helmet. Above all, the vehicle should be adapted to the terrain.

All Medical intervention vehicles should be fitted with an efficient communications system, able to transmit and receive messages. Each vehicle should have at least the following:

1 satellite tracking system (optional)

1 VHF radio

1 satellite telephone (optional)

a Vehicle to Vehicle Alarm system if the competitors ' vehicles are so equipped. (optional)

The team should comprise at least one doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims, a driver and a paramedic (the driver may be the doctor or the paramedic).

a resuscitation unit in the bivouac: necessary in all cases, it should be equipped as indicated in point 2.B of Supplement 4, and capable of treating both patients with minor injuries and patients requiring intensive care:

in the form of a mobile unit (ambulance equipped for this purpose);

in the form of a unit which can be dismantled for the bivouac in each leg.

A doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims should be posted to each unit. For the bivouac, a surgeon, a radiologist and 2 paramedics are also required.

As well as the equipment listed, the bivouac, when located far from a hospital in desert country, should contain X-ray and ultrasound equipment.

The organiser should (recommended) provide for a sufficient number of "beanbags" (casualty immobiliser vacuum mattresses) to facilitate transfers and medical evacuation.

One or more medically equipped rescue helicopters. They must be in conformity with the standards required by the aeronautical authority of the country concerned and should be equipped with an accessible stretcher properly fastened to the floor, and with a spinal immobiliser. They are likely to intervene on site in the same way as a medical intervention car. The nature and composition of their equipment are described in Supplement 5. For any intervention, the presence of a doctor proficient in resuscitation, and that of a proficient paramedic, would be necessary.

A medically equipped transport helicopter or aeroplane, equipped for transporting one or more casualties over long distances under intensive care; it must be in conformity with the standards required by the aeronautical authority of the country concerned. The nature and composition of its equipment are described in Supplement 5. For any intervention, the presence of a doctor proficient in resuscitation and experienced in transporting patients in critical condition, and that of a proficient paramedic, would be necessary.

6.3.2 Means of communication:

The Chief Medical Officer should be able to communicate with all the members of his rescue team, either through the general network or through a dedicated network.

6.3.3 Medical overalls:

Are recommended, preferably fire-resistant and bearing the word "DOCTOR" on the back and chest.

6.4 SAFETY OF THE PUBLIC

6.4.1 External Safety:

Means the safety of persons and property external to the Event.

External safety is based on prevention, and applies to the following:
the choice of route that will avoid the crossing of inhabited areas as much as possible,
the deployment of the police forces of the countries crossed, local information via press, radio and television, the setting up of an opening team, different from the team establishing the Road Book, whose role is to check the Road Book.

6.4.2 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, the doctor responsible for this service should establish and maintain a good working relationship with the Chief Medical Officer.

6.4.3 Education:

The organisers should arrange for the public to be informed of the nature of the rally and to be warned of its passage, through the media or any appropriate educational means.

6.5 SAFETY OF THE COMPETING CREWS

6.5.1 Surveillance

Organisers should impose on the competitors safety/search equipment comprising a satellite tracking system, a "Vehicle to Vehicle Alarm system", and/or any other appropriate means.

Rally HQ must remain on alert as long as there is a vehicle on the selective section and/or road section.

A VHF radio in each medical, organisation or press vehicle is strongly recommended in order to increase safety.

The satellite tracking system is strongly recommended in all the organisation's vehicles using the route (medical, Passage Control, sweeper cars, etc.) and in all the helicopters.

6.5.2 Positioning of the Passage Control cars

The Passage Controls, the primary function of which is to see to it that the official itinerary is respected, are also vehicles which, although serving no medical purpose, contribute significantly to safety: stationed at a fixed post, they make it possible to pinpoint the position of the competitors and can give the alert in the event of a problem. Their number is determined by the length of the Selective Section.

6.5.3 Competitors 'Safety Pack/Survival equipment

It is recommended that the crews transport the following equipment in their vehicles:

- belt cutters: 1 accessible to each crew member when belted into their seats.
- 1 very powerful klaxon, in perfect working order throughout the duration of the competition
- 1 reserve of at least 1.5 litres with a drinking tube per crew member.

For desert areas:

- 5 litres of water per person, as well as a reserve of 1.5 litres with a drinking tube (per crew member)
- 1 survival blanket (recommended : Metaline) per crew member
- 1 lighter
- 1 flashing torch
- 1 pocket lamp
- 3 red, hand-held smoke flares (recommended)
- 1 compass
- 1 distress mirror
- belt cutters: 1 accessible to each crew member when belted into their seats.
- 1 very powerful klaxon, in perfect working order throughout the duration of the competition.

6.5.4 SOS / OK Signs

a) In this type of competition, it is particularly vital that a crew which sees that an accident has occurred stops in order to provide assistance in the most appropriate manner until the rescue service arrives.

b) Each competing vehicle should carry a red reflective triangle which, in the competition of the car stopping in a Selective Section, should 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.

c) The Road Book should contain a page setting out the accident procedure, which should include instructions in case of an accident involving a member of the public.

d) The Road Book should also contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.

The procedure for the display of "SOS" or "OK" signs is as follows:

If urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

If medical intervention is not required, the "OK" sign should be clearly shown by a crew member to the following cars and to any helicopter attempting to assist.

If the crew leaves the car, the "OK" sign should be displayed so that it is clearly visible to other competitors.

Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance and initiate the procedures laid down in the Road Book and/or Supplementary Regulations.

e) Any crew retiring from a rally must report such retirement to the organisers as soon as possible.

f) Any crew which is able to comply with these recommendations but fails to do so may be reported to the Stewards, who may impose penalties in accordance with the International Sporting Code.

6.5.5 Internal Safety (Rescue Plan)

Internal safety, which is referred to below as the rescue plan, concerns the competitors and the competition organiser's personnel.

This rescue plan should be considered as the minimum requirement for the start of the rally. Many unexpected things can happen during a competition because of the difficulties of the terrain: medical vehicle or helicopter breakdown, etc. It is up to the organiser to deploy his rescue services in such a way that they remain efficient.

The specificities of each cross-country rally are very different: uninhabited, desert or populated regions, with or without medical facilities (hospitals, etc.), Selective Sections of different lengths, differences regarding the scheduled time averages, the number of competitors at the start, the estimated night driving time.

6.5.6 Medical cover

In order to determine a standard minimum rescue plan, the means to be deployed are evaluated according to the following criteria:

the average speed of the competitors on a Selective Section;

the running time of a Selective Section is estimated on the basis of the last competitor to start;

any night driving time on a Selective Section is estimated from the point at which the last competitor finds himself at the time the sun sets and up to the finish of the Selective Section, calculated on the basis of an appropriately reduced average speed;

since the medical helicopter(s) can fly only during the daytime, only medical intervention vehicles can carry out surveillance at night on the route;

the deployment of medical intervention vehicles over the whole of the Selective Section should be based on a theoretical distance of 15-80 km between each vehicle and the next, in order to cover the leg efficiently;

this 80 km distance can be increased to 100 km if at least a second medical helicopter is present;

a medical helicopter may replace one or even two medical vehicles (depending on the distance of the leg to be covered);

the total number of medical intervention vehicles and/or medical rescue helicopters or medical transport helicopters necessary on the rally is estimated taking into account the longest Selective Section in the competition.

Particular measures for the FIA World Cup for Cross-Country Rallies:

If there is no medical inspection, the observers appointed by the FIA will be empowered to check that these provisions have been implemented (see also Supplements 3, 4 and 5) and to obtain written confirmation thereof from the Chief Medical Officer of the competition.

6.5.7 Positioning of the medical intervention vehicles

CASE 1:

On a Selective Section of which less than 200 km are covered at night by the last competitors (200 km x 50 kph = 4 hours of driving at night):

If there is only one medical helicopter

(example 1):

1 medical intervention vehicle at the start of the Selective Section,
1 medical intervention vehicle every 30 km of the Selective Section,
1 medical intervention vehicle at the finish of the Selective Section, unless the finish of the Selective Section corresponds to the bivouac (medical assistance provided by the Medical Post at the bivouac).

If there are several helicopters

(example 2):

1 medical rescue helicopter,
1 medical transport helicopter at the start of the Selective Section,
1 medical intervention vehicle every 50 km of the Selective Section,
1 medical intervention vehicle or 1 medical transport helicopter (for the use of the organiser, race control, the media or others) at the finish of the Selective Section, unless the finish of the Selective Section corresponds to the bivouac,
1 Medical Post at the bivouac.

CASE 2:

On a Selective Section of which more than 200 km are covered at night by the last competitors:

Whatever the number of helicopters

(example 3):

1 medical rescue helicopter, 1 medical intervention vehicle or 1 medical transport helicopter at the start of the Selective Section,
1 medical intervention vehicle every 30 km of the Selective Section,
1 medical intervention vehicle or 1 medical transport helicopter at the finish of the Selective Section, unless the finish of the Selective Section corresponds to the bivouac,
1 Medical Post at the bivouac.

CASE 3 : (FMSCI national/open/closed event context)

On a selective Section of more than 40 km that are covered by the competitors

If there are no helicopter

1 medical intervention vehicle at the start of the Selective Section,
1 medical intervention vehicle every 15 km of the Selective Section,
1 medical intervention vehicle at the finish of the Selective Section, unless the finish of the Selective Section corresponds to the bivouac/night halt (medical assistance provided by the Medical Post at the bivouac).
1 Patient transfer ambulance in the vicinity of 5 kms from start/finish/mid intersection point.
1 life support ambulance in the vicinity of 10 kms start/finish/mid intersection point.

6.5.8 Organisation of medical interventions:

At the scene of an accident, the organisation and directing of the medical intervention are carried out only by the doctor whom the organiser has designated for this purpose. The medical personnel should be familiar with and trained in the correct use of equipment stored on board their medical intervention vehicle.

6.5.9 Recommendations for the dispatching of the rescue service:

In the event of an accident, the Chief Medical Officer, usually in the medical helicopter (or mobile HQ), receives information from the observation teams or from a medical intervention vehicle and takes the appropriate decisions.

Sufficiently reliable means of liaison must be provided between the various elements of the medical service, the Chief Medical Officer and race control.

It is also up to the Chief Medical Officer to organise transport to the designated local hospital, for each leg, or to the medical bivouac. He also organises secondary transport to the country of origin of the injured person.

SUPPLEMENT 3

MOBILE INTERVENTION EQUIPMENT CONTENTS

- 1. Objectives**
- 2. Intervention vehicles**
- 3. Fire-fighting equipment**
- 4. Medical intervention equipment**
- 5. Extrication with cutting tools**

1. OBJECTIVES

Whatever the type of competition, the first objective is to establish the conditions that will afford access to the occupant(s) of a car after an accident, in order to provide emergency first aid and enable a subsequent extrication to proceed as safely as possible.

The specific means to attain this objective may require all or part of the elements described in points 3, 4 and 5 below.

The ease of access to this material will vary according to local conditions (type of terrain, distances to be covered, etc.) and will govern the quantities, location and mode of transportation to the accident site.

2. INTERVENTION VEHICLES

For all disciplines on track and road and for cross- country, their primary purpose is to transport a doctor proficient in resuscitation according to the standards of the country concerned and experienced in the pre-hospital treatment of accident victims to the site of an accident within as short a time as possible. They should have mobile radio contact with race control. They may have a specific medical use (best solution for circuits) or a mixed medical use, equipped for extrication, extrication with cutting tools and/or fire fighting.

The power level, the number of doors and the interior arrangement are free. A safety rollbar is nevertheless always recommended (in particular for circuits), as is the wearing of a helmet (in all cases) for all crew members on board.

When one or more cars powered wholly or partly by electric energy or equipped with an electric energy recovery system are taking part in a competition, the FIA provides recommendations concerning individual protection.

These recommendations will be updated as knowledge of these systems increases. The vehicle should above all be adapted to the terrain and the type of competition. The FIA medical car must meet precise specifications (see point 2.8.3.2).

FIA championship rallies:

If the medical intervention car is specifically for medical use, it should carry on board:

- A fire extinguisher
- Light extrication with cutting tools capable of cutting through rollbar tubes (also recommended for all other rallies).

Cross-country rallies:

The medical car may be equipped for transporting a casualty.

All medical intervention cars should be fitted with an efficient communications system, able to transmit and receive messages, and with the following equipment on board (this list is not restrictive).

3. FIRE-FIGHTING EQUIPMENT

Equipment to extinguish completely a running petrol fire of at least 40 gallons (this implies a continuous flow supply and should not only extinguish, but also seal against flash-back re ignition);

tools for righting an overturned car: ropes, hooks, long crowbars;

fire-resistant blankets for smothering fire (6 ft x 6 ft min.);

aluminium-covered fire-resistant gloves;

pliers or hydraulic tools for bending sheet metal and other specialised tools for releasing persons trapped by damaged bodywork.

4. MEDICAL INTERVENTION EQUIPMENT

This applies to all competition registered on the FMSCI/FIA international calendar.

The respect of the prescriptions described below is mandatory for the F1, WTCR, WEC, WRC and WorldRX Championships and the World Cup for Cross-Country Rallies. In all other cases, it is strongly recommended.

The choice of medical equipment should be determined by local practice and preferences. All rescue personnel must be familiar with, and trained in the use of, the chosen devices.

The list below is of the minimum recommended requirements; it is not exhaustive.

i) Equipment for securing the upper airway:

- non-rebreathing masks with a source of high-flow oxygen (for patients with spontaneous ventilation),
- oropharyngeal airways size 3 and 4,
- equipment for routine endotracheal intubation: standard adult laryngoscope and spare batteries/bulbs,

oro-tracheal tubes size 7 and 8 with appropriate connectors and cuff inflating device, nasopharyngeal airways size 7 and 8,

- in the event of a difficult intubation:

advanced supraglottic airway equipment (e.g. Laryngeal Mask Airway, Fastrach® or Combitube®),

and optical (e.g. Airtraq®) or fiberoptic laryngoscopes to facilitate intubation,

- in the event of "impossible intubation AND

impossible ventilation", equipment for: immediate cricothyrotomy (e.g. Quicktrack®)

or formation of a surgical airway (plus tracheostomy tubes size 6 and 7).

Note: the correct placement of an endotracheal tube should be confirmed by either disposable colorimetric device, capnography or continuous waveform capnometry.

- device for measuring oxygen saturation.

ii) Ventilation:

- portable suction machine (300 mm Hg vacuum),
- a full selection of suction catheters & 1 Yankauer rigid suction tube,
- a self-inflating bag with O₂ reservoir and facemask,
- portable O₂ cylinder with reducing valve & appropriate connections,

Particular measures - F1:

Two portable O₂ cylinders with reducing valve and appropriate connections for the FIA medical car.

- equipment for thoracic decompression.

iii) Circulatory support:

- various tourniquets, such as Combat Application Tourniquet®,
- equipment for preparing intravenous access,
- necessary equipment to carry out an IV infusion x 4,
- IV cannulae - size 14 x 3/size 16 x 3,
- intra-osseous access kit,
- a sufficient stock of volume expanders,
- heart monitor,
- a defibrillator (automated external defibrillator (AED) allowed). There should be one of these in every medical intervention vehicle at all circuit, road and off-road competitions.

Particular measures:

It is compulsory for all medical vehicles forming part of the rescue services:

when one or more vehicles powered wholly or partly by electric energy or fitted with an electric energy recovery device take part in the competition concerned;

in WRC and for the World Cup for Cross-Country Rallies. It is compulsory, at the very least, for the medical vehicle assigned to follow the first lap:

for every FIA World Championship taking place on a circuit without the presence of any vehicles powered wholly or partly by electric energy or fitted with an electric energy recovery system.

- sphygmomanometer and stethoscope.

iv) Cervical spine:

- rigid adult cervical collar x 2,
- a spinal immobiliser device of a type recommended by the FIA (if no extrication team present).

v) Dressings:

- selection of dressings, including 10 large field dressings,
- burns dressing (e.g. Water Gel pack, isothermal blanket).

vi) Drugs:

- resuscitation drugs used in the country concerned.

As an indication, the following substances are required:

- drugs for respiratory problems,
- drugs for cardiovascular problems,
- analgesic or spasmolytic drugs,

- sedative and anti-epileptic drugs,

- glucocorticoids,
- drugs for intubation and anaesthesia.

Note: For patients at risk of bleeding, serious consideration should be given to administering tranexamic acid.

This list is not restrictive and is left to the individual's discretion, but must include currently recommended resuscitation drugs, as well as a full complement of drugs.

vii) Miscellaneous:

- scissors, or other implement, to cut through harnesses and overalls,
- survival blanket,
- piece of black "photographer's" type material to permit correct intubation in bright light (recommended),
- sterile and non-sterile gloves.
- for cross-country rallies, a casualty immobiliser (beanbag) and various splints.

5. EXTRICATION WITH CUTTING TOOLS

For intervention vehicles intended to undertake the release of persons from damaged cars, the following equipment, at least, should be carried on board:

Cutting and Hydraulic equipment:

- 1 large powered cutter (1)
- 1 large powered spreader (1)
- 1 small powered spreader (1)
- 1 pneumatic powered chisel (1)
- 1 powered saw (2) with selection of blades for metal and composite materials
- 1 oscillating electric saw for cutting composites (2)
- 1 1-ton trolley jack

(1) In accordance with EN 13204 or equivalent (NFPA 1936), the minimum requirement for the cutter, combi tools and spreader should be:

- BC 150 G or BK 150 H for the cutter
- CC/CK 150 H for the “combi tools”
- Min. spreading force (EN 13204) = 40 kN for the spreader

Note:

In case of a new system, it is strongly recommended to use an electrical system that runs on batteries; EN 13204 does not regulate the electrical material but each manufacturer will be able to provide an equivalent tool.

(2) Saws should preferably be electrically operated, with portable power supplies (generators or batteries) with adequate reserves.

Hand Tools:

- 1 knife per crew member for cutting harness webbing;
- 2 hacksaws with unbreakable blades;
- 1 small axe;
- 2 pairs of tin shears, one curved, the other straight;
- 1 pair of shears for cutting aramid, carbon fibre or fibreglass fabrics;
- 1 pair of pliers;
- 1 large Vise-grip;
- 1 crowbar;
- 3 ropes (18 ft or 5 m), 3 ton breaking strain;
- Selection of metric and AF sockets, ring and open-ended spanners;
- 1 set of Allen keys (metric and AF);
- 2 hammers (large and small);
- 1 2 kg club hammer;
- Selection of screwdrivers (flat, Philips, Pozidrive, Torx, etc.);
- 1 portable electric light;
- 1 pair of work gloves per crew member.

SUPPLEMENT 4

For medical centres and helicopters and resuscitation ambulances for the FIA World Cup for Cross-Country Rallies, and end-of-leg bivouacs in cross-country:

g) Medical and surgical equipment for securing the upper airway in all scenarios

ii) Mechanical Ventilation and thoracic drainage equipment

iii) Cardiac and Circulatory assistance:

- Devices for stopping a haemorrhage in the extremities,
 - Equipment for ensuring intravenous access and optimal perfusion.
 - Devices for cardiac monitoring and cardio version.

iv) Drugs: Resuscitation drugs currently recommended and used in the country concerned. As an indication, the following substances are required:

- drugs for respiratory problems,
- drugs for cardiovascular including anaphylaxis,
- analgesic or spasmolytic drugs,
- sedative and anti-epileptic drugs,
- glucocorticoids,
- drugs for intubation and anaesthesia.

v) Additional equipment:

- oxygen reserve,
- casualty immobiliser: long spinal board or beanbag,
- equipment for the initial treatment of a major burns victim,
- X-ray and ultrasound equipment (for trauma patients) recommended.
- when located far from a hospital, the bivouac in cross-country rallies must contain X-ray and ultrasound equipment.
- A Resuscitation Ambulance (described in Supplement 4, Article 2, Part B) shall be permanently available to carry out immediate treatment of serious trauma cases or medical emergencies and transportation to the designated hospital.
 - This ambulance must have a doctor and a paramedic on board who are specialised in advanced life support.
 - It must be immediately replaced in case of a hospital transfer.

SUPPLEMENT 5

EQUIPMENT IN THE MEANS OF TRANSPORT USED FOR THE EVACUATION OF CASUALTIES

For each discipline, consult also the specific article of Appendix H:

A) Non-medically equipped evacuation: via normal ambulance, in conformity with the legislation in force in the country concerned

B) Medically equipped evacuation: by land (via ambulance) or air (via helicopter or aeroplane)

The equipment provided for medically equipped evacuations must be sufficient for:

B1 Either administering on site the intensive care necessitated by the condition of the casualty and continuing to do so until the vehicle reaches its destination;

This concerns:

- Rallies: resuscitation ambulances;
- Cross-country rallies and bajas: intervention helicopters and resuscitation ambulances.

Particular measures for the WRC and the FIA World Cup for Cross-Country Rallies: Whether for an ambulance (WRC and cross-country rallies) or for a helicopter (cross-country rallies), the equipment on board must be in conformity with the list given in Supplement 4 (point 2.B).

B2 Or continuing, until the vehicle reaches its destination, to administer the intensive care initially undertaken in a treatment/resuscitation unit (at the medical centre of the circuit and autocross or rallycross tracks, in the resuscitation ambulance for rallies and hill climbs, or at the bivouac for cross-country rallies).

This concerns:

Cross-country rallies and bajas: the medically equipped helicopters or aeroplanes

Whether for an ambulance or for an aerial vehicle, the medical equipment necessary for treating vital distress, whether neurological, respiratory or circulatory, shall be managed as follows:

- a) ambulances, helicopters or air ambulances equipped in advance for this purpose are accepted, whether they come from a public service or from a service provider approved for the country concerned;
- b) when the initial equipment is absent or insufficient, the necessary equipment should be assembled, under the responsibility of the Chief Medical Officer. For the FIA championships, it will be subject to the approval of the Medical Delegate.