2019 General Prescriptions
CROSS COUNTRY RALLY
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INTRODUCTION - GENERAL UNDERTAKING

Wherever it is mentioned FIA should read as FIA/FIM/FMSCI as applicable. Similarly wherever it is mentioned FIA World Cup should read as FMSCI Championships.

All FIA Championships are governed by the current FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to one or more of the Championships.

The purpose of the present General Prescriptions (the Prescriptions) is to establish the framework of regulations applicable to the organisation of the events counting towards the 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.

Their application is recommended for all Cross-Country Rallies, including Bajas; it is mandatory for all the World Cup.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as indicated in Articles 12.2 and 12.3 of the International Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

The Prescriptions detail, complete, and in places clarify, the general conditions described in the regulations for FIA International Championships (cf. FIA Yearbook of Automobile Sport) under the headings “FIA World Cup for Cross-Country Rallies” and “FIA World Cup for Cross-Country Bajas” (the World Cups).

Only the FIA may grant waivers to the Prescriptions and to the above-mentioned Regulations having received a request from the relevant ASN/Organiser.

All drivers, competitors and officials participating in the World Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations and the Supplementary Regulations to each Event.

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.

Headings in this document are for ease of reference only and do not form part of these Prescriptions.
1. CHARACTERISTICS OF THE RALLIES

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

1.2 A Cross-Country Rally is a Rally with a total distance between 1000 and 5000 km. The total distance for the selective sections must be at least 500 Km. The Rally must last no more than 10 days (including Scrutineering and Super Special Stage). A World Cup Cross-Country Rally must last no more than seven days (including administrative checks and scrutineering) with six days of competition and a total distance for the selective sections of at least 1,200 km.

1.3 A Marathon is a Rally, the itinerary of which may cover the territory of several countries. The total distance must be greater than 3000 km, with a minimum total distance of 1500 km for the Selective Sections. The total duration of a Marathon may not exceed 21 days (including Scrutineering and Super Special Stage).

1.4 Baja Cross-Country Rally: Cross-Country Rally which must be run over one day (maximum distance to be covered: 600 km) or two days (maximum distance to be covered: 1000 km), with a rest halt of a minimum of 8 hours and a maximum of 20 hours to be observed between the two legs. A Super Special Stage may be run on an extra day. The minimum aggregate distance of the selective sections is 150 km. No selective section may exceed 150 km.

A World Cup Baja must last no more than three days (including administrative checks, scrutineering and an optional super special stage) with two days of competition and a total distance for the selective sections of at least 400 km and up to 600 km.

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

1.6 When a Rally is twinned with an F.I.M. sanctioned motorcycle event, it is recommended that any incident occurring between competitors of different disciplines shall be reported to both sets of Stewards who may take joint action. Alternatively a single set of stewards may take decisions on both FIA & FIM events.

1.7 When a Rally is twinned with a motorcycle event, It is recommended that no car may start a selective section less than 30 minutes after the start of the last motorcycle.

1.8 An organiser wishing to implement an optional shakedown stage must ensure that this is held after the completion of technical and administrative checks and publication of the start list. Only cars and crews that have successfully completed such checks may take part in the shakedown.

2. RALLIES AND CANDIDATE RALLIES - QUALIFICATION IN THE FIA WORLD CUPS

2.1 A rally may qualify for one of the World Cups only if it has been organised at least the year preceding its inclusion in the World Cup and accepted as a candidate rally.

2.2 A comprehensive dossier describing the candidate rally must be sent to the FIA (itinerary, organisational structure, safety plan, business plan, etc.). The FIA will appoint an observer and possible other officials, when necessary.
2.3 There must be at least ten vehicles in conformity with Appendix J at the start of the World Cup rally. If this minimum number is not reached, the FIA will refuse the entry of that event in the World Cup the following year.

2.4 All candidate rallies must conform to the Prescriptions, Sporting Regulations, and FIA List of Requirements, including the FIA Safety Plan.

2.5 The FIA observer will draw up a report which will be studied by the Cross-Country Rally Commission who will decide if the rally should be included on the calendar of the following year proposed to the World Motor Sport Council.

2.6 Any rally 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 World Cup, will not be accepted in the Cup the following year. Any rally 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 World Cup the following year.”

3. DEFINITIONS

3.1 ASN
National Sporting Authority recognized as such by the FIA.

3.2 Briefing
A briefing must be given by the clerk of the course or by an organiser’s delegate before the start of the first leg.
The participation of at least one crew member is compulsory.
Further briefings may be held at the organisers’ discretion. The date, time and attendance requirement must be specified in the supplementary regulations.
Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin.

3.3 Bivouac (not for Bajas)
A zone situated between the time controls at the finish of one leg and the start of the next, where all competitors regroup; this zone is indicated in the road book. In the bivouac, servicing is free between the competitors still in the race, as is any servicing authorised by the regulations. However the organisers may restrict the amount of time available for service or limit the number of persons allowed to work on the vehicle. Such restrictions must be detailed in the supplementary regulations.
The bivouac zone will be determined by an imaginary circle of 500 m maximum diameter, the centre of which will be the Rally HQ set up by the Organiser and in which the following must be installed:
An official notice board;
The Rally HQ will be operational as long as a competitor is still in the Leg.
It is recommended that the finish time control of a leg may be combined with the stop control of the last selective section of the day if the latter is not more than 200 km away from the centre of the bivouac or the end venue; the start control (TC) of a leg may be combined with the time control before the start of the first selective section of the day if the latter is not more than 200 km away from the centre of the bivouac or the start venue.
3.4 Bulletin
An official written document intended to modify, clarify or complete the supplementary regulations of the rally as stipulated in Article 6 of the FIA C.C.R.G.P.

3.5 Communication
An official document of an informative nature issued by the clerk of the course or the stewards.

3.6 Crew
On board each vehicle, a crew is made up (depending on the FIA homologation of the vehicle) of a maximum of:
- two persons at T1, T2 and T3;
- four persons at T4. A crew must comprise a minimum of two persons.

Any member of the crew may drive during the Rally and each must hold a valid FIA driver’s competition licence for the current year. Any person with an acquired or congenital disability and who, in the opinion of his national Medical Commission (where applicable) or of a doctor designated by the ASN, does not fulfil the conditions for obtaining an international driver’s licence may apply to obtain an International Special Abilities Licence in accordance with Appendix L, Chapter I, Article 10.

The crew assume the competitor’s responsibility when the latter is not on board the car during the Rally. If no competitor is listed on the entry application, one of the crew members will be deemed also to be the competitor and must hold the two corresponding licences.

3.7 Duration of a Rally
The rally begins on the day of administrative checks. The competition element of the rally begins at the first time control.

The rally ends with the posting of the Final Classification. The competition element of the rally finishes at the final time control.

3.8 FIA
Any mention of the FIA refers to the FIA Rally Department.

3.9 Leg
Each part of the Rally that is separated from the next by a stopping time of at least 8 hours. After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 legs of the race.

3.10 Neutralisation Zone/Selective Section
An area in which competitors arrive and leave separated by the same time interval truncated to thesecond (without taking into account the fractions of a second). No intervention on the vehicle is allowed apart from one carried out by the crew itself with the on-board equipment. It is recommended that the neutralisation zone should not exceed 10 km.

3.11 Official Time
For Cross-Country events the organisers must specify the official time source in the supplementary regulations.
3.12  Service
Any work on a competing vehicle and/or the physical presence of a person or persons in the vicinity of a competing vehicle.

3.13  Super Special Stage
A selective section run at the beginning of the Rally to determine the start order for the following Leg or Section (see Art.19).

3.14  FIA Technical Passport
A document issued by a competent ASN and authenticated/validated by the FIA technical delegate at the first World Cup Rally in which the vehicle takes part. The use of the most recent version of the blank FIA technical passport is compulsory (available upon request from the ASN to the FIA). For national CCR rallies the event specific scrutiny card can replace the FA technical passport.

After a complete pre-inspection of the vehicle, the ASN must write any comments in the location reserved for this purpose.

A written report must be established. For vehicles of Groups T1 and T3, the ASN must report the following information regarding the engine: type and serial number, original car.

The stamp of the ASN, the date and the name 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.

3.15  Time Card
A card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

3.16  Section
Each part of the rally separated by a regroup.

3.17  Yellow Card
If a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, safety plan, spectator safety, etc.) is observed, the Cross-Country Rally Commission may give a yellow card to the event organiser who has committed such an offence.

After two yellow cards within two consecutive years, a penalty will be given to the organiser’s ASN by the Cross-Country Rally Commission.
4. **OFFICIALS**

4.1 Two stewards, an observer or a sporting delegate, and a technical delegate are appointed by the FMSCI / FIA only for the FMSCI / FIA Cross Country Rally Championship events.

4.2 The list of names of the officials must be supplied to the organising ASN and to the FIA at least 4 weeks prior to the Rally. The list of officials, and possible assistants, proposed for each Rally must be approved by the FIA and include the following:

Panel of 3 Stewards of different nationalities, with its own Secretary FIA Observer or Sporting Delegate
FIA Technical Delegate
Clerk of the Course
Deputy clerk of the course Secretary of the meeting Safety officer Chief Medical Officer
1 Competitor Relations Officer for every 100 crews entered,
1 Scrutineer for every 25 crews entered subject to the official schedule being adhered to.
FIA Delegate for the opening car and his driver (Not for Bajas)

When a Rally is twinned with a motorcycle event or a national event, it is recommended that at least the Clerk of the Course, the Crews’ Relations Officer, the Scrutineers and the Secretary to the Stewards must be fully dedicated to the FIA sanctioned event.

4.3 Judges of facts: any person nominated by the Organiser in accordance with Article 11.16 of the Code. The list of the judges of fact must be published after the first Stewards’ meeting.

4.4 The Stewards for a Rally shall always comprise three members. Two of these members, of a different nationality from that of the organising country, shall be appointed by the FIA (including the chairman) and one by the ASN of the country organising the Rally. There must be permanent suitable communication between the Stewards, the clerk of the course and the technical delegate, so that any decision can be made without delay.

4.5 For any Rally/Baja, the FIA / FMSCI shall appoint a technical delegate who will be the Chief Scrutineer.

4.6 Clerk of the Course will be nominated by the Organizer. He is responsible for the running of the Rally.

4.7 The competitor relations officers, at least one of whom should be fluent in English, must be easily identifiable by means of distinctive clothing. At minimum they must be present at scrutineering and administrative checks and the start and finish of legs. The mission of the crews’ relation’s officers is:

- 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
- To where possible avoid forwarding questions to the Stewards, which could be solved satisfactorily by a clear explanation

The schedule for the crews’ relations officers must be detailed in the supplementary regulations and posted on the official notice board.
4.8 FIA Sporting Delegate

The FIA Sporting Delegate will liaise with the clerk of the course and all other appointed FIA officials and delegates.

5. REGULATIONS AND THEIR PUBLICATION

5.1 The supplementary regulations of a Rally must conform with: The International Sporting Code of the FIA (the Code) and its appendices These Prescriptions and Appendices

- The Specific Regulations of the World Cup
- The different lists of Requirements defined by the FIA
- Any requests from the FIA
- Any regulations published in the FIA Official Bulletin

5.2

(a) The Supplementary Regulations must be submitted in the form of a draft to the FIA/FMSCI at least 2 months before the start of the Rally. The FIA will return its comments to the Organiser at least 1.5 months before the start of the Rally. The Regulations must be published at least 1 month prior to the start of the Rally and printed in A5 format.

(b) The dates and venue of the event should be informed to FMSCI before the acceptance of early entries.

5.3 The Supplementary Regulations must specify where and when the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s).

5.4 The technical (Appendix J) and sporting regulations relating to safety of the vehicle or crew, and/or the performance of the vehicle, relevant articles may at times be altered by the FMSCI/CCR TECH / SAFETY commission in the Supplementary Regulations due to region specific issues.

5.5 The Supplementary Regulations must be published on the official Internet site of the Rally and be available to the entered competitors and the Rally officials in printed form. Only information or requirements not specified in these General Prescriptions are necessarily published in the Supplementary Regulations. Any exception to the General Prescriptions requires a waiver from the FIA.

5.6 It is recommended that the average altitude, recorded at least every 100 metres, of the total distance of selective sections of the event must be published in the Supplementary Regulations.

6. AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS, BULLETINS

6.1 The provisions of the Supplementary Regulations may only be amended according to Articles 3.6 and 11.9 of the Code.

6.2 Any amendment or any additional provision will be announced by dated and numbered bulletins, signed:

- by the Organiser up to the day of scrutineering, and approved by the ASN and the FIA,
- by the Stewards of the meeting throughout the duration of the Rally,
- by the Clerk of the Course throughout the duration of the Rally for timing and itinerary only.

6.3 These bulletins will be posted at Rally HQ, and on the official notice board(s). They will also be directly communicated to the crews and to the competitors, who must acknowledge receipt by signature.
The use of a digital notice board is recommended. However, official documents such as Provisional and Final Classifications and results, bulletins and decisions must be published on the regular official notice board with the time of publication.

6.4 These bulletins shall be printed on yellow paper. The pages must be numbered (e.g. 2/4, etc.).

7. **APPLICATION AND INTERPRETATION OF THE REGULATIONS**

7.1 The clerk of the course is responsible for enforcing the regulations throughout the running of the rally.

7.2 The clerk of the course must inform the Stewards of any important incidents that have occurred.

7.3 For all Rallies and candidate Rallies, the official language must be in English. In the event of any dispute concerning the interpretation of the Regulations, only the text of the official language will be binding.

8. **ELIGIBLE VEHICLES**

8.1 Rallies are open to vehicles of a maximum gross weight of up to 3500 kg for Groups T1, T2 & T3, and greater than 3500 kg for Group T4, in due possession of a valid registration certificate (except for T3) and in conformity with the vehicle being presented. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these Prescriptions. The vehicles shall be split up into the following categories:

- **Group T1:** Prototypes Cross-Country Vehicles. It is recommended that the Organiser must provide for a two-wheel drive category within Group T1.
- **Group T2:** Series Production Cross-Country Vehicles. Vehicles homologated by the FIA in the Cross-Country Group (vehicles must comply with the specific conditions for Groups T2 & T4 vehicles – Appendix 2).
- **Group T3:** Improved Cross Country Vehicles – Lightweight. Any unregistered vehicle should not be driven on public roads unless a specific government approval has been obtained for the event and produced before/during documentation of the event.
- **Group T4:** Series Cross-Country Trucks (at the organisers’ discretion) - Vehicles homologated by the FIA in the Cross-Country Group weighing more than 3500 kg. There are two cylinder classes: Class 1 for trucks fitted with an engine with a nominal cylinder capacity of 10,000 cm³ or over; Class 2 for trucks fitted with an engine with a nominal cylinder capacity of less than 10,000 cm³.

There will be a separate classification for T4 trucks.

(Vehicles must comply with the specific conditions for T2 & T4 vehicles – Appendix 2). An organiser wishing to admit T4 vehicles must mention this when making the calendar application. T4 vehicles are not admitted in Bajas unless a waiver has been granted by the FIA./FMSCI.

It is advised that vehicles not conforming to the CMVR should not be driven on public roads but be transported by alternate means in liaison /transport sections.

8.2 T1 Vehicles conforming to the technical regulations of Appendix J 2009 and of the current year are eligible under the following conditions:
8.2.1 They must have a valid FIA Technical Passport (only for FIA CCR championship rallies). 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.

8.2.2 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. 8.2.4) if the driver is not on the FIA CC priority drivers list. If the driver is on the FIA CC priority drivers list, the engine must be equipped with a restrictor valid for "prototype engines" (Table Art.8.2.4).

8.2.3 Supercharged petrol engines are not allowed

8.2.4 The following table will be applicable

<table>
<thead>
<tr>
<th>Air Restrictors Brides à air</th>
<th>Alt. ≤1000 m</th>
<th>1000 m &lt; Alt. ≤2000 m</th>
<th>2000 m &lt; Alt.</th>
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<tbody>
<tr>
<td><strong>Petrol</strong></td>
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<tr>
<td>Prototype</td>
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<tr>
<td>Standard (vehicle in conformity with Appendix J 2018)</td>
<td>37</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td>Standard (véhicule conforme à l'Annexe J 2018)</td>
<td>37</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td>Standard V8 rocker arm engines over 5.4L 4x2 V8 culbuté standard sup. 5.4L 4x2</td>
<td>37</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td>Standard V8 rocker arm engines over 5.4L 4x4 V8 culbuté standard sup. 5.4L 4x4</td>
<td>37</td>
<td>37</td>
<td>37</td>
</tr>
<tr>
<td><strong>Diesel</strong></td>
<td></td>
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<td></td>
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<tr>
<td>Supercharged prototype</td>
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<tr>
<td>Prototype suralimenté</td>
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<td></td>
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<tr>
<td>Standard single supercharged stage (vehicle in conformity with Appendix J 2018)</td>
<td>39</td>
<td>39</td>
<td>39</td>
</tr>
<tr>
<td>Suralimenté simple étage standard (véhicule conforme à l'Annexe J 2018)</td>
<td>39</td>
<td>39</td>
<td>39</td>
</tr>
<tr>
<td>Standard double supercharged stage (vehicle in conformity with Appendix J 2018)</td>
<td>38</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>Suralimenté double étage standard (véhicule conforme à l'Annexe J 2018)</td>
<td>38</td>
<td>38</td>
<td>38</td>
</tr>
</tbody>
</table>

**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.

**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.
The maximum speed for T3 and T4 vehicles is 130 kph. It is the competitors’ responsibility to abide by this limit.

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

8.4 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.

8.5 ELIGIBILITY OF “SCORE” VEHICLES IN GROUP T1

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 FIA Technical Working Group. It is the competitor’s responsibility to ensure such approval is applied for in writing before the FIA Technical Working Group meeting preceding the first FIA Rally in which the competitor wishes to take part.

8.5.3 All safety equipment must be homologated and/or in conformity with the 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 chart in Art. 8.2.4).

8.6 Organisers have to run among the following classes and specify the same in their SRs.

(T4 not admitted in Bajas):

<table>
<thead>
<tr>
<th>Group &amp; Class</th>
<th>Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1.1</td>
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<td>T1.2</td>
<td></td>
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<td>T1.3</td>
<td></td>
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<td>T1.4</td>
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<td>T2.1</td>
<td></td>
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<td>T2.2</td>
<td></td>
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<tr>
<td>T3.1</td>
<td>Classes to be decided by organisers</td>
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<tr>
<td>T3 P</td>
<td></td>
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<tr>
<td>T3.2</td>
<td></td>
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<td>T3 S</td>
<td></td>
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<tr>
<td>T4.1</td>
<td>T4 with a nominal cylinder capacity of 10,000 cc or over</td>
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<tr>
<td>T4.2</td>
<td>T4 with a nominal cylinder capacity of less than 10,000 cc</td>
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</tbody>
</table>
8.7 Group T1 – Minimum Weight

<table>
<thead>
<tr>
<th>Over \n\n\nAu \ndessus \nde</th>
<th>Up to and \n\n\nincluding \n\n\n\nJusqu'à et \n\n\n\nincluant</th>
<th>4x4</th>
<th>4x2</th>
</tr>
</thead>
<tbody>
<tr>
<td>cm³</td>
<td>cm³</td>
<td>31/12/2017</td>
<td>01/01/2018</td>
</tr>
<tr>
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<td>1325</td>
<td>1055</td>
<td>1055</td>
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<tr>
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<td>1400</td>
<td>1130</td>
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<tr>
<td>2250</td>
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<td>1205</td>
</tr>
<tr>
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<td>1550</td>
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<td>3750</td>
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</tr>
<tr>
<td>5750</td>
<td>2000</td>
<td>1730</td>
<td>1730</td>
</tr>
</tbody>
</table>

The weight specified by the manufacturer in the owners manual plus the weight of the roll cage (40 kgs.) will also be considered as the official weight of the said vehicle.

8.8 T3 Group

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.

9. CRITERIA FOR PRIORITY DRIVERS

9.1 Drivers fulfilling the following criteria are included in the list of FIA priority drivers:

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

The first 3 in each Rally/Baja of the current or previous World Cups

Any driver nominated by the FIA

Any driver entered by a manufacturer for a specific Rally becomes a priority driver for that Rally only.

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

9.2 Only drivers using T1 cars will be considered to have priority (see also Art. 18.4).

10. ENTRIES
10.1 Anyone wishing to take part in the Rally must send the entry fee and completed entry form to the secretariat of the Rally before the closing date as specified in the supplementary regulations. If the first driver is not the entrant then a copy of the entrant’s licence must be submitted with the entry form.

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

10.3 A change of the Competitor name can be done by the Competitor up to the closure of entries upon payment of the prescribed fee in the SR, in any case not exceeding Rs.5,000/-

After the closure of entries, one member of the crew may be replaced with the agreement of:

- Organisers, before the start of the administrative checks upon payment of the prescribed fee in the SR, in any case not exceeding Rs.5,000/-.
- the Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the FIA/FMSCI may authorise the replacement of the entire crew or the Competitor.

10.4 Up to the moment of the administrative checks, the Competitor may freely replace the entered vehicle with another of the same group.

10.5 The entry list (see Appendix VI), indicating priority drivers, must be sent to the FIA, for approval, at the latest 10 business days before the start of the administrative checks.

The list of crews authorised to take the start, approved by the Stewards, will be forwarded to the FIA within 12 hours following its approval.

The phone contact details of the FIA officials nominated for the rally, as well as any changes to the programme of the rally must be sent to the FIA Medical Department (medical@fia.com) after the first Stewards’ meeting.

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

10.7 Entry fees will be refunded in full:

a) To candidates whose entry has not been accepted by the organiser,

b) In the case of the Rally not taking place.

10.8 When a transfer (by air, sea, rail, or other means) is included in the running of the Rally, it must be included in the total sum of the entry fees and mentioned in the SR.

11. TYRES (Recommended)

11.1 For T1 Priority Drivers, a single tyre pattern is authorised for each priority driver. During scrutineering the pattern must be registered and the competitor must name and provide drawings of the type of tyre (patterns and dimensions). Only these tyres, which must be moulded and uncut, may be used during the Rally.
11.2 A pattern is associated with each dimension and, if left tyres are different from right tyres, their patterns must be symmetrical.

11.3 Two-wheel drive T1 and T4 vehicles must use tyres from a tyre manufacturer’s commercial catalogue.

11.4 Deliberate cutting or recutting of tyres is forbidden.

11.5 In Bajas, FIA Priority drivers will be allowed to use only 8 tyres per competition.

Each tyre must have either:

- Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different colour as defined by the FIA) supplied by the FIA-approved barcode supplier for the current year, or
- A single moulded barcode number supplied by the FIA-approved barcode supplier for the current year.

These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

11.6 Only marked tyres may be used on special stages.

11.7 If a tyre is damaged during the running of the competition it may be replaced with the agreement of the FIA Technical Delegate. Such change will entail a 90-second time penalty for each tyre changed.

When no Special Stages are involved, non-registered pattern tyres may be used on road sections if a tyre fitting zone has been arranged by the organiser.

11.8 Any wheel/tyre and/or part fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre and/or a change of parts is authorised.

No wheel/tyre and/or part may be loaded on or taken off the car elsewhere than in the service parks or the areas where a change of parts is authorised.

11.9 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.

12. DATA LOGGING

12.1 Vehicles selected by the FIA/ FMSCI/ ORGANISER may be equipped with an data logger at a fee mentioned in the SR to monitor their performances during all/ some Rallies entered on the FIA/FMSCI NATIONAL calendars. At any time the FIA / FMSCI may impose any necessary conditions, at its own discretion, in order to meet this objective of limiting performance (technical and/or sporting). Refusal to equip their vehicle with the data logger will entail the immediate disqualification of the vehicle.

12.2 Vehicles selected by the FIA may be equipped with an FIA Accident Data Recorder (ADR) to record the forces sustained by the vehicles and their crews during all rallies entered on the FIA calendars.

Refusal to equip the vehicle with an ADR will entail the immediate disqualification of the vehicle.
13. **CREWS**

13.1 Except in the service zones and refuelling zones, with the exception of the cases provided for in the regulations, the full crew must be on board the vehicle throughout the entire duration of the Rally. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be disqualified from the Rally.

13.2 During a Leg, unless authorised by the organiser / steward, transportation of at least one member of the crew by a third party will entail the disqualification of the crew concerned.

13.3 The wearing of FIA homologated safety equipment (Appendix L, Chapter 3 / for national events conforming to the FMSCI safety regs is mandatory ) is compulsory throughout the selective sections (from TC at the Start to the Stop point). The wearing of an FIA-approved safety harness is compulsory throughout the Rally.

Officials in charge may carry out checks on the crews’ safety equipment and clothing at the start of each selective section in the Rally and at any other moment of the Rally. In the event of non-conformity, the crew will be reported to the Stewards and the start could be refused.

13.4 Details regarding safety of the crews are contained in Appendix 3 of the present prescriptions (Except for Bajas).

14. **IDENTIFICATION**

14.1 The Organiser shall supply each crew with a set of identification plates comprising one rally plate and 3 panels bearing the race numbers as shown below
14.2 Throughout the duration of the Rally, the plates must be affixed according to the Prescriptions. In no case may they cover, even partially, the vehicle’s licence plates.

14.3 Race Number Panels

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

14.3.2 Roof panel
One panel, 50 cm wide by 52 cm high, shall be placed on the roof with the top towards the front of the car in order to be legible from behind. A matted black competition number, 5 cm wide by 28 cm high, shall be displayed on a matted white background 50 cm wide by 38 cm high.
Any organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

14.3.3 Competitor vehicles must be numbered as follows:
- Moto and Quad : 1 to 99
- T1, T2, T3: 100 to 399,
- T4: 400 to 499.
- If applicable, vehicles participating in any concomitant competitions (national, zone, etc.) must be numbered from 600 to 799.

14.4 One rally plate must be positioned in a visible position during the whole Rally. It must be fixed at the rear of the vehicle, parallel to the axis of the wheels, without covering, even partially, the vehicle’s license plate.

14.5 At any time during the Rally, the absence or incorrect positioning of a race number or a rally plate may incur a cash penalty equivalent to 10% of the entry fees.

14.6 The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, equivalent to 10% of the entry fee.

14.7 The members of the crew may be identified by means of an identity bracelet. Any breach noted by an official may result in a cash penalty equivalent to 10% of the sum of the entry fee. The emergency number and the name of the event must be written on this bracelet.

15. ADVERTISING

15.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

a) it complies with FIA regulations and the legislation of the countries crossed,
b) it is not likely to give offence,
c) it is not political or religious in nature,
d) it does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips.
e) It does not interfere with the crew’s vision through the windows.

15.2 The places reserved for the Organisers for collective advertising which may not be bought are situated on

a) A space 6 cm high and 67 cm wide immediately above or below the front door panel described in Article
b) One rally plate, of which 9 cm x 43 cm is reserved for the Organisers’ advertising.
c) Two strips to be affixed on each side of the upper part of the windscreen 10 cm high maximum by 25 cm long maximum, if permitted by the road traffic laws of the local countries where the Rally is taking place.

15.3 The Organiser’s optional advertising will appear on two 50 cm wide x 52 cm high panels which cannot be subdivided, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.

15.4 For competitors who refuse the Organiser’s optional advertising, the amount of the entry fees will be increased by 60%.
15.5 The crews must ensure that the advertising is properly affixed throughout the running of the Rally. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

16. **ADMINISTRATIVE CHECKS AND SCRUTINEERING**

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

16.2 During the administrative checks the following original documents will be checked:

- Competition licence approved by the FIA ASN / FMSCI
- Permission to compete abroad (where applicable)
- Certificate of vehicle ownership / Vehicle registration certificate
- FIA Technical Passport (where applicable)

Any other documents which an organiser wishes to examine must be included in the supplementary regulations.

16.3 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plate and rally numbers at scrutineering. Scrutineering will be of a general nature checking make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code etc. No vehicle will be allowed to start that does not comply with the FIA safety regulations and the present prescriptions.

16.4 Passing pre-rally scrutineering does not in any way infer that a vehicle complies with the technical regulations.

16.5 At all times during the Rally, the competitor is responsible for the technical conformity of his vehicle.

16.6 If a car is found not to comply with the regulations, the stewards may set a deadline before which the car must be presented for re-scrutineering.

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

16.8 Any crew reporting to scrutineering and/or the administrative checks outside the time limits prescribed in the regulations will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

16.9 Additional checking of the crew members and/or the vehicle may be carried out at any time during the Rally.

These checks must be organised in such a way that they do not penalize the competitors. The mud flaps must always be in place and efficient. It is the responsibility of the competitors to comply with this obligation.

17. **MARKING**
17.1 The engine block, chassis will be marked during scrutineering and associated with a specific crew. These items may not be changed throughout the Rally, except that competitors in Groups T1 and T3 may change one engine block per vehicle which will entail a penalty of 50 hours.

17.2 It is the responsibility of the competitor to ensure any marks or seals are protected until the end of the Rally.

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

18. **SUPER SPECIAL STAGE & STARTING ORDER**

18.1 It is recommended that no Super Special Stage shall be organised in Cross-Country Rally or in Marathon.

In Bajas, the organisation of a Super Special Stage (SSS) is optional. If one is scheduled for inclusion in the Baja, it will take place in section 1 of Leg 1 and all competitors must take part therein. Only one Super Special Stage may be organised, and it will determine the starting orders for the next Leg or Section. In case of a dead heat, priority will be given to the crew who achieved the time first.

It will be run in the form of a selective section, representative of the event stages, with a minimum length of 1 km and a maximum length of 20 km.

Reconnaissance is allowed either on foot or on a non-motorised bicycle. The start interval and running order of the Super Special Stage is at the discretion of the clerk of the course except for FIA priority drivers whose start interval shall be, at a minimum, two minutes.

It shall count for the classification of the Baja. Any road or other time penalties incurred will be taken into account for the general classification of that Leg and applied the same day but will not affect the starting order of the following Leg or Section, except for such penalties involving jump starts, shortcuts, or other matters which materially affect the competitor’s performance on the Super Special Stage itself.

Should a Super Special Stage be organised, it shall be considered as the first stage and all subsequent Special Stages shall be numbered consequently: SS2, SS3...

18.2 Save for cases provided for in the Regulations, for the Super Special Stage, the first truck will start after the last car in the FIA category.

18.3 Following the Super Special Stage, the starts for the next Leg or Section including a selective section shall be given according to the procedure laid down in Art.18.1.

The first ten competitors in the classification of the Super Special Stage will choose their start positions for the next Leg or Section of the rally as follows:

- The competitor in tenth place will start among the first ten positions
- The competitor in ninth place will choose to start before or after the tenth
- The competitor in eighth place may choose to start before, after or between the previous competitors, and so on.
The first nominated driver will be responsible for choosing the position and must be present throughout the procedure.

These ten competitors will compulsorily start the rally in the first ten positions.

Should a competitor fail to attend the start position selection process, he will incur a five-minute penalty and his starting position shall be chosen by the fastest competitor in the Super Special driving a different make of car.

18.4 Should no Super Special Stage be run, the first ten competitors will start Leg 1 in accordance with their position in the current classification of the Cup. For the first round of the Cup, the start order shall be that of the final classification of the previous year. The Clerk of the Course shall decide the order of drivers who were not classified in the previous year, with FIA priority drivers first and the reigning T2 and T3 champions first in their category.

18.5 The start of each subsequent Leg shall be given in ascending order of the previous day’s classification.

The clerk of the course, when drawing up the starting order, must take into account only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, speeding, unfair behaviour, etc.) committed during the selective section, and which will be added to the time of the selective section(s) concerned. In case of a dead heat, priority will be given to the crew who achieved the time first. Penalties imposed on any road sections concern only the general classification and shall be added to the general classification of the Leg covered.

At the start of each Leg, all drivers may be reseeded at the sole discretion of the Stewards, according to their performance.

18.6 If two or more selective sections have been run in the same Leg, the starting order of the next day’s Leg will be drawn up by cumulating the times of these selective sections. In case of a dead heat, priority will be given to the crew who achieved the fastest time in the 1st selective section.

18.7 In Cross-Country Rallies, a start interval of at least two minutes shall be given to the first ten cars minimum on the starting list, as determined by the procedures outlined in Article 18.

Should there be more than one selective section in a day, the same gap between these cars and the cars in front of them will be given, irrespective of their running order. It is recommended that such cars will be given a distinctive sticker indicating the gap they need to retain with the car in front.

In Cross-Country Bajas, the same principle will apply but the gap for the first ten cars minimum shall be at least three minutes (Article 18.1).

18.8 In the case of 2 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 (e.g. at least 2-minute intervals for the first 10). This Article does not apply in case of neutralisation.

18.9 Selective Section in two parts
18.9.1 One selective section per leg may be split into two parts, separated by a neutralisation zone, in accordance with Art. 4.10.

18.9.2 The start of the second selective section will be given at a target start time, determined by adding the arrival time for the first part of the selective section to a fixed time for the road section, i.e. the arrival time (to the second) of the first part of the selective section + fixed time = target start time of the second part of the selective section.

18.9.3 The fixed road section time must be stated in the time card.

18.9.4 A maximum allowed time will be indicated on the time card for a selective section. If the selective section is in two parts, maximum allowed times will be indicated for both the first and second parts. If the first maximum allowed time is exceeded by a competitor and noted, the crew will not be allowed to start the second part and the Clerk of the Course will apply the penalty stated in the supplementary regulations. The competitor may drive to the last TC of the leg and will be able to restart the rally the next day after providing a written statement to the Clerk of the Course.

18.9.5 All delays at the start of the first part of the selective section will be penalised by one minute per minute of delay from the target time for the road section.

18.9.6 There will be no TC before the start line of the second part.

18.9.7 At the start line (marked with control signs in accordance with Art. 38.1) of the second part of the selective section, the crews must stop and wait until the start signal is given by a control official. Art. 38.3 shall not apply.

18.9.8 In case of a delay at the start of the second part of the selective section, the crew will be considered to have started at its target start time. However, the crew must stop at the start line in order to wait for the start signal given by a control official. Art. 38.3 shall not apply.

18.9.9 If the delay is more than 30 minutes, the control officials will refuse them the start of the second part of the selective section. The competitor will receive a fixed penalty (see supplementary regulations) for the part of the SS that was not completed. In any case, a crew who does not start the first part of the selective section will not be allowed to complete the second part of the leg.

18.9.10 At the end of the selective section, the result will be calculated by adding together the times achieved in both parts.

18.10 Any vehicle reporting late for the start of a Leg shall be penalised at a rate of one minute for every minute of lateness. If lateness exceeds 30 minutes the competitor will be disqualified or receive a Fixed Penalty where appropriate.

18.11 In all cases vehicles competing in the FIA T4 truck category shall start 10 minutes after the last starting car of the FIA category.

19. FIXED PENALTY

19.1 A fixed penalty is used to enable a competitor to remain in the competition when they would otherwise be disqualified due to failing to visit certain controls or report within the time limits imposed.
19.2 Any competitor failing to complete a leg of the rally as required by the regulations will be given a fixed penalty of “one leg” in addition to the penalty for missed waypoints and missed controls.

19.3 For the purposes of establishing a classification all competitors with zero day penalties will be classified ahead of those with one day penalties who will in turn be classified ahead of those with two day penalties and so on.

Example: Classification

<table>
<thead>
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<th>Place</th>
<th>Competitor</th>
<th>Legs</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Car A</td>
<td>0</td>
<td>14h 37m 46s</td>
</tr>
<tr>
<td>2nd</td>
<td>Car B</td>
<td>0</td>
<td>14h 55m 33s</td>
</tr>
<tr>
<td>3rd</td>
<td>Car C</td>
<td>0</td>
<td>16h 21m 56s</td>
</tr>
<tr>
<td>4th</td>
<td>Car D</td>
<td>0</td>
<td>21h 33m 21s</td>
</tr>
<tr>
<td>5th</td>
<td>Car E</td>
<td>1</td>
<td>15h 35m 45s</td>
</tr>
<tr>
<td>6th</td>
<td>Car F</td>
<td>2</td>
<td>12h 34m 44s</td>
</tr>
</tbody>
</table>

19.4 To facilitate the use of existing results software, an organiser may substitute a penalty of 100 hours for the Leg.

19.5 To be classified a competitor must not have received a fixed penalty on more than 50% of the legs of a rally. A fixed penalty will not be applied on the final day of an event.

19.6 The use of the fixed penalty is optional in Bajas where organisers may instead use maximum selective section penalties. A maximum selective section penalty must be at least the double of the maximum time allowed for the same selective section.

20. OFFICIAL ITINERARY (not for Bajas)

20.1 The Official Itinerary is that shown in the road book and defined by drawings and waypoints. The Official Itinerary is checked by the FIA Opening Car. The itinerary should be designed so that the majority of competitors may complete the selective sections in daylight.

The precise track of each Selective Section, in KML, KMZ or GDB format and including all road book locations and waypoints, must be given to each competitor by electronic means (USB flash drive, download etc.) to be specified in the Supplementary Regulations along with the road book.

20.2 Competitors are obliged to be equipped with one or two GPS downloaded with the waypoints given by the organiser. When a crew uses two GPS, it must indicate in writing, at scrutineering, which of the two will be considered as the official one. If the official GPS is inoperative, the second GPS becomes the official one.

20.3 It is the competitor’s responsibility to ensure the Tracking System remains permanently connected and switched on with the antenna connected at all times during the Rally and/or when the car is outside the bivouac.

20.4 The GPS may be inspected by an official at any point during the Rally.

20.5 At the end of each leg the GPS may be inspected for validation of waypoints and speeding violations. The data will be checked by the FIA Technical Delegate and/or FIA Sporting Delegate who will immediately report any irregularities to the Clerk of the Course and the Stewards.
20.6 Between two waypoints, the route described in the road book is not obligatory but strongly recommended. Only this route is opened by the FIA opening car.

20.7 In a selective section, it is forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the road book.

20B. OFFICIAL ITINERARY (Bajas)

20B.1 The Official Itinerary is that shown in the road book and defined by drawings. The itinerary should be designed so that the majority of competitors may complete the selective sections in daylight.

20B.2 The itinerary and the road direction diagrams in the road book must be followed. A penalty for non-compliance may be mentioned in the supplementary regulations. Any other case will be reported to the stewards.

20B.3 Should a competitor accidentally leave the route he must retrace his tracks and return to that point before continuing, while complying with Art. 39.2. Failure to do so will incur a penalty of at least 15 minutes which may be increased at the discretion of the stewards.

20B.4 Should a Baja organiser wish to use waypoints full details of these and GPS units permitted must be detailed in the Supplementary Regulations.

21. WAYPOINTS

21.1 A Waypoint (WP) is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints:

   a) WPV (Visible Waypoint)
      A waypoint, the coordinates of which are given in the road book. Travelling towards a visible waypoint, all information is displayed on the screen of the GPS. In order to validate a WPV a competitor must pass within 200 metres of it.

   b) WPC (Control Waypoint)
      A WPC is a waypoint that makes it possible to check that the road book has been respected, without any navigation information being supplied by the GPS other than its number, its order of passage in
relation to other waypoints, as well as its name, which uses its position in whole kilometres in the road book.

21.2 Competitors must pass through all waypoints in chronological order and cannot drive back to get a previously missed waypoint
22. ROAD BOOK

22.1 Road books must comply with the FIA standard and use the symbols shown in Diagram below.

22.2 The road book must include at the rear the red «SOS» and green «OK» panels in A4 size minimum.

22.3 Organisers may issue the road book one day at a time or in its entirety. Competitors must be issued with the road book for a day by at the latest 22h00 on the previous day. Receipt will be acknowledged by signature and the road book will remain the property of the competitor.

22.4 It is authorised to carry in the car only the route notes for the current Rally (official road book), the modifications proposed by the FIA opening car or the organisers’ opening car, which may be integrated into the road book, and personal notes resulting from a previous passage (in whatever direction) in the current Rally.

23. SPEED CONTROL ZONES

23.1 Organisers must establish speed control zones when a selective section passes through a populated area and at other locations at their discretion. A pulse signal is recorded in the GPS at least every 100 metres and the speed is displayed on the speed page of the GPS and recorded in its memory. In case of manual recording the marshall will record the time when the vehicle crosses the ‘DZ’ and ‘FZ’ point. If there is no electronic recording as backup, the marshall should enter the time in the time card.

23.2 The start of the speed control zone will be indicated in the road book by a box marked ‘DZ’ and by a waypoint (WPS or WPE) and marked with a physical sign. 50 metres before this waypoint, competitors will be informed by their GPS or by flag that they are approaching a speed control zone and 50 metres after this waypoint, the tolerance zone, within which no penalty applies, ends.

23.3 The end of the speed control zone will be indicated in the road book by a box marked ‘FZ’ and by a waypoint (WPE) and marked with a physical sign. 50 metres before this waypoint the tolerance zone begins within which no penalty applies.

23.4 Waypoints associated with a DZ or FZ are validated only once the competitor is within a radius of 50 metres.

23.5 Within a speed control zone organisers may specify a speed limit of 30, 50 or 90 kph. The speed imposed will be permanently displayed on the GPS, if provided.

23.6 Should the physical sign and the waypoint not coincide, only the waypoint will be considered correct. In Bajas, the road book has the highest priority as a reference.
Diagram D - successive increasing speed control zones from 50 to 90 kph

Diagram E - successive decreasing speed control zones from 90 to 50 kph
23.7 Organisers may establish not more than two successive speed zones with different speed limits. In the case of increasing speed the higher speed will be enforced from 90 metres before the intermediate FZ/DZ waypoint (WPE). (See Diagram D hereafter). In the case of decreasing speed the lower speed will not be enforced until 90 metres after the intermediate FZ/DZ waypoint (WPE). (See Diagram E hereafter).

23.8 At the end of each Leg the GPS may be inspected for excess speed. Any violations will be reported immediately to the Clerk of the Course.

23.9 A penalty of one second for every second late and two seconds for every second early will apply for this zone. Any excess speeding of more than 30 Kmph will be referred to stewards for further penalty.

23.10 Speed control zones may be established in Bajas. The means of their identification and penalties applied must be stipulated in the supplementary regulations.

24. RECONNAISSANCE (optional)

24.1 The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of a Rally after its announcement is prohibited.

24.2 Any driver who has been on the FIA Cross Country Priority Drivers list for the current or 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 Rally must obtain written permission from the organiser who will inform the FIA.

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

25. TRAFFIC – SPEED

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

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

26. VEHICLE TO VEHICLE ALARM SYSTEM (Recommended)

26.1 In order to make overtaking between competitors safer a Vehicle to Vehicle Alarm system will be fitted to each vehicle.

26.2 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.

26.3 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 €300 will be applied and the offence reported to the stewards for possible further action.
26.4 A competitor who refuses to respond to the alarm will be reported to the stewards who may penalise that competitor or another member of the same team.

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

26.6 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.

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

27. **TRACKING SYSTEM & ACCIDENT RESPONSE**

27.1 In order to enhance competitor safety a Tracking System may be fitted to each vehicle. This may include a means for a competitor to communicate with the Rally Control. In case a safety tracking system is not fitted to each vehicle, manual tracking system should be done by the organiser as specified in the SR of the event.

27.2 This system if fitted 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.

27.3 The operation of the system if fitted 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 €300 will be applied and the offence reported to the stewards for possible further action.

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

27.5 Any crew who has the red “SOS” sign displayed to them, or that sees a car which has had an 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. A competitor who stops to aid another competitor may apply in writing to the stewards for a time allowance to be applied.

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

27.7 A competitor who has stopped on a selective section is obliged to display either the red “SOS” or green “OK” panels located at the rear of the standard road book. Any crew who is able but fails to comply with the above rules will be reported to the clerk of the course.

28. **ELECTRONIC EQUIPMENT**

28.1 Any radio or electronic means of communication, other than GSM (without GPS function), satellite telephone, or any other device expressly permitted in the supplementary regulations are forbidden on board the vehicles.

28.2 Separate antennas, hands-free devices, data cables, Wi-Fi, Bluetooth and similar including all forms of data transmission are prohibited.

28.3 Telephone numbers of any equipment carried on board must be given to the organisers during the administrative checks.
28.4 Telephones may only be used during selective sections from outside the vehicle and must be switched off at other times. Local rules apply on road sections.

28.5 Telephone use complying with national law is permitted on road sections.

29. OPENING OF THE ROUTE

29.1 The opening of the route will be carried out by the Opening Car crew (not for Bajas) or an alternative vehicle and a team from the organisers. They will ensure the route is passable, that the navigation instructions are correct, that the road book is accurate and that necessary safety measures are in place.

29.2 Requirements for the FIA Opening Car are in the Appendix.

29.3 For Bajas, except when the Rally is twinned with a motorcycle event and the first car starts no longer than 45 minutes after the last motorcycle has started, at least two zero cars must pass through each selective section before the first competitor.

30. SERVICE

30.1 All service parks must be accessible to 2-wheel drive road cars. Groundsheet must be used (a maximum of 1 metre longer and wider than the vehicle in running order).

30.2 During selective sections any service, except that expressly allowed in the supplementary regulations, is forbidden. Only FIA competitors still in the competition may assist each other.

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

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

30.5 Service crews must not deviate from the route detailed in the assistance road book.

30.6 Air assistance is forbidden.

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

30.8 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 only travel in the direction of the Rally.

30.9 Servicing may only be carried out in an area freely open to officials of the Rally.

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.

30.10 The maximum speed in the bivouac or any other service area is 30 kph.

30.11 Servicing is only permitted in the cases mentioned above.
30.12 Organisers may set up timed service areas to restrict the amount of service time available and then put vehicles into a parc fermé.

30.13 A time control must be included in the itinerary at the entry to each service park.

30.14 In timed service areas on Bajas, only three 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.

31. **TEAM TO VEHICLE COMMUNICATIONS**

31.1 Displaying information to a competing vehicle is only permitted in a service zone.

31.2 Transmission of data or information to a competing vehicle by radio, telephone or any other means is forbidden during selective sections.

32. **REFUELLING**

32.1 Refuelling is only permitted in the following areas:

a) In the official refuelling zone of the bivouac;

b) In an official refuelling zone which must be after the service area;

c) In a fuel station using only that station’s fuel;

d) During service, in a fuel station indicated in the road book local to the bivouac using only that station’s fuel.

Outside of these official areas, refuelling is only allowed when using fuel coming from another FIA competitor still in the race.

32.2 Vehicles must be on their wheels with engine stopped and the crew outside the vehicle when being refuelled.

32.3 Should there be a timed, official refuelling zone (obligatory on Bajas) the time allocated shall be 20 minutes minimum. A time control must be established at the entry and exit of such refuelling zones.

On Bajas, competitors may only refuel at commercial fuel stations using fuel sold to the public at those fuel stations. At these stations, only the crew may carry out this procedure. A member of the team may proceed with the payment but will have to stay away from the vehicle. Organisers should ensure that the itinerary passes a suitable number of fuel stations of adequate size and that the stations are clearly marked in the road book.

An additional 20 minutes should be included in the time allowed for the road section. Should an organiser consider that it is not possible for the route to pass suitable fuel stations a waiver must be requested from the FIA.

32.4 In official refuelling zones a maximum of two team members are permitted to carry out refuelling with a third present with a fire extinguisher. It is recommended that these team members wear goggles and homologated clothing, and it is mandatory to wear long clothes.

Any additional conditions or restrictions must be specified in the supplementary regulations.

32.5 In official refuelling zones no other work may be carried out on the competing vehicle.
32.6 If electrical refuelling equipment is used it must be spark-proof and it and the vehicle must be earthed.

32.7 In refuelling zones the speed limit is 30 kph maximum.

32.8 The organisers must provide an adequate fire-fighting service at official refuelling zones.

32.9 Should a vehicle be unable to move under its own power it may be pushed out of an official refuelling zone. An external battery may be used immediately after leaving the zone.

33. FUEL

33.1 Fuel must conform to the Code (Appendix J, Art. 252.9).

33.2 Should the fuel available in a country through which the rally passes not be of a suitable quality the organisers may specify in the supplementary regulations the use of an alternative fuel (which complies with the FIA specifications of Appendix J Article 252.9).

33.3 All FIA cross-country priority drivers are required to install FIA-specified refuel couplings (see FIA Technical List n°5). Competitors must make available a fuel pipe with cut-off device, for taking fuel samples. This pipe must be long enough to reach the ground outside the car once connected. Cars equipped solely with FIA-specified refuel couplings must transport the pipe in the car and show it at pre-rally scrutineering. The FIA reserves the right to check the fuel of any competitor at any time. At any time, the car must contain at least 3 L of fuel for sampling.

For FIA cross-country priority drivers, the 3 L of fuel must be removed from the tank via the fuel sampling self-sealing connector (see FIA Technical List n°5).

For national Car rallies, fuel available at any Govt authorised fuel station is allowed.

34. INSURANCE

34.1 It is recommended that the entry fees must include the insurance premium, which guarantees the competitor full cover for civil liability towards third parties, medical costs and his repatriation on medical grounds to a nearby hospital. If special insurance other than that described above, connected with the regulations in force in the country or countries crossed by the Rally, is obligatory, it must be detailed in the Regulations and included in the entry fees. The FMSCI takes out a comprehensive insurance policy covering competitors and officials as well as third party loss.

The insurance premiums of above mentioned contracts covers their limits the name, address and contact details of the insurance company (or companies), as well as the contracts numbers must be included in the Regulations. The insurance policy (at least in English) will be forwarded to competitors on request.

34.2 Beneficiaries of the insurance:

- The competitors,
- The members of the organization
• The officials of the Rally.

34.3 The beneficiaries are covered by the insurance while on the course of the rally, throughout the duration of the Rally.

34.4 The insurance cover will come into effect at least from the administrative checking and scrutineering for the Rally 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 administrative checking and post-rally scrutineering;
• end of the prize-giving.

34.5 Transfer and/or repatriation of the beneficiary

If the beneficiary’s state of health is such that the rally medical team decides to order his transfer or repatriation, the organiser takes care of the transport to the nearest competent medical facility advised by the medical team.

This transport takes place by any appropriate means (light medical vehicle, ambulance, etc), 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.

34.6 Medical (including hospitalisation) costs incurred

When medical costs have been incurred with the prior agreement of the rally medical team, the Organiser takes care of the medical fees, the cost of medication prescribed by a doctor or surgeon, and the costs of hospitalization decided by the medical team, the amount of which must be specified in the regulations of the Rally.

Medical (and therefore hospitalization) costs incurred after repatriation to the medical facility remain entirely at the expense of the beneficiary.

A document listing the services covered and services not covered will be issued to the participants during the administrative checks.

34.7 Civil Liability (Recommended)

From an insurance company, the organizer takes out a Civil Liability Insurance Policy, specific to sporting events with motorized land vehicles, in accordance with the national legislation(s) in force and the Prescriptions.

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 rally, 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 Rally.

34.8 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 rally, the Organiser cannot be held liable.

34.9 This policy covers only the official route of the rally, indicated by the Organiser. Vehicles that have retired or been disqualified will continue to be covered, provided that they join the finish control of the rally or the nearest port via the most direct route from the location where they have retired or been disqualified.

34.10 In case of accident, the competitor or his representative must make a written statement to the race director, the competitors’ 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.

34.11 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.

35. TIME CARD

35.1 The time cards must conform to figure

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<th>TIME CARD</th>
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<tr>
<th>TC No.</th>
<th>CHECK - IN - TIME</th>
<th>RESTART TIME</th>
<th>Comp. Sign</th>
<th>Marshalls Sign</th>
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<td>Hrs      Mins   Secs</td>
<td>Hrs.     Mins.</td>
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35.2 A new time card will be issued at least at the start of each leg.

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

35.4 The competitor is responsible for his time card. The loss of a time card will incur a minimum penalty of one hour and be reported to the stewards.

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

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

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

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

36. CONTROL ZONES

36.1 All controls and control zones will be marked with the standard FIA signs as shown in diagram F below.

36.2 The beginning of a control area is marked by one or two warning signs on a yellow background. At a distance of about 100m, the position of the control post is indicated by two signs on a red background. The end of the control area, approximately 100 m further on, is indicated by two final signs on a beige background with three black transversal stripes.
36.3 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.

36.4 It is forbidden to enter or leave a control area from any direction other than that prescribed in the itinerary or to re-enter a control area. The penalties for non-compliance are:

- 1st infringement: 10 minutes,
- 2nd infringement: 1 hour,
- 3rd infringement: disqualification or fixed penalty where this exists.

36.5 Control posts must be ready to function 1 hour before the target time for the passage of the first crew. Unless the clerk of the course decides otherwise, they will cease to operate at the maximum permitted time of 1 hour after the target time for the last crew, plus the maximum time allowed for the last competitor.

37. TIME CONTROLS

37.1 At time controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the controller. This will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control, or in a queue of rally vehicles waiting to check in.

37.2 The check-in procedure commences the moment the vehicle passes the entry sign for the time control zone.

37.3 The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post.

A crew may remain in the control zone only for as long as is necessary to complete the check-in formalities.

37.4 For road sections, the target check-in time is that obtained by adding the time allowed for completing the road section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

37.5 The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the minute before the target check-in minute. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

37.6 For road sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.

For example, a crew which is supposed to check in at a control at 18h58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.

37.7 At a time control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute. If lateness exceeds 30 minutes the competitor will be disqualified or receive a Fixed Penalty as appropriate.
37.8 At the time control at the finish of a road section preceding a selective section the controller will enter on the time card the check-in time of the crew and its provisional starting time for the selective section. There must be a 5-minute gap between the two to allow the crew to prepare for the start.

37.9 In a case where a crew arrives early at the time control before the start of a selective section, the crew will be held by the officials until its correct starting time.

37.10 At the time control at the end of a Leg, and at the end-of- Leg parc fermé, crews are authorized to check in ahead of time without incurring a penalty.

37.11 The maximum time for a section may be modified by the Stewards upon the proposal of the clerk of the course. Competitors shall be informed of this decision as soon as possible. Disqualification from a Rally or the application of a fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.

38. SELECTIVE SECTION CONTROLS

38.1 When a time control is followed by a start control for a selective section these two posts will be included in a single control area, the signs of which shall be laid out as follows:
   1 yellow warning sign with clock (beginning of zone)
   1 red signs with clock (Time control post) after approximately 100 m
   1 red signs with flag (start of the Selective Section) at a distance of 50 to 200 m
   1 end of control signs (3 transverse black stripes on a beige background) 100 m further on.

38.2 Immediately after checking in at the time control the crew must go to the start of the selective section. The controller will enter the selective section start time and then give the start for that crew.

38.3 The countdown will be announced 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.

38.4 If the start of a selective section coincides with the start of a leg, the starting time of the selective section will also be that of the leg.

38.5 The start of a selective section may only be delayed in relation to the scheduled starting time by the CoC.

38.6 Any crew refusing to start a selective section at the time and in the position allocated to it shall be given a penalty of 60 minutes.

38.7 A false start shall be penalized by 1 minute at least or an increased time applied by the stewards based on the controller’s report. This penalty does not exclude heavier penalties being inflicted by the stewards, especially if the offence is repeated. For the time calculation, the actual start time must be used.

38.8 The starting intervals for selective sections must respect the same criteria as those laid down for the beginning of legs except in the case where a road penalty has been incurred.

38.9 Selective sections will end in a flying finish, the signs, all doubled, being positioned as follows:
1 yellow chequered sign (beginning of zone)
1 red chequered sign (flying finish) after approximately 100 m
1 red signs (clock and STOP) at a distance of 150 to 300 m
1 beige signs with 3 transverse black stripes approximately 100 m further on

38.10 Stopping between the yellow warning signs and the STOP signs is forbidden; any infringement will entail a 15-minute time penalty.

38.11 Timing will be done on the finish line, which must have print-out equipment and back-up by hand timing.

38.12 At the stop line the controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following road section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these competitors at intervals of at least one minute in the order in which they arrived.

38.13 For selective sections the finish times will be recorded to the nearest second, except for the super special stage where they will be taken to the nearest tenth of a second to decide dead heats. Once the super special stage classification has been established and the starting positions for the following selective section have been determined, the tenths of a second will be deleted and the times rounded down to the second immediately below.

38.14 If a competitor is unable to leave the zone under his own power he may be pushed or towed out of the zone with external help from officials and/or competitors still in the Rally only and will incur no penalty (Art. 40.2).

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

39. SELECTIVE SECTIONS

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

40. TOWING

40.1 A vehicle unable to move under its own means may be towed or pushed by another FIA competitor still in the race, except in the control zone at the start of a leg or the start of a selective section where it may be removed from the zone by the crew and marshals.

The competitor will be deemed to have started the liaison or selective section at its scheduled time.

40.2 A vehicle towed or pushed through a time control will incur a penalty of 30 minutes except in the case of selective section finishes (Art. 38.14).

40.3 It is forbidden to transport a vehicle by any means (truck, trailer etc.) except for T3. Any vehicle so transported will be disqualified.

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

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

42. PASSAGE CONTROLS

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

42.2 Safety zones

a) With the aim of ensuring safety in the PC zone, a "Safety Zone" will be installed at each PC;
b) Speed in the zone will be limited to 30 kph maximum and controlled by the GPS;
c) The speed check will be carried out according to the sketch hereafter;

d) The regulation boards at the entry to the PC zone do not indicate the Start of the Safety Zone (SSZ);
e) Only the information given by the marshal will be considered authentic;
f) In the event of an infringement, the competitor will be penalised and the calculation of the penalties will be as follows:
A penalty of one second for every second late and two seconds for every second early will be imposed. Any excess speeding over 30 Kmph above the given speed will result in additional penalty at the discretion of the Stewards.

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

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

Should the physical sign and the waypoint not coincide, only the waypoint will be considered correct.

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

42.5 The time of passage will be noted to the second and may be used in the case of interruption of the selective section (Art. 42).

42.6 It is recommended that the closing time for passage controls must be mentioned on the time card or on the itinerary/schedule or by means of a bulletin. The closing time will be based upon:

- The distance covered since the start of the selective section
- The average speed of the selective section relative to the maximum allowed time,
- The ideal time of the last competitor, increased by 60 minutes.

42.7 The supplementary regulations or the itinerary/schedule distributed at the administrative checks must indicate the scale of penalties for each passage control not visited.

42.8 Absence of a PC stamp on the time card will be penalised by 15 minutes.

43. REGROUPS

43.1 A regroup is a stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and the exit. For events running in conjunction with another competition (National, Zone, Restricted, etc.), FIA vehicles must be gathered in a separate area.

43.2 The purpose of regroups is to reduce the intervals which may occur between crews as a result of late arrivals or retirements and to keep the rally on schedule following any delays.

43.3 The stopping time may vary from crew to crew.

43.4 On their arrival at regroups the crews will hand the controller their time card. They will receive instructions on their re-start time. They must then drive their vehicle immediately and directly to the parc fermé. The starting order shall be that of the arrival at the regrouping time control. The starting intervals after the regroup shall respect the same criteria as those specified for the beginning of the leg.

44. PARC FERME

44.1 It is forbidden to carry out any work other than that expressly permitted below in parc fermé.
For events running in conjunction with another competition (National, Zone, Restricted, etc.), FIA vehicles must be gathered in a separate area.

44.2 Cars 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
- From the moment they enter a control area
- From the moment they finish a leg until the start of the following leg (for Bajas only)
- In neutralisation areas or sectors
- From the moment they reach the end of the rally until the stewards have authorised the opening of the parc fermé.

44.3 Crews may enter the parc fermé at the earliest 15 minutes before their start time.

44.4 A car which will not start may be pushed by the crew, officials and other crews still in the Rally to the end of the control zone. In such case a 1 minute penalty will be applied. Engines may be started by means of an external battery, which may be brought in and taken out by a crew member under the supervision of an official of the Rally. Such batteries may not be transported in the competing vehicle (except in the load bearing bodywork of T4 vehicles still in the Rally).

44.5 Towing or pushing by another vehicle is prohibited inside the parc fermé.

44.6 If the scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, the vehicle may be repaired in the parc fermé in the presence of a scrutineer. A maximum of two people (mechanics, engineers or crew) may work on the car.

The time in whole minutes used for such repairs will be added to the competitor’s penalties for that leg.

Once the work has been completed a new start time will be allocated. Should the work take more than 30 minutes the competitor will be given the fixed penalty (if applicable) or disqualified.

44.7 After entering parc fermé at the end of a leg crews must stop their engines. They may then cover their vehicles and then immediately leave the parc fermé. Re-entry is not permitted until 15 minutes before their restart time.

44.8 By way of exception to the parc fermé rules and in the presence of an official, the crew may, while in the parc fermé at the start, regrouping zone or end of Leg:

- Change one or two punctured or damaged tyres using the equipment on board;
- Have a new windscreen fitted with the possibility of having outside help with the agreement of the clerk of the course; Check and/or reduce the pressure of its tyres.
- Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the FIA Technical delegate and under the control of the scrutineers.

These repairs must be completed before the starting time; otherwise a penalty of one minute for every minute’s lateness shall be imposed.
Before leaving the parc fermé, the crews must place their vehicle covers and external battery outside the parc fermé.

45. CLASSIFICATIONS

45.1 Penalties will be expressed in hours, minutes and seconds.

45.2 The final results shall be determined by adding together the times obtained in the selective sections and the penalties incurred during the road sections and other penalties expressed in time.

45.3 The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.

45.4 There will be a separate classification for all groups.

45.5 In the case of a dead heat the winner will be decided taking into account the fastest on the super special stage (if any). If this still fails to find a winner the last selective section shall be taken into account. Should this still fail to determine a winner the previous stage will be taken into account and so on.

45.6 Results will be posted after each Leg.

45.7 A competitor who has definitively retired from a Rally must immediately remove or cover his competition numbers.

45.8 To be included in the final classification a competitor must have checked in at the first time control of each leg and have checked in at the final time control of the event during their opening periods.

46. PROTESTS & APPEALS

46.1 All protests shall be lodged in accordance with the stipulations of the Code. They must be lodged in writing and handed to the clerk of the course together with the protest deposit, which shall not be returned if the protest is judged unfounded. The amount of this deposit must be specified in the supplementary regulations.

46.2 If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must pay an additional deposit, which will be fixed by the FIA.

46.3 The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.

46.4 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.

46.5 The competitors may lodge an appeal against decisions given, in conformity with the stipulations of Article 15 of the Code. The amount of the international appeal deposit must be mentioned in the supplementary regulations.

47. POST-RALLY SCRUTINEERING
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47.1 After the finish ceremony all vehicles will be placed in a parc fermé where they must remained until
the stewards authorise its opening.

47.2 Post-rally scrutineering involving the dismantling of cars may be carried out either at the discretion of
the stewards or following a protest, or upon the recommendation of the clerk of the course to the
stewards.

48. **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.

Prizes for all competitors/crews will be awarded on the ramp, save for the first, second and third in the overall
classification where an Olympic-style podium will be used. If an organiser wishes, a social or official reception,
or one with sponsors, could be held on the same evening.

All finishing Priority crew must attend the prize-giving ceremony. Absentees will be reported to the Stewards
for sanctions.

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 regrouping of between 60 and 90 minutes. The finish podium ceremony should be directly
after the regrouping and prizes distributed thereon. The finish podium ceremony should commence no later
than 15.00.

49. **TV RIGHTS – ON BOARD CAMERAS**

a) If required by the Organiser, a competitor must carry an on-board camera or other recording device. This
will be fitted by the supplier of the recording device and must be approved by the scrutineers.

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 directly, at the risk of a penalty that may go as far
as disqualification.

If the Organiser does not require the presence of an on-board camera, the competitors may not install such
equipment in their cars without the prior agreement of the Organiser.

Competitors wishing to use a camera must supply the following information to the Organiser before
publication of the start list: competitor’s name, car number, competitor’s address and use of footage.

The FIA officials may recover the footage at any time. The footage can be used by the FIA officials.

b) 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
displacement direction) and the vertical transverse plane of the rearmost point of the driver/co-driver’s seats
(in relation to the vehicle’s displacement direction).

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 car or for them to protrude beyond the bodywork.
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All camera positions and mountings used must be shown and approved during scrutineering before the start of the competition.

The mountings of the cameras and recorders must be able to withstand a deceleration of 25 g.

Non-compliance with these criteria will lead to the vehicle not being authorised to take the start.
APPENDIX I

COMMUNICATION / LOGOS

In all World Cup Rallies or Bajas, the relevant logo indicated below must be shown on the start and finish podium, on flags and on all official documents.

![FIA Cross Country Rally World Cup](image1.png) ![FIA Cross Country Bajas World Cup](image2.png)

The Organiser must make available a website dedicated to their event. The Organiser’s website name will include the name of their event.

All the information posted on the website must be dated.
**Appendix II - Specific conditions for Groups T4 Vehicles**

On the vehicles in these categories, the following parts:

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

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

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

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

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

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

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

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

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

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

In order not to be penalised for the possible loss of seals, the competitor may request the Scrutineers to add seals in those spots which he deems vulnerable.
The absence, whether notified or not, of an identification mark concerning the sealed parts will result in the disqualification of the vehicle from the T2 category; however, if the Stewards so decide, the competitor may continue to race in Group T1.
Appendix III: Safety – Crews

SURVIVAL KIT

The survival kit comprises the medical and survival equipment. There are two different kits depending on the type of race:
- one for Bajas;
- one for Cross-Country rallies.
For Cross-Country rallies, all cars must carry both the Cross-Country kit and the Baja kit.

A - MEDICAL EQUIPMENT

Medical equipment must be placed inside the cockpit in a fluorescent coloured bag and must be easy to access for the driver and the co-driver seated with their safety belts fastened. Its location should be clearly indicated by an orange arrow on the car.

Medication - information

Drivers are responsible for their medication. They have to acquire, transport and take care of it.

In order to avoid legal issues (allergy risks, purchase issues, proper storage, usage, etc.), it is not provided in the survival kit.

Recommendations (to be approved by the driver’s doctor):

An analgesic (aspirin, Novalgina, paracetamol, etc.)
Two antidiarrhoeals (Imodium, Bimixin or similar)
Any personal medication or preventive medication required due to personal medical condition.

A.1 Baja (compulsory)
- 1 x rescue scissors or 1 x pair of stainless steel scissors 14.5 cm
- 1 x adhesive plaster tape 5 m x 2.5 cm
- 6 x sterile compresses 10 cm x 10 cm
- 2 x sterile first aid dressing sheets 40 cm x 60 cm
- 2 x rolls of conforming elastic self-adherent bandage Coban type or equivalent - 4 m x 8 cm
- 1 x rescue sheet - aluminium blanket 160 cm x 210 cm
- 2 x finger plasters 12 cm x 2 cm
- 4 x pairs of disposable nitrile gloves (adult size)
- 2 x wet wipes
Minimum 3 single doses of physiological saline for eyes
- 1 x skin disinfectant (50 ml)
- 2 x compression bandages: emergency haemostatic compression pad
- 1 x Guedel airway tube (Guedel Tubus), medium size
- 2 x tourniquets (one-handed operation) – CAT or similar
- 1 x chest seal, adhesive and sterile, for thoracic wounds – SAM or similar
- 1 x information sheet
- 1 x emergency procedure sheet

A.2 Cross-Country (in addition to A.1 Baja)
- 1 x critical burn kit for face and hands – Water-Jel or equivalent 1 x 50 ml sunscreen

B - SURVIVAL EQUIPMENT
It is compulsory for every team to carry the following equipment on board the vehicles (in addition to the seat belt cutters, the emergency communication device, the motorcycle/work goggles, the safety vest and the bacon, which are already mandatory –

B.1 Baja

1 x reflective triangle
3 litres of non-alcoholic beverages per person with CamelBak® tubes and mouthpieces or similar to facilitate drinking during the race
1 x safety light (flashing torch), Powerflare® or similar
1 m x 9 m towing belt
Warm clothes and shoes if the race is taking place in temperatures below 5°C
1 fire ignition source: a lighter, for example
1 headlamp

B.2 Cross-Country (in addition to B.1 Baja)

1 additional lighter
1 x emergency mirror
1 x headlamp, minimum 1000 lumens with extra batteries
Aluminium survival blanket (2 m x 1 m) for isothermal covering, which can also be used to signal using the sun,
1 per person (the one from the A.1 Baja kit counts as well)
Survival food supplies, 1500 calories per person for rallies only (PowerBar® or similar)
A reserve of 5 litres of water in a tank which must be easily accessible without using any tools
1 x small hand shovel
1 x hand compass
TPC Aeronautic map 1/500,000 scale (1 cm = 5 km) provided by the organisers

The medical and survival equipment may be checked by the Scrutineers at any time.

Any team that fails to bring this complete survival kit to the start (medical and survival equipment) will be refused to start by the Clerk of the Course until it is brought into conformity and will be subject to a penalty up to that of disqualification in the event of a repeat offence, upon decision of the Stewards.
Article 1 – DEFINITION

1.1 The primary task of the FIA Delegate in charge of the FIA Cross-Country Opening Car (FIA Opening Car) is to improve safety for all competitors by travelling over the route of the rally 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 Organizers must provide their own opening car, designated “00”.

1.3 Save in exceptional circumstances at the discretion of the FIA, the FIA Opening Car will be present on all the Rallies in the FIA World Cup for Cross-Country Rallies (the Cup) other than Bajas.

1.4 The organizers of the Rally will provide the vehicle, together with all the necessary equipment.

1.5 The FIA Opening Car will in no manner be considered as part of the organisation of the Rally.

Article 2 – RESPONSIBILITIES

2.1 The Delegate will have full authority to:

- add notes, drawings or distances
- amend notes, drawings or distances
- delete notes, drawings or distances
- add or delete GPS points
- place warning signs or marks
- recommend the modification of the itinerary if necessary (e.g. risk to competitors, weather conditions, etc.)
- recommend the modification of the time schedule for safety reasons
- recommend the cancellation of one or more Selective Sections

2.2 The Delegate must check that the Road Book is in conformity with the standard model.

2.3 The Delegate must check the means of communication and the delivery of the documents addressed to Race Control.

2.4 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 Organizers. This report will be sent to the FIA Cross-Country Commission and appended to the FIA Observer’s Report.

Article 3 – COMPOSITION

The crew of the FIA Opening Car will be made up as follows:

The Delegate. He will be appointed by the FIA Cross-Country Commission and be in charge of the opening team

The FIA Opening Car Driver. He will be appointed by the FIA Cross-Country Commission and will have considerable experience of the discipline. He must have no current ties or obligations to either the organizers or any team entered in the Rally.
The Delegate and the FIA Opening Car Driver will be appointed by the FIA Cross-Country Commission on an annual basis. Deputies may be appointed to replace either or both.

Article 4 – OBLIGATIONS OF THE ORGANISERS

4.1 The Organizers must provide their usual opening car (which must be marked “Organization 00”).

4.2 The Organizers may provide identification plates for the FIA Opening Car, marked “FIA Opening Car”.

4.3 The “Organization 00” car may cover the entire route following the FIA Opening Car, under the control of the Delegate.

4.4 The organizers may send additional vehicles, including a truck. If more than 10 T4 entries are received, a truck must be part of the opening team.

4.5 The driver of the “Organization 00” car must be experienced and proficient in dealing with the terrain to be encountered. The navigator must be fully conversant with road books, maps, waypoints, GPS, and all other necessary aspects of navigation.

4.6 The “Organization 00” car will be responsible for providing the following for the FIA Opening Car and crew:

- Fuel
- Food & Water
- Any official permits and passes required
- Communications means specified below
- Red Fluorescent paint spray cans for danger marking (2 per day)
- Two rolls of red/white tape to mark dangerous areas.

4.7 The Organizers will provide the Delegate with the following documents upon his arrival:

- A copy of the Rally regulations
- All bulletins and information sheets
- A copy of all waivers issued by the FIA
- A copy of any waiver request subsequently refused
- A complete set of road books as provided to competitors
- A detailed itinerary and timetable
- A list of telephone numbers of all senior Rally and FIA officials
- Details of how to communicate information to race control.

4.8 After the Rally the Organizers will forward to the Delegate:

- Final Official Classification
- All bulletins and information sheet
- Any other documents issued to competitors or officials
- A copy of the opening notes as distributed to the competitors.

Article 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 in a professional relationship with one or more competitor(s) registered for the event.

5.2 Any telephone, mobile, satellite, or other communications device intended to be used by any member of the organisation or FIA opening team must be registered with the Delegate before starting. The Delegate may inspect the invoices of such telephones, and of telephones in any hotel rooms used, for the period of the rally.

5.3 Any visit to the rally bivouac or headquarters hotel by any member of the opening team must be authorised in advance by the FIA Stewards or the FIA Sporting Delegate.

5.4 The Organisers 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.

Article 6 – EQUIPMENT

The FIA Opening Car will be fitted at least with the following equipment:

- improved suspension
- tyres of a type used by the competitors
- homologated safety rollcage
- homologated seats and seat belts
- a minimum of 2 spare wheels
- a set of spare parts
- a tool kit
- replacement fluids
- sand ladders (4)
- 2 sand shovels
- straps and shackles
- air pump
- Tyre pressure gauge
- First-aid medical kit and appropriate medicines

The following navigation equipment must be fitted:

1 GPS downloaded with the points given to the competitors (fixed to the dashboard) + 1 identical one as a spare + 1 spare aerial
2 Trip meters (fixed to the dashboard), with 1 different sensor for each + 1 spare Trip meter + 1 spare sensor;

The following communication equipment must be fitted:

1 VHF set + 1 spare for liaison between the FIA Opening Car and the Organizers’ 00 car. A channel must be available for such use which is not the main rally control frequency
1 satellite station and a fax + refill for sending route modifications to Race Control
1 satellite telephone (e.g. Iridium)
1 safety beacon matching the one used by the competitors
The 00 car must be equipped with the following equipment only:

1 GPS downloaded with the points given to the competitors + 1 identical one as a spare + 1 spare aerial
1 Trip meter + 1 spare
1 VHF set (liaison with FIA Opening Car)
1 satellite telephone (e.g. Iridium)

**Article 7 – OPERATION**

7.1 The complete opening team must be ready at the start venue four days before the start of the rally, excluding the Super Special Stage (SS1). The opening duties will begin three days before the start of the rally, unless the Delegate deems otherwise.

7.2 The Organizers’ 00 car will at all times follow the FIA Opening Car on the road and will follow the schedule suggested by the Delegate.

7.3 The Delegate may attend meetings of the Stewards at their request.

7.4 The Delegate must not leave the arrival venue until at least the day after the finish to enable him to discuss the opening with the crews and teams.

**Article 8 – BAJAS**

In Baja Rallies it is the Organiser’s responsibility to carry out the opening of the route and the dissemination of information to the crews.
Appendix VI – Entry list / Start list / Results

Draft Entry List & Entry List (prepared by the organiser) Once entries have closed, the Organiser must send to the FIA a

“Draft Entry List” in numerical order, with FIA priority drivers (driving T1 cars) appearing first. The FIA will reply with any comments. After acceptance by the FIA, and only then, the “Entry List” may be published.

The “Draft Entry List” & “Entry List” must include: The allocated competition number The entrant’s full name as it appears on the competition licence

The names of the driver & co-driver and their nationalities
The make and model of the car entered
The class in which the car will compete and its group
The drivers’ FIA priority status

The FIA Technical Passport number (TT-XX-XXX)

The FIA Homologation Form number (T2 and T4 vehicles only)

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

List of Crews Authorised to Start (prepared by the Clerk of the Course)

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

Start List for the Super Special Stage or Leg 1 (prepared by the Clerk of the Course) Once the administrative and technical checks have been completed,

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

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

Once the 30-minute protest period has elapsed, the Stewards will sign the “List of Crews Authorised to Start”, which will be sent to the FIA by the Rally secretary within 4 hours.

Partial Unofficial Classification

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

Start List for Leg 2 etc.
At the end of each Leg, the Clerk of the Course will produce a Start List for the following Leg according to Art.18. The Stewards may reposition any competitor at their discretion. The approved list signed by the Clerk of the Course will be posted on the official notice board at the time specified in the Supplementary Regulations.
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Provisional Classification (Article 21 of the ISC)

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

Final Classification (Article 21 of the ISC)

At the conclusion of the 30-minute protest period, the Stewards will sign the “Final Classification” to be posted on the official notice board and sent to the FIA within four hours by the Secretary of the event.

The Final Classification must list all World Cup registered competitors and crews complying with Article 2.2.7 of the Sporting Regulations for the FIA World Cup for Cross-Country Rallies.

It must include the following information:

- The allocated competition number
- The entrant’s full name as it appears on the competition licence
- The names of the driver and co-driver and their nationalities
- The make and model of the car entered
- The class in which the car will compete and its group
- The drivers’ FIA priority status

Allocation of Points

At the end of the Rally, the Stewards will allocate points according to all classifications of the Rally, to be signed and sent to the FIA.
Appendix VII – Installation of the "Safety Zone"

Principle of setting up the WPs necessary for the installation of the "Safety Zone" during reconnaissance and integrating them into the Supplementary Regulations

SSZs and PCs are considered to be WPMs but with a specific validation radius of 90 m instead of 200 m.

It is considered that the SSZ is a WPS but with a specific visibility radius of 1000 m instead of 3000 m.

The distance of 200 m between the SSZ and the PC can, depending on the imperatives of the terrain, be slightly increased without exceeding this value by too much (see point 1) but must never be less than 200 m.

Art. 42.2.e also recalls that only the information displayed on the GPS monitor(s) is considered authentic. Should the physical sign and the waypoint not coincide, only the waypoint will be considered correct.