

SUPPLEMENTARY REGULATIONS

GEKO Ypres Rally 23-25 June 2011



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1. INTRODUCTION

1.1. Introduction

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2011 FIA Regional Rally Championship Sporting Regulations, the National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations. This General Prescriptions are available at your ASN and as well for reading in our Rally Office (see page V.3) or with our Competitor Relation Officers (CRO) during the rally.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the Organiser, the Stewards or the Clerk of the Course for changes or amendments concerning Itinerary or Final Posting Time). Additional information will be published in the Rally Guide, issued on Monday 23/05/2011. The 2011 FIA Regional Rally Championships Sporting Regulations can be found at www.fia.com > Sport > Regulations > FIA Rally Championships > Regional Championships > "2011 Regional Rallies Championships Sporting Regs and Appendices (english) – published on 14.02.2011".

1.2. Road Surface

All stages will be run on asphalt/tarmac

1.3. Overall SS Distance and Total Distance of the Itinerary

287,89 Km special stages (45,16%)

18 special stages (10 different stages)

349,58 Km liaison distance (54,84%)

637,47 Km total distance

2 Legs, 6 Sections

2. ORGANISATION

2.1. FIA and other Titles for which the Rally counts

FIA European Rally Championship

FIA European Rally Championship for drivers

FIA European Rally Championship for co-drivers

FIA 2-WD European Cup

FIA International Series "IRC" Intercontinental Rally Challenge for makes

FIA International Series "IRC" Intercontinental Rally Challenge for drivers

FIA International Series "IRC" Intercontinental Rally Challenge for drivers 2WD

BFO Belgian Rally Championship

BFO Belgian Rally Championship for drivers

BFO Belgian Rally Championship for co-drivers

BFO Belgian Rally Championship for makes

"Challenge RENAULT Sport 2WD - IRC Séries"

"Citroën Racing Trophy Belux"

"Ford Fiesta Sport Trophy"

2.2. Visa numbers – FIA and ASN

FIA visa N°: 5CER/050511 issued on 05/05/2011

ASN visa N°: GEY-11B-R6 issued on 13/05/2011

2.3. Organisers Name / Permanent Secretariat, Address and Contact details

SuperStage vzw	tel:	+32 (0)56 43 28 81
Vlamingstraat 4	fax:	+32 (0)56 43 28 61
B-8560 Wevelgem	e-mail:	info@ypresrally.com
Belgium	web:	www.gekoypresrally.com

2.4. Organisation Committee

Chairman	Alain PENASSE
Financial Director	André BOSTYN
Secretary	Christophe VERMEERSCH

2.5. Stewards of the Meeting

Chairman	Hans-Christoph MEHMEL (DEU)	FIA
	Alain MAHÉ (FRA)	FIA
	Yves BACQUELAINE (BEL)	ASN
Secretary to the Stewards	TBC	

2.6. FIA Delegates and Observer

Observer	Luděk KOPECKÝ (CZE)
Technical Delegate	Lionel CARRE (FRA)

2.6.1. ASN Rally Coordinator

Etienne MASSILLON	RACB Sport
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2.6.2. National Technical Delegate

Xavier SCHENE	RACB Sport
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2.6.3. Time Keeper Coordinator

Ghislain DECOBECK	RACB Sport
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2.6.4. Official Scrutineer of the "Challenge RENAULT Sport 2WD - IRC Séries"

Sylvain ALANORE	Renault Sport Technologies
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2.7. Officials

2.7.1. Senior Officials

Clerk of the Course	Ignace BECQUART	ibe@ypresrally.com	FIA license nr: 13
DCOC / Rally Manager	Alain PENASSE	alain.penasse@ypresrally.com	FIA license nr:
ACOC / Communications and Results	Noel DEBERDT		FIA license nr:
ACOC / Chief Safety Officer	Jan VERVISCH		FIA license nr:
ACOC Route	Denis DUJARDIN		FIA license nr:
Event Secretary	Emilia KIVIMÄE	emilia.kivimae@ypresrally.com	FIA license nr:
Competitors Relations Officers	Clément MASCLEF / Boudewijn BAERTSOEN / Joost DEMEESTERE / Roger JAMOUL		

2.7.2. Major Officials

Service Park Manager	Christophe VERMEERSCH	
Relations Authorities	André BOSTYN	
Chief Medical Officer	Dr. Jan CREUPELANDT	
Deputy C.M.O.	Dr. Luc HATSE	
Medics Coordinator	Diego GOUWY	
Time Card Officer	Chris DESCHILDERE	
Spectator Management	Frederik DEBRUYNE	
Marshal Coordinator	Jean Pierre DELEERSNIJDER	
Ceremony Master	Patrick BOSTYN	
Administration	Yves QVICK	
Timing & Result Communication	Vincent ROUSEU / Chris DESCHILDRE	
Press Officers	Tom ESPEEL	
Assistant Press Officer	Kirsten BRACKX	
Media Accreditation Officer	Dirk VAN DER SLUYS	
Equipment Officer	Matthias BURGGRÄVE	
HQ Communications Officers	Peter DECKMYN / Pierre LACANTE	
Rally HQ Manager	Peter DECKMYN	
Safety Tracking System Manager	Denis DUJARDIN	
Survey Helicopter Officer /		
Deputy Safety Officer	Rik VERHOOGHE	
Intervention Helicopter Officer	Rik DESIMPEL / Frederik VANHOOREN	
Timing Equipment Coordinator	Patrick DUMORTIER	
Special Stages Coordinator	Werner ROOM / Gunter ARCHIE	
Special Stage Chiefs	Kathy DEKNOCK	SS Dikkebus-Westouter
	Rik DESIMPEL	SS Mesen-Sauvegarde
	Jean-Pierre DE LEERSNIJDER	SS Langemark
	Gerard VRIJENS	SS Proven-Vleteren
	Kris PEETERS	SS Watou
	Jeroen DEMEULENAERE	SS Heuveland
	Chris D'HONDT	SS Hollebeke
	Daniel LEMOINE	SS Lille-Eurométropole
	Jean Pierre BERGER	SS Show Wasquehal
	Patrick DUMORTIER	SS Kemmelberg
Special Stage Safety Chiefs	Dorine BOUTEN	SS Dikkebus-Westouter
	Davy VERCAEMER	SS Mesen-Sauvegarde
	Piet OOSTVOGELS	SS Langemark
	Rik MONNENS	SS Proven-Vleteren

	Tim PEETERS	SS Watou
	Sebastian WYFFELS	SS Heuvelland
	Jurgen DEBRUYNE	SS Heuvelland
	Danny VERFAILLIE	SS Hollebeke
	Eric GUESQUIER	SS Lille-Eurométropole
	Guy LERBUT	SS Show Wasquehal
	Gunter ARCHIE	SS Kemmelberg
Course Cars 0 / 00	Bart DHULSTER / Ronny HOSTEN	
Sweeping Car	José VITSE	
Parc Fermé & Regroup Officer	Bernard DAVID	
Superrally and Retirement Officer	Boudewijn BAERTSOEN	

2.8. HQ Location and Contact Details

Rally HQ from Thursday 23/06 until Sunday 26/06

Ieper Business Park tel: +32 57 221 330
 Ter Waarde 10 fax: +32 57 221 349
 8900 Ypres

COC private emergency number will be printed on the backside of the timecards.

Rally Office from Saturday 11/06 until Wednesday 22/06

"Ieshalles Marktcfé" tel: +32 56 432 881
 Grote Markt 35 fax: +32 56 432 861
 8900 Ypres

Rally Office opening hours:

11/06/2011	10h00 – 18h00
13-18/06/2011	09h00 – 12h00
19/06/2011	17h00 – 20h00
20/06/2011	10h00 – 20h00
21/06/2011	07h00 – 20h00
22/06 2011	10h00 – 20h00

3. PROGRAMME

DAY	DATE	TIME	ACTIVITY	LOCATION
FRI	10/05	-	Entry Form published	Website
MON	23/05	-	Issuing of the Route map and Rally Guide 2	Website
FRI	28/05	-	Official Notice Board	Rally Office, website
		-	Closing date for helicopter registration	7emilia.kivimae@ypresrally.com
MON	30/05	-	Closing date for entries at reduced rate (paym. Incl.)	Website / Permanent Secretariat
FRI	10/06	Midnight	Closing date for entries	Website / Permanent Secretariat
SAT	11/06	-	Issuing of the Road Book	Rally Office
MON	13/06	-	Publication of List of Entries in seeded order	Website / Rally Office
TUE	14/06	-	Closing date for order of extra services in service park	service.park@ypresrally.com
WED	15/06	-	Closing date for media accreditation	media@ypresrally.com
FRI	17/06	-	Original Entry Form must reach the organisers	Vlamingstraat 4, 8560 Wevelgem
SUN	19/06	17h00 – 20h00	Collection of material and documents	Rally Office
MON	20/06	10h00 – 20h00	Collection of material and documents	Rally Office
		14h00	Collection of rally safety tracking system	"Council Room", Cloth Hall, Ypres
			Pre-event Press Conference	
TUE	21/06	07h00 – 10h0 09h00 – 21h00	Collection of material and documents Start of reconnaissance (1 st day)	Rally Office Special Stages
WED	22/06	08h00 09h00 – 21h00 14h0 18h00 – 22h00	Opening of the Service park for ERC registered & IRC teams Reconnaissance (2 nd day) Opening of media centre and media accreditation Scrutineering for spare parts (on invitation)	Market Place, Ypres Special Stages Novotel, Sint-Jacobsstraat 15, Ypres Škoda "Duran", A.Dehemlaan 3, Ypres
THU	23/06	07h00 – 15h00 08h30 09h00 10h00 – 19h00	Administrative checks Scrutineering – sealing & marking components IRC/ERC team managers meeting on invitation Opening of Service park for the rest of the teams Rally HQ open	Škoda "Duran", A.Dehemlaan 3, Ypres Novotel, Sint-Jacobsstraat 15, Ypres Market Place, Ypres Ieper Business Park, Ter Waarde 10, Ypres

DAY	DATE	TIME	ACTIVITY	LOCATION
THU	23/06	18h00 – 19h00 19h00 – 20h30 20h30 – 23h00	Official Notice Board Shakedown reconnaissance Shakedown: first 25 starting numbers Shakedown: all competitors	Nieuwkerke
FRI LEG1	24/06	09h00 – 23h30 10h00 13h00 13h30	Rally HQ open First Stewards meeting Publication of start list for Leg 1 Helicopter pilots' briefing	Ieper Business Park, Ter Waarde 10, Ypres Stewards room, Rally HQ Official Notice Board Rally HQ
FRI LEG1	24/06	16h15 23h06	Rally start Finish of Leg 1	Rally HQ Podium, Market place, Ypres
SAT LEG2	25/06	08h00 09h00 – 02h30 10h20 22h15 23h00 – 01h00 23h00 24h00	Publication of start list for Leg 2 Rally HQ open Start of Leg 2 Podium Ceremony / Prize-giving Return of rally safety tracking system Final Scrutineering Post-event Press Conference	Official Notice Board Ieper Business Park, Ter Waarde 10, Ypres Podium ramp, Market place, Ypres Rally Welcome, Rally Office, Ypres Vereenoghe Autostar, Ypres Media Centre
SUN	26/06	01h00 01h30 02h30	Publication of Provisional Final Classification Publication of Final Official Classification Rally HQ closing	Official Notice Board

Details of Locations:

Rally Office "Ieshalles Marktkafé", Grote Markt 35, Ypres (Market Place)

Rally HQ "Ieper Business Park", Ter Waarde 10, Ypres

Media Centre "Novotel", Sint-Jacobsstraat 15, Ypres

4. ENTRIES

4.1. Closing Date for Entries

All entry forms must be received before the closing of entries on Friday 10/06/2011 at 24h00 (GMT+2).

4.2. Entry Procedure

Any FIA competition license-holder wishing to take part in Geko Ypres Rally 2011 must send the due entry fee and the completed entry form, to the rally secretariat before the closing date (Article 16. / 2011 FIA Regional Rally Championships Sporting Regulations - FRRCSR). Details of the co-driver may be submitted up to 23/06/2011 (signing-on).

If this application is sent by fax or e-mail, the original must reach the Organiser by 17/06/2011.

4.2.1. Acceptance of Entry Form

An entry application will be accepted only when fully completed, duly signed and accompanied by the total entry fees or by a receipt issued by the competitor's ASN. Payment of the entry fees will only be accepted by bank transfer.

For foreign competitors, drivers and co-drivers, authorization must be given by their ASN according to Article 70 of the Code and original has to be presented at the Administrative Checks.

4.3. Number of Competitors accepted and Classes

4.3.1. The maximum number of entries accepted is 100.

If more than 100 entries are received, the Organisers reserve the sole right to decide which entries among the non-priority drivers will be accepted.

4.3.2. Classes

- Group A Cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the ERC
- Group RGT cars complying with 2011 Appendix J Art. 256
- Group R cars (Appendix J, Article 260 and 260D)
- Group N cars (Appendix J, Article 254) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Article 254A).
- Super 2000 cars fitted with a 1.6-liter turbo engine with a maximum air restrictor's internal diameter of 30mm
- Regional cars
- Only NGT National cars will be admitted by the organizers.

CLASSES OF CARS	
CLASSES	GROUPS
1	S2000-Rally: 1.6 T engine
2	S2000-Rally: 2.0 Atmospheric Group R4
3	Group N car over 2000cc (current N4)
4	RGT Cars
5	Group A car over 1600cc and up to 2000cc Super 1600 R2C (over 1600cc and up to 2000cc) R3C (over 1600cc and up to 2000cc) R3T (up to 1600cc / nominal) R3D (up to 2000cc / nominal)
6	Group A car over 1400cc and up to 1600cc R2B (over 1400cc and up to 1600cc) kit-car over 1400cc and up to 1600cc
7	Group A car up to 1400cc kit-car up to 1400cc
8	Group N car over 1600cc and up to 2000cc
9	Group N car over 1400cc and up to 1600cc R1B (over 1400cc and up to 1600cc)
10	Group N car up to 1400cc R1A (up to 1400cc)
4 BRC	NGT21, NGT22, NGT23, GTP24

(Articles 4.1. and 4.2. 2011 FRRCSR)

4.3.3. Additional Provisions

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600 cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.
- Group A cars with a corrected cylinder capacity of less than 2000cc must have their homologation accepted by the FIA for the region.
- The FIA 2WD European Cup is reserved for group A cars, Group A kit cars as described in Article 4 of the FIA Regional Rally Championship Regulations, Group R cars and Group N cars.

See also variations in each region.

(Article 4.3. 2011 FRRCSR)

- The NGT and GTP cars will use the entire itinerary as in the Championship Event
- For those NGT and GTP cars, the same panel of Stewards, Scrutineers and Officials are appointed
- The NGT and GTP cars will run as a group/class 4 BRC after the last car entered in the ERC and IRC Championship Event
- The NGT and GTP cars shall have their own classification for the National Championship and will not appear on any results of the European Championship Event.

4.4. Entry Fees

Legal Entries € 2.500 with Organisers proposed advertising
€ 3.500 without Organisers proposed advertising

Legal competitors are competing cars entered by a team, a company or other legal entity with a competitor's license.

Only Legal Entries can benefit from an enlarged service area following the table in art 4.4.1 (see below).

Private Entries € 1.800 with Organisers proposed advertising
€ 2.800 without Organisers proposed advertising

Private competitors are competing cars where the competitor is either the driver or co-driver (with competitor license) or RACB registered Drivers Club of the Belgian crews.

Trophies Entries € 1.600 with Organisers proposed advertising
€ 2.600 without Organisers proposed advertising

Trophies entries are only valid after confirmation of participation of following cups:

- "Challenge RENAULT Sport 2WD - IRC Séries"
- "Citroën Racing Trophy Belux"
- "Ford Fiesta Sport Trophy"

There is a discount of € 500 for all entries if the full amount is paid before 30/05/2011.

4.4.1. Entry Packages

PRODUCT	LEGAL COMPETITORS	PRIVATEERS	TROPHIES
Service Park Service area	130 m ² for 1 car 200 m ² for 2 cars 250 m ² for 3 cars	80 m ²	50 m ²
Vehicle Plates			
Guest	2	0	0
Service	2	1	1
Auxiliary	1	0	0
Passes			
Competitor	2	1	1
Driver	1	1	1
Co-driver	1	1	1
Team Guest	6	0	0
Refuelling armband	2	2	2
Administration			
Regulations	3	1	1
Recce Material	1	1	1
Road Book (sets)	2	1	1
Rally Guide 2	3	1	1
Route Maps	2	1	1
Programme	6	2	2

- Additional Auxiliary plates can be purchased at € 150 each.
- For Privateers and Trophies entries 1 additional Service plate can be purchased at € 350 each.

4.5. Payment Details

Entry fees must be paid by bank transfer to the following bank account:

Account holder: Superstage vzw
 Account nr: 3200 0624 4042
 Bank Name: ING België
 IBAN: BE77 3200 0624 4042
 BIC: BBRUBEBB

- Please note that the above IBAN and BIC number should be used on all foreign payments.
- Please note that the payer must cover any charges involved with the transfer
- When paying by bank transfer it is essential that you provide the payment proof by fax to the Rally Office to ensure that the payment is duly received prior to the close of entries (fax nr: +32 (0)56 43 28 61).
- Please ensure that the competitors name and "GYR11 Entry Fee" are included as a reference on bank transfers.

4.6. Refunds

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted
- In the case of the rally not taking place

Partial refund of entry fees:

- The Organiser may refund 50% of the entry fee to those competitors who for reasons of "force majeure" (duly certified by their ASN before the Scrutineering) were unable to start the rally. The application for a refund must be submitted in writing to the Organisers (alain.penasse@ypresrally.com), stating the reason for not starting by the 23/06/2011 (scrutineering). Bank account details must be included.

5. INSURANCE

5.1. Description of Insurance Cover

The Organisers have contracted a General Liability Insurance, which covers the civil liability of organizers and participants (competitors and crews for Vehicle Liability) according to Chapter 2/Art. 5 of the National Sporting Rules and the Belgian Law of 21 November 1989.

Vehicle liability (owner/driver liability) coverage concerning car accidents occurring during races and speed contests (contract Nr 730.261.439 Axa Belgium):

- Liability coverage bodily harm: Unlimited per claim.

- Liability coverage property damage: € 100.000.000 per claim.

The insurance covers the participants as long as they are in participation of the event.

Service, auxiliary and recce vehicles are excluded from the Organisers insurance cover.

The Organiser's insurance cover for the rally will come into effect from the start of the rally and will cease at the end of the rally or at the Time Control of the retirement or exclusion.

A minimum of third party insurance is compulsory for all cars taking part in the rally. **As proof that the rally car has the traffic insurance for Belgium, confirmation is required in form of an International Motor Insurance Card (Carte Internationale d'Assurance Automobile).**

5.1.1. Behaviour in case of Accident

In case of an accident with material damage only, the competitor has the absolute Obligation to report verbally at the next Time Control and by a detailed report in writing before the end of the "Leg" at the Clerk of the Course's office (Retirement Officer). Lack of declaration of material damage, will be sanctioned with a € 500 penalty. Furthermore in case of physical damage, the driver must immediately inform the qualified police authorities.

If a driver taking part in a rally is involved in an accident in which a member of the public, or anyone else, sustains physical injury, the driver and/or the co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road-book and signed on the route. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents. Hit and run offence is a criminal offence under Belgian law.

- If a competitor leaves the road and goes off on a spot where spectators, neighbours, marshals or any other persons are standing, he has to stop to verify if nobody has been hit and injured by his vehicle.
- If nobody has been injured, the competitor may leave and the incident will be considered as a race fact, remaining understood that the above-mentioned report has to be made in the same conditions by the competitor.
- If somebody has been injured, the competitor has to wait on the spot for the arrival of the rescue and police forces (information will be given by the marshals and or officials on the spot) before continuing eventually the event.
- **Inobservance of the here above mentioned will be automatically sanctioned with the exclusion of the competitor who furthermore is risking legal penalties in the country where the event takes place.**
- Competitor's accident and safety procedures will be also inserted in the Road Book.

In the case of retirement, the competitor has to hand over his time card at the following Time Control or at the Rally Head Quarters to the Retirement Officer together with his retirement report in writing. Inobservance of this rule will be sanctioned with a € 250 penalty.

5.2. Organisation Public Liability Cover

Maximum compensation regarding organiser liability insurance is € 5.000.000 per case for bodily, and property per claim.

6. ADVERTISING AND IDENTIFICATION

6.1. Identification

Competitors will be required to carry mandatory rally identification plates and competition numbers during the whole rally. Those will be issued by the Organisers and must be affixed to the car prior to scrutineering and maintained during the whole event as specified in 2011 FIA Regional Rally Championships Sporting Regulations (Art. 11, 12,13 and 14). See Appendix 4 of these regulations for details concerning rally plates and competition numbers and their affixing.

The advertising space on the competition numbers and the rally plates belong to the Organiser. The advertising is obligatory and described in Appendix 4. Any cutting, damaging, or foreign advertising on competition numbers or rally plates will give the following penalty: start refusal or exclusion.

Each of the front door number panels shall comprise a matt black competition number box, which shall always be at the front of the panel when positioned on each of the front doors. **No signage other than the colour scheme of the car shall be placed within 10 cm of this panel.**

6.2. Failure to comply with any regulations concerning the plates and identification numbers will be sanctioned as follows:

- | | |
|---|--|
| • One missing Rally Plate or Competition Number: | cash penalty of € 100 |
| • Competition Numbers or Rally Plates are missing at the same time: | exclusion |
| • Rally Plates failing to be visible or partially covering license plate: | cash penalty of € 100 |
| • Missing Organizers Optional Advertising at any moment: | Payment of Entry Fee without Advertising |

6.3. Driver's and Co-driver's Names

6.3.1. Drivers names on Rear Side Window

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

- In white Helvetica
- In upper case for the initials and the first letter of the name and the remainder in lower case

- 6 cm high and with a stroke width of 1.0 cm

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

If it is ascertained at any time during the rally that one or more name are missing the cash penalty of € 100 will apply.

Service / Auxiliary plates (stickers) and other plates (identification stickers) must be affixed to the upper side of the windscreen on the right (passenger) side.

7. TYRES

7.1. Tyres specified for use during the Rally

In addition to complying with the 2011 Regional Rally Championships Sporting Regulations concerning the use of tyres, the allowed quantity of tyres confirmed for use is unlimited.

All tyres used must be readily available commercially.

Only tyres marked by the organisers may be used.

Cars may carry a maximum of two spare wheels. Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken from the car elsewhere than in the service parks or service areas where a tyre change is authorised.

Everything not allowed is forbidden!

7.2. Tyres for use on Reconnaissance

Only homologated commercial road tyres are allowed.

7.3. National Laws or Special Requirements

The use of studded tyres is not allowed.

8. FUEL

8.1. Ordering Procedure

The use of FIA fuel is not obligatory. All competitors have to use a fuel in accordance with Art.9 Appendix J art. 252.

8.2. Closing Date for ordering FIA Fuel

Not applicable

8.3. Distribution for non-priority Drivers

All competitors may only refuel in the refuelling zone. There will be one refuelling zone. For safety reasons and competitors' comfort guarded fuel storage containers will be available in the refuelling zone for all competitors. More information concerning this container will be available at the Permanent Secretariat and with the Refuelling Officer. It is forbidden to use the competition car for transportation of fuel and personnel between Service Park and refuelling.

To access the refuelling zone each service crewmember (maximum of 2) will have to wear the armband provided with the service pack and fireproof protection clothing.

9. RECONNAISSANCE

9.1. Procedure for Registration

The registration for reconnaissance will take place as following:

Sunday 19/06 17h00 – 20h00

Monday 20/06 10h00 – 20h00

Tuesday 21/06 07h00 – 10h00

Location: Rally Office "Ieshalles Marktkafé"
Grote Markt 35, 8900 Ypres

For ERC registered and IRC teams with legal entry (See Art. 4.4 of S.R.) materials may be collected and reconnaissance registration may be done by a team member duly designated in writing (emilia.kivimae@ypresrally.com). Other crews will be obliged to attend in person.

9.2. Specific and/or National Restrictions – Speed Limit on the Liaison and Special Stages

It is emphasised that the reconnaissance of the special stages is not practice. All the road traffic laws of the country (Belgium and/or France) must be strictly adhered to and the safety and rights of other road users and children in particular must be respected with special care. Special attention has to be paid to urban areas and school vicinity zones.

Art. 15 and 20 of the 2011 Regional Rally Championships Sporting Regulations will be strictly applied during the reconnaissance.

All reconnaissance's of the rally route has to be done at reasonable speed in accordance to the traffic rules. Under no circumstances may competitors' drive in the opposite direction of the rally traffic, unless instructed by an official of the event. The maximum speed set for the reconnaissance of special stages is 90km/u, except for those cases in which there are speed limit signals and in built-up areas (50km/h or 30 km/h).

Competitors are reminded that the roads are not closed for reconnaissance and vehicles will be travelling in the opposite direction of the rally reconnaissance traffic.

Reconnaissance Vehicle: RRCSR rules applied. (Art 20.1 and 20.2)

Competitors are permitted a maximum of 3 passages over each special stage.

A reconnaissance control card will record each competitor's passage over the stages.

The reconnaissance control card will be returned during the administrative checks.

The reconnaissance pass must be posted on the top right of the front windscreen of the reconnaissance car.

Any infringement to traffic laws (except speeding) or case of dangerous behaviour or disrespect of the reconnaissance time schedule duly recorded and reported to the clerk of the course by **the police or any of the event officials listed in Art 2.7** here above, will result in a penalty as ruled by Article 153 of the International Sporting Code and/or in the hereinafter penalty schedules:

- 1st infringement: convocation by the Clerk of the Course
- 2nd infringement: a cash penalty of € 500
- 3rd infringement: a cash penalty of € 1.000 with a transfer of a file to the RACB Sport (2 & 3 are cumulative)
- 4th infringement: decision by the stewards of the meeting. Sanction can go as far as exclusion.

Speeding during reconnaissance will incur a fine applied by the Clerk of the Course as follows:

Per km per hour over the speed limit:

- | | |
|------------------------|------|
| - Priority A drivers | € 25 |
| - Priority B drivers | € 15 |
| - Non Priority drivers | € 10 |

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

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

9.3. Installation of Speed Control Checking Devices

Speed controls will be done by the police with multanova radar devices and speed-guns during the reconnaissance as well as during the rally.

There will be no speed control checking devices distributed to the crews for the reconnaissance.

Belgian Speed Rules: See Appendix 5.

Belgian law prohibits the fitting or carrying of radar detection equipment.

Reconnaissance schedule see Appendix 2.

10. ADMINISTRATIVE CHECKS

10.1. Documents to be presented:

- Competitors license
- Driver and Co-driver competition license
- Driver and Co-driver passports or identifications
- ASN authorization, for all foreign competitors
- Completion of all details on the entry form
- Reconnaissance Control Card.
- Car insurance cover certificate (Green Card)
- Car registration papers

10.2. Timetable

Date: Thursday 23/06

Time: 07h00 – 15h00 (See detailed timetable in 11.1.)

Location: Škoda Duran, Albert Dehemlaan 3, 8900 Ypres

11. SCRUTINEERING, SEALING AND MARKING

11.1. Scrutineering venue and timetable

Location: Škoda Duran
Albert Dehemlaan 3, 8900 Ypres

On Wednesday evening between 18h and 22h, for competitors with a legal entry, an additional scrutineering/sealing will be organized for the spare parts of their participating cars. Appointments can be made by e-mail (emilia.kivimae@ypresrally.com).

Any crew taking part in the rally, or their representative, duly designated in writing must arrive at the scrutineering and present the car in accordance with the timetable hereinafter.

The cars should be presented with dismantled sump guard and fully prepared for all necessary sealing:

1. body shell and engine-block for all competitors
2. compressor (turbocharger) and the spare one for all compressor equipped cars
3. transmissions and the spares for all cars of FIA priority drivers and 4WD IRC car drivers
4. FIA Technical passport and its marking is compulsory for all S2000 cars.

The car's complete certified homologation form must be shown

THURSDAY 23/06/2011 SCRUTINEERING SCHEDULE			
TIME	NUMBER – GR1	NUMBER – GR2	NUMBER – GR3
07h00 – 08h00	91 / 90 / 89 / 88 / 87 / 86	61 / 60 / 59 / 58 / 57 / 56	31 / 30 / 29 / 28 / 27 / 26
08h00 – 09h00	85 / 84 / 83 / 82 / 81 / 80	55 / 54 / 53 / 52 / 51 / 50	25 / 24 / 23 / 22
09h00 – 10h00	6 / 5 / 4	14 / 12 / 11	21 / 20 / 19 / 18
10h00 – 11h00	10 / 9 / 8 / 7	3 / 2 / 1	17 / 16 / 15
11h00 – 12h00	67 / 66 / 65 / 64 / 63 / 62	37 / 36 / 35 / 34 / 33 / 32	49 / 48 / 47 / 46 / 45 / 44
12h00 – 13h00	101 / 100 / 99 / 98	97 / 96 / 95	94 / 93 / 92
12h30 – 13h00	BREAK		
13h00 – 14h00	73 / 72 / 71 / 70 / 69 / 68	43 / 42 / 41 / 40 / 39 / 38	79 / 78 / 77 / 76 / 75 / 74
14h00 – 15h00	RE-CONTROL		

11.2. Mud flaps (Appendix J Article 252.7.7)

11.3. Windows/Nets (Appendix J Article 253.11)

The use of silvered or tinted films is authorised and must comply with this Article 253.11 from the Appendix J and Belgian Traffic laws which stipulate that:

“2.2. The transparent panels must have an equal transparency on both sides of the panel. For the vehicles of class M1 (Private Cars), no non-original auto-adhesive film or coating can be used on the lateral front windowpanes. This rule applies also for the rear window if the vehicle is not equipped with an exterior rear-view mirror on the opposite side to the side of the driver.”

11.4. Driver's Safety Equipment

At scrutineering competitors must produce all items of protective clothing, underwear, including helmets and a FIA approved head restraint (formerly called HANS) intended to be used. Compliance with Appendix L Chapter III will be checked.

Whenever a car is in motion on a special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment and have their safety belts fastened (Article 34.1. 2011 RCSR). Checks will be done during the event, after the start.

11.5. Noise Level

FIA rules (Appendix J Article 252.3.6) it is obligatory to respect the Belgian Traffic Laws.

For all cars max noise level = 94 dBA

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

If the car does not comply with this rule, the following penalties will be given:

- Before the start: the crew concerned will not be allowed to start.
- During the rally: on base of the report of the scrutineers, the panel of the stewards of the meeting will decide the penalty, which may go as far as exclusion.

11.6. Special National Requirements

Belgian registered cars need a certificate of C.T.A. (Automobiel Keuring / Contrôle Technique).

11.6.1. Two-way Radio Communication

The approved GSM (mobile) telephones are exempted from licensing. Every other radio transmitter must be applied for at the Belgian authority in charge:

B.I.P.T.

Ellipse Building, Building C

Boulevard du Roi Albert II 35 B, B-1030 Brussels

Tel: +32 (0)2 226 88 88

Fax: +32(0)2 226 88 03

Any infringement of the law will render the brochers liable for legal procedures and if their frequencies interfere with the Organisation network, immediate sanctions will be requested.

11.6.2. National General Technical Regulations

If during a road event (Rally, Rally-Sprint and Hill Climb) a registered vehicle goes off road and makes an impact of any importance or any nature, it has to be presented to the scrutineers of the event at the end of the section in course at the tyre check point. Those scrutineers will consign the facts on the Technical Inspection Pad and will decide if the vehicle is in condition to continue the competition without risk for neither the crew(s) nor the public. If the repairs cannot be executed within the prescribed time, the scrutineers will establish a report of non-conformity of the vehicle for security reasons. This will entail the automatic exclusion of the competitor. This decision will be without appeal for the competitors and will entail the obligation of an inspection in the C.T.A. (Technical Automobile Center) before any new entry in another road event. When a vehicle went of road causing the retirement of the vehicle, the crew has to respect the rule here above mentioned by bringing the vehicle back to the rally centre before the end of the final scrutineering to have it inspected by the scrutineers who will decide about the necessity of an inspection in the C.T.A. before a new entry of the vehicle. Foreign cars are submitted to the same obligations during the event, nevertheless in respect of the legal obligations in its country of origin. The scrutineers before any new entry will pay special attention to it. Competitors, who disrespect this rule during a road event, will automatically be exposed to a compulsory re-inspection of their vehicle in the C.T.A. and to the payment of € 100 to the ASN for administrative costs in case of non-declaration or non-presentation of the vehicle.

11.7. Installation of Safety Tracking System

In FIA Regional Championship events all cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each Organiser. (Article 34.6. 2011 FRRCSR)

11.8. Responsibility of the competitor

For information concerning Safety Tracksponsibility of the Competitor - The competitor will be responsible for the technical conformity of his car and for the intact preservation of all affixed identification marks throughout the rally. It is also the responsibility of the competitor to see to it that any part of the car, which has been handled during checking, is reinstalled correctly and that all tools used for scrutineering has been removed from the car.

12. OTHER PROCEDURES

12.1. Ceremonial Start procedure and order

Not applicable

12.2. Finish Procedure (only if different from the Regulations)

Following the final service at Market Place in Ypres all crews will continue to the end of rally podium finish at TC 19D. The finish of the rally will be at TC 19D, from there, competitors must follow instructions of the officials to drive over the finish ramp. After the finish podium ceremony cars will be driven to the final Parc Fermé under the control of the Organisers. This may be done by a representative of the competitor.

Prize giving: Podium ramp, Market Place in Ypres, Saturday 25/06 at 22h35 at the arrival of the cars.

12.3. Permitted early Check-in

Crews are authorised to check in early, without incurring a penalty, at TC 6D (end of Leg 1) and 19D (end of Leg 2).

12.4. Super Special Stage Procedure and Running Order

Not applicable

12.4.1. Starting system of special stages

Starts of special stages will be given as follows:

When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the special stage time card. He will hand this document back to the crew. The start of the stage will be given by an electronic countdown system, (TAG Heuer HL 920) counting down by the seconds. This system will be linked to a start line detection device that records any situation where a car leaves the start line ahead of the signal. Additionally an analogue clock will be visible to the crew. At the Finish, time is taken at 1 /10 second by photocell. The distance between this jump-start detection device and the start line will be 40 cm.

12.5. Any special Procedures / Activities including the Organisers' Promotional Activities

12.5.1. Contact Number

At the signing on, all crews will have to declare the number of the mobile phone, which they will carry with them on board and keep connected during the whole event. This is part of the crew safety procedures of the events safety plan. Any crew who fails to this rule will be reported to the stewards by the Clerk of the Course.

12.5.2. Accident Reporting (Art 34.2.7 and 34.3 2011 FIA RRCSSR)

The road books shall contain a page giving the accident procedure. This procedure has to be respected by all competitors. Any crew retiring from a rally must report this to the Organisers (Retirement Officer) as soon as possible. All competitors retiring from the event have to hand in their time card at the nearest control point. Any crew retiring from a rally must report such retirement to the organisers (Retirement Officer) as soon as possible, safe in case of force majeure. Any crew failing to comply will be subject to a penalty at the stewards' discretion.

The Emergency Phone nr of the event will be printed on the backside of the time cards.

12.5.3. The Use of on-board Yellow Flag System

Through the security tracking device the clerk of the course can transmit a warning to the crews, which could encounter an obstruction in the special stage, by means of a yellow flag device mounted on the dashboard of the car. All competitors running this particular special stage in the area before that particular obstruction will receive a yellow flag warning through the on-board yellow flag device which will light up. The light will extinguish after the next security post following the obstruction or danger zone. Cars having received yellow flag warning are automatically registered and reported by the system. The driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters. Upon receiving a yellow flag sign, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. The crews, which have received on board yellow flag warning will be given a notional time for the concerned stage as in Article 33.

Failure to comply with this rule (yellow flag warning) will be reported to the stewards by the Clerk of the Course together with a registered data from the tracking system and will entail a penalty at the discretion of the Stewards.

12.5.4. SOS and OK Sign (2011 FIA RRCSSR Art. 34.2)

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

In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew, which has the red "SOS" sign displayed to them or sees a car, which has sustained a major accident where both crewmembers are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to give assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

Any crew, which is able to but fails to comply with this rule, will be reported to the stewards who may impose penalties in accordance with the International Sporting Code.

In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crewmember to the following vehicles and to any helicopter attempting to assist. If the crew leaves the vehicle area, the "OK" sign must be displayed so that it is clearly visible to other competitors.

12.5.5. Reflective Red Triangle

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

12.5.6. Other points

During a special stage any assistance is forbidden. Any breach of this rule will result in the guilty competitor being automatically excluded from the rally by the panel of the stewards of the meeting.

All assistance is forbidden outside the Service Park (see Road book and Appendix 1 – Itinerary).

There will be a Tyre Marking Area and –a Tyre Checking Area and One Refuelling zones:

- The Refuelling Area situated at the exit of the Service Park and followed by the Tyre Marking Area (During the whole event) A car may be pushed out of the zone by the crew, officials and/or the two team members (with RF armband) without incurring a penalty.

"Judges of fact" (ISC Art 149) will be in charge of checking all prescriptions in relation with Service rules and Service Parks. Special attention will be paid to the observance of speed limit (30 km/h) within the Service Park and (5km/h) within Refuelling Area. (Article 41.3. & 52 of the RRCSSR)

Any infringement will result in a penalty, which may go as far as exclusion.

During all assistance the use of a floor cloth is obligatory and proximity of an operational 5 kg fire extinguisher is obligatory.

Outside Assistance Parks, all repairs must be carried out exclusively by the crew, using only the equipment carried aboard the competing car. (Article 40.1.2. 2011 FIA RRCSSR)

Only one of the two service vehicles per crew and one auxiliary vehicle are allowed in the service park. Nearby park area will be available for the other registered vehicles (Service and/or Auxiliary) (Article 41. 2011 FIA RRCR)

Infringement to assistance rules are penalised by the stewards in accordance with Article 152 & 153 of the International Sporting Code.

12.5.7. Starting Area

Before the start, the organisers will assemble all the competing cars in as starting area on the Market Place at Ypres in accordance to the following conditions:

- The cars are summoned 20 min before their individual starting time
- The start park open at 15:40 h.
- The vehicles may be represented by a representative of the competitor
- The Start Park shall be regarded as Parc Fermé
- Lateness at the entrance TC of the Start Park is subject to a penalty of € 500

The start provisions specified in the 2011 RRCR will be applied.

12.5.8. Starting Procedure SS Show Wasquehal

For security reasons, particularities for the SS Show Wasquehal partially run under form of laps:

- The start will be given manually by the Starter within the foreseen start minute. The start time written on the time card will be the reference minute for the start of the Road section and the calculation of the due time at the following time control. The effective start time (1/10 sec) of the Special Stage will be registered by an electronic cell at the moment of the crossing of the start line by the car.
- In case of non respect of the number of laps, the offending crew will be penalized as follows:
 - Early exit (less laps): the worst time realized in the same class as the concerned competitor plus 30 seconds.
 - **Late exit (more laps): exclusion.**

12.6. Official Time used during the rally

Official time throughout the rally will be GMT+2, DCF clock (Frankfurt Radio tower).

12.7. Shakedown Stage

A shakedown will be held on Thursday 26/06/2011 under application of Art 24 of FIA RRCR. For the Time Schedule see Art 3 Programme here above. There will be a Service Park in Nieuwkerke village with dedicated areas. The access restrictions for vehicles will be similar to the rules for the main service park in Ypres.

Distance from Ypres: 18 km. Length of Shakedown Stage: approximately 5 km.

The Shakedown will use part of the Heuvelland Stage in opposite direction.

12.8. Re-start after retirement

Restart will be allowed under all provisions applied in the Art 39.6 of the 2011 RRCR.

13. IDENTIFICATION OF OFFICIALS

During the event officials will be identified by a Personal Identification Badge and/or a coloured tabard corresponding to the table hereafter:

OFFICIAL FUNCTION	COLOR OF THE IDENTIFICATION TABARD
Safety Officer	Orange
Safety Marshal	Orange
Post Chief	Blue
Marshal	Blue
Stage Commander	Red
Stage Assistant	Red
Competitor Relations Officer – C.R.O.	Red
Scrutineers	Black
Doctor	White
Paramedic	White
Radio	Yellow with blue radio mark at the front
Media	Green

14. PRIZES

14.1. Overall Classification

Trophies will be presented to the first three crews in overall classification.

14.2. Class Classification

Trophies will be presented to the first three crews in each class.

14.3. Ladies Cup

Trophies will be presented to the first crew in the Ladies Cup (1st Female Crew).

All prizes can be cumulated.

Trophies for driver & co-driver

14.4. Other awards

Each competitor who has been taking the start will receive a commemorative plate.

14.5. Other Classifications

In addition to the Overall Classifications of the rally other classifications will be drawn up. Separate Classifications for ERC Championship and IRC Series will be drawn and published.

Separate Classifications will be drawn for the different single makes Cups and Trophies.

Separate Classifications will be drawn for the National Championship. (For Belgian Nationals and National Championship Registered Foreign Drivers)

14.5.1. Details concerning the other Classifications

In addition to the general overall results of the rally an independent classification for Amateurs will be included, including:

- All drivers not seeded by the FIA and entered in their own name or in name of their RACB licensed drivers club (for Belgian Licensed Nationals only), the car belonging to them-selves (proving documents have to be introduced at the scrutineering) and stated in the entry form.
- The list of crews included in this classification will be drawn up before the start.
- Any disputes shall be examined by the panel of the stewards of the meeting whose decision shall be final.

A separate Classification will be drawn up for:

- "European Rally Championship – ERC"
- "Intercontinental Rally Challenge – IRC" (Rules: see Appendix 7)

14.6. Establishing and Publication of Results

The overall results will be established following Article 45 of 2011 FIA RRCSSR. Partial Unofficial Classification will be published at the end of each Leg. The location and time of posting – see programme.

The partial unofficial results determine the starting order for the following Leg.

15. FINAL CHECKS

15.1. Final Checks – who is required to attend from teams, location

For the teams called, the final checks have to be attended by the mandated representative of the competitor and two mechanics with their necessary tools.

Called cars will be brought by the mandated representative, in convoy from the final Parc Fermé to the final scrutineering garage.

Time: Saturday 25/06 at 23h00

Location: Vereenoghe Autostar
Zwaanhofweg 8, 8900 Ypres

15.2. Protest Fees

The protest fee is € 500.

15.3. Deposit

If the protest requires the dismantling and re-assembly of a clearly defined part (engine, transmission, steering, braking, system, electrical installation, bodywork etc.) of the car, the claimant must pay an additional deposit as following:

- phase 1: € 150
- phase 2: € 150
- phase 3: € 300 Group N / € 600 Group A
- phase 4: € 1.200 Group N / € 2,400 Group A

To be able to file a protest in phase 4 it is mandatory to file a protest in phase 3.

(See National Regulations with the Competitors Relations Officers).

15.4. Appeal Fees

National Appeal Fee (ASN): € 2.000

International Appeal Fee (FIA): € 12.000

16. APPENDIX 1 – ITINERARY

APPENDIX 1 - ANNEXE 1 - BIJLAGE 1

v.16/05_FINAL

ITINERARY "GEKO YPRES RALLY 2011"

Start LEG 1		(Sunrise 05h30 - Sunset 22h00)			Friday 24.06.2011	
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
0	Ieper Start Park Out / Podium / Service IN					16:15
Service A (Ieper Rally Center)					0:15	
0A	Ieper Service OUT					16:30
RZ 1	Refuel All competitors Distance to next refuel					
1	Dikkebus	(47,89)	(53,04)	(100,93)	0:16	16:46
SS 1	Dikkebus-Westouter 1	14,30	-	-		16:49
2	Mesen-Messines	-	19,92	34,22	0:44	17:33
SS 2	Mesen-Sauvegarde 1	14,75	-	-		17:36
3	Sint-Jan Wieltje	-	15,00	29,75	0:36	18:12
SS 3	Langemark 1	18,84	-	-		18:15
3A	Regroup & Technical Zone IN	-	11,33	30,17	0:36	18:51
	Ieper Market Place Regroup				0:30	
3B	Regroup OUT / Ieper Podium / Service IN					19:21
Service B (Ieper Rally Center)					(47,89) (53,04) (100,93) 0:30	
3C	Ieper Service OUT					19:51
RZ 2	Refuel All competitors Distance to next refuel					
4	Dikkebus	(47,89)	(53,04)	(100,93)	0:16	20:07
SS 4	Dikkebus-Westouter 2	14,30	-	-		20:10
5	Mesen-Messines	-	19,92	34,22	0:44	20:54
SS 5	Mesen-Sauvegarde 2	14,75	-	-		20:57
6	Sint-Jan Wieltje	-	15,00	29,75	0:36	21:33
SS 6	Langemark 2	18,84	-	-		21:36
6A	Parc Ferme / Technical Zone IN	-	11,33	30,17	0:36	22:12
6B	Parc Ferme OUT / Podium / Flexi Service IN				(00:03)	
Flexi Service C (Ieper Rally Center)					(47,89) (53,04) (100,93) 0:45	
6C	Flexi Service OUT					
RZ 3	Refuel All competitors Distance to next refuel					
6D	Ieper (YBP) Overnacht Parc Ferme IN	(.)	(10,78)	(10,78)	0:10	
All cars (except re-starting cars) must be returned to Parc Ferme no later than						01:35
LEG 1 Totals		95,78	110,95	206,73		
OVERNIGHT PARC FERME						

LEG 2		(Sunrise 05h31 - Sunset 22h00)		Saturday 25.06.2011		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
6E	Ieper (YBP) Overnacht Park Ferme OUT					10:20
6F	Ieper Podium / Service IN	-	5,91	5,91	0:10	10:30
Service D (Ieper Rally Center)			(10,78)	(10,78)	0:15	
6G	Ieper Service Out	-	-	-		10:45
RZ	Refuel All competitors					
4	Distance to next refuel	(51,83)	(49,03)	(100,86)		
7	De Lovie	-	16,17	16,17	0:30	11:15
SS 7	Proven-Vleteren 1	14,76	-	-		11:18
8	Couthof	-	4,87	19,63	0:19	11:37
SS 8	Watou 1	12,33	-	-		11:40
9	Dranouter	-	14,43	26,76	0:33	12:13
SS 9	Heuvelland 1	24,74	-	-		12:16
9A	Regroup & Technical Zone IN	-	13,56	38,30	0:44	13:00
Ieper Market Place Regroup					0:15	
9B	Regroup Out / Ieper Podium / Service IN					13:15
Service E (Ieper Rally Center)			(51,83)	(49,03)	(100,86)	0:30
9C	Ieper Service Out	-	-	-		13:45
RZ	Refuel All competitors					
5	Distance to next refuel	(49,4)	(101,81)	(151,21)		
10	Voormezele Sint Elooi	-	6,84	6,84	0:15	14:00
SS 10	Hollebeke 1	28,82	-	-		14:03
11	Linselles		22,93	51,75	1:00	15:03
SS 11	Lille-Eurométropole	8,47				15:06
12	Wasquehal	-	13,33	21,80	0:29	15:35
SS 12	Show Wasquehal	1,88	-	-		15:38
13	Kemmel Dries	-	46,57	48,45	1:00	16:38
SS 13	Kemmelberg 1	10,23				16:41
13A	Regroup & Technical Zone IN	-	12,14	22,37	0:28	17:09
Ieper Market Place Regroup					0:15	
13B	Regroup Out / Ieper Podium / Service IN					17:24
Service F (Ieper Rally Center)			(49,4)	(101,81)	(151,21)	0:30
13C	Ieper Service OUT					17:54
RZ	Refuel All competitors					
6	Distance to next refuel	(51,83)	(49,03)	(100,86)		
14	De Lovie	-	16,17	16,17	0:30	18:24
SS 14	Proven-Vleteren 2	14,76	-	-		18:27
15	Couthof	-	4,87	19,63	0:19	18:46
SS 15	Watou 2	12,33	-	-		18:49
16	Dranouter	-	14,43	26,76	0:33	19:22
SS 16	Heuvelland 2	24,74	-	-		19:25
16A	Regroup & Technical Zone IN	-	13,56	38,30	0:44	20:09
Ieper Market Place Regroup					0:15	

16B	Regroup OUT / Ieper Podium / Service IN					20:24
Service G (Ieper Rally Center)		(51,83)	(49,03)	(100,86)	0:30	
16C	Ieper Service OUT	-	-	-		20:54
RZ	Refuel All competitors					
7	Distance to next refuel	(39,05)	(32,85)	(71,9)		
17	Voormezele Sint Elooi	-	6,84	6,84	0:15	21:09
SS 17	Hollebeke 2	28,82	-	-		21:12
18	Kemmel Dries	-	13,87	42,69	0:41	21:53
SS 18	Kemmelberg 2	10,23	-	-		21:56
18A	Regroup & Technical Zone IN	-	12,14	22,37	0:29	22:25
18B	Regroup OUT - Service IN	-			0:03	22:28
Service H (Ieper Rally Center)		(39,05)	(32,85)	(71,9)	0:10	
18C	Service OUT / Podium / Finish TC Park Ferme IN					22:38
Finish Leg 2 / END OF RALLY						
LEG 2 Totals		192,11	238,63	430,74		

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
LEG 1 - 6 SS	95,78	110,95	206,73	46,33%
LEG 2 - 12 SS	192,11	238,63	430,74	44,60%
Total - 18 SS	287,89	349,58	637,47	45,16%

SPECIAL STAGES	
NR OF DIFFERENT STAGES	10
TOTAL NR OF STAGES	18
TOTAL NR TC	42

DIFFERENT SERVICE LOCATIONS	
IEPER	1
10 min	1
15 min	2
30 min	4
45 min	1

17. APPENDIX 2 – RECONNAISSANCE SCHEDULE

TUESDAY 21/06/2011			
Stage number	Stage name	All competitors	
SS 13/18	Kemmelberg	09:00	21:00
SS 9/16	Heuvelland	09:00	21:00
SS 2/5	Mesen-Sauvergarde	09:00	21:00
SS 10/17	Hollebeke	09:00	21:00

WEDNESDAY 22/06/2011			
Stage number	Stage name	All competitors	
SS 3/6	Langemark	09:00	21:00
SS ¼	Dikkebus-Westouter	09:00	21:00
SS 7/14	Proven-Vleteren	09:00	21:00
SS 8/15	Watou	09:00	21:00
SS 11	Lille Eurométropole	09:00	21:00
SS 12	Show Wasquehal	09:00	21:00

It is strictly forbidden to recce at any other times. Checks will be done by authorities and the Organiser.

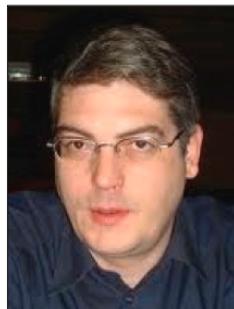
18. APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO'S



Clément MASCLEF
Competitors Relations
Officer
Lic nr: 9632



Boudewijn BAERTSOEN
Competitors Relations
Officer
Lic nr: 2288



Joost DEMEESTERE
Competitors Relations
Officer
Lic nr: TBC



Roger JAMOUL
Competitors Relations Officer
Lic nr: 1879

19. APPENDIX 4 – ADVERTISING, COMPETITION NUMBERS AND DRIVER'S NAMES

The advertising of the Organisers optional advertiser's list will be applied to: to be announced by Bulletin.

19.1. Obligatory Advertising, Competition Numbers

A1 – door panels (2 per car): Two rectangular panels measuring 67x17cm including 1 cm white surround. Each of those 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 compulsory advertising of the Organiser. This advertising is **TOTAL GYR** (cutting not allowed) for both front doors of the car with the number facing the front of the car (7 to 10cm of the bottom line of the side window). Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. No signage other than the colour scheme of the car shall be placed within 10 cm of this panel.

A2 – rear window (1 per car): One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window at the right side. An adjacent area of 15 cm (cutting not allowed) shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.(as shown in the drawing)

A3 – rear side windows (2 per car): Two competition numbers measuring 20cm high, with a stroke width of 25 mm coloured fluorescent orange (PMS 804) and may be reflective, one for each rear side window, adjacent to the crew's names and national flags.

A4 – roof number (1 per car): One rectangular roof panel measuring 50x52cm with matt black competition number 5 cm wide and 28 cm high will be displayed on matt white background of 50 cm wide and 38 cm high. The organiser advertising **TOTAL GYR** (cutting not allowed) will fit in to an area of the same with and 2 x 7 cm high, situated above and below the number, placed on the roof with top facing towards front of the car

A5 – front plate (bonnet, 1 per car): One front plate measuring 43x21.5cm (**TOTAL GYR**) placed on the bonnet of the car, including the competition number and the full name of the Rally: **GEKO YPRES RALLY**.

(Article 11 2011 FIA RRCSR)

19.2. Optional Advertising

B1 – front wings: 1 sticker on wings up to competitor's choice from organizer's list

B2 – rear wings: 1 sticker on wings up to competitor's choice from organizer's list

At scrutineering, competitors accepting the optional advertising (Entries with Organizer's optional advertising) will have to choose two stickers from the Organizers list. Those two stickers will be applied on the car by the assistant scrutineers.

19.3. Driver and Co-Driver Names

C1 – Driver's Initials + name and co-drivers Initials + name with their national flag of licensing country (6 cm high and stroke 1 cm) according to RRCSR 16, adjacent to the competition number (rear side windows)

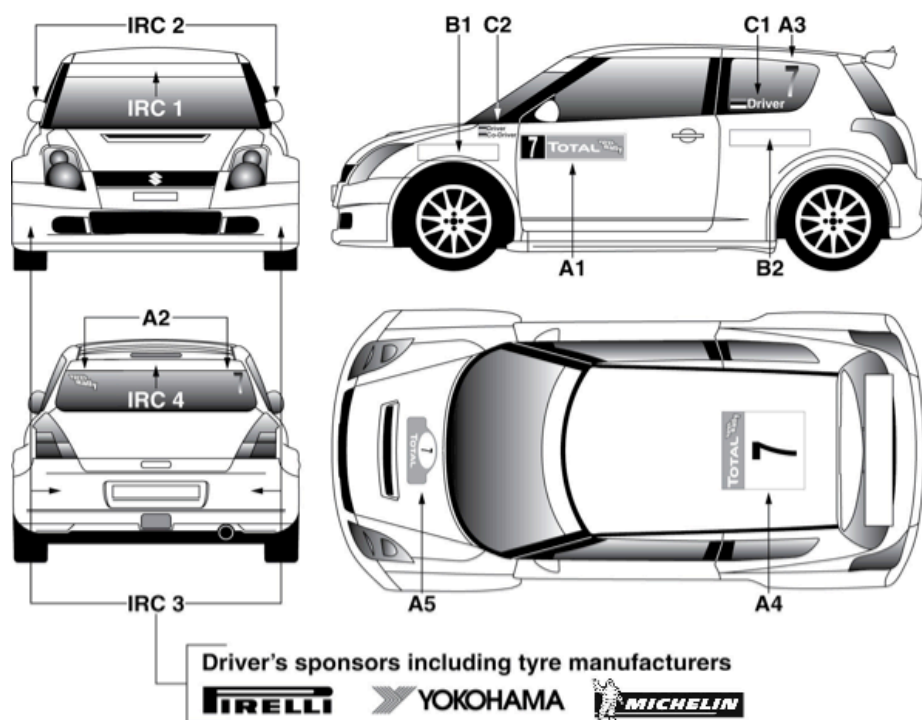
19.4. IRC advertising (see Appendix 8)

IRC 1: windscreen stripe – Intercontinental Rally Challenge

IRC 2: backdrop outside the car side mirrors – TBC

IRC 3: bumper stickers, front and rear** – TBC

IRC 4: rear window stripe upper part – Intercontinental Rally Challenge



Any cutting, damaging, or foreign advertising on door numbers or rally plates will give the following penalty: start refusal or exclusion.

The optional advertising cannot be removed, or displaced; any infringement will be penalised by payment of the entry fee "without optional advertising". (Article 4.4)

19.5. List of Organiser's Advertisers

GEKO WOONWERELD – TOTAL – ŠKODA – COCA COLA

WASQUEHAL – LILLE METROPOLE COMMUNAUTE URBAINE – BAVIK – DOMINO – TVH

VERKINDERE – GSI – RALLYEMERCHANDISE – STEPHAN TANGHE

AUTONEWS – COMBELL – EUROSPOORT – GEODYNAMICS – TANGHE PRINTING







DECLERCQ – NOVOTEL – ON-EVENT – SOMATI

20. APPENDIX 5 – SPEED LIMIT

General National rule: Immediate withdrawal of the driving licence for 15 days + fine of € 550 up to € 2.750 in case of:

- Exceeding the maximum speed limit in whatever the circumstances on any road (see table below)
- Exceeding the maximum speed limit in very bad weather conditions, i.e. in the event of fog or snowfall reducing visibility to less than 100m, and also in case of heavy rain, on any road by 20 Km/h.
- In possession of a radar detecting device.

Foreign drivers must, besides the withdrawal of the driving licence, pay the fine immediately on the spot. The vehicle will be confiscated on the spot when payment is refused.

	Vitesse maximale autorisée Maximum speed limit Maximum toegelaten snelheid	Retrait du permis de conduire à partir de Withdrawal of driving licence as from Intrekking van het rijbewijs vanaf
 Autoroutes Motorways Autosnelwegen 	120 Km/h	160 Km/h
Routes publiques Public roads Openbare wegen	90 Km/h	130 Km/h
 Agglomérations Urban zones Bebouwde kommen 	50 Km/h	90 Km/h
 Zone 30 	30 Km/h	50 Km/h

21. APPENDIX 6 – SAFETY TRACKING SYSTEM

21.1. Collection

The competitors must collect the GPS/GPRS kit at the location and date of the collection of material and documents as mentioned in the supplementary regulations.

- The competitors have to pay a cash deposit of € 1,000. This deposit will be refunded after returning the GPS/GPRS kit in good working condition. This kit will also be checked on external damage and completeness of its components.

21.2. Installation

The GPS/GPRS kit requires the installation of special equipment in each car competing the event. This equipment has to be previously installed and connected before presenting the car at the administrative checks and scrutineering (see Rally Guide 2 Appendix 5 “Safety Tracking System User’s Guide”).

21.3. Inspection

During the scrutineering Safety Tracking technicians will control the correct functioning of the GPS/GPRS kit and offer support and/or assistance if installation problems occur.

All components need to be easily accessible and removable if problems may occur.

21.4. Use

See Rally Guide 2 Appendix 5 “Safety Tracking System User’s Guide”.

21.5. Return

The competitors must dismount the complete GPS/GPRS kit during the last Service H and return it to “Rally Welcome, Rally HQ” (Ter Waarde 10, 8900 Ypres at last on Sunday 26/06/2011 01h00.

Tel.: +32 (0)TBC

No refunds will be made after this time limit.

In case of an earlier retirement the competitor has to contact the Rally HQ on the emergency telephone number mentioned in the Road Book or on the back of the timecards. The competitor must return the complete GPS/GPRS kit to Rally HQ, Cloth Hall” (Grote Markt 34, 8900 Ypres) as soon as possible.

22. APPENDIX 7 – 2011 INTERCONTINENTAL RALLY CHALLENGE SPORTING REGULATIONS

The Intercontinental Rally Challenge wishes to give new opportunities to young or amateur rally drivers competing in recognized regional and international rallies, while offering organisers an innovative TV format concept, created by Eurosport Events.

22.1. Promoter, Organiser, ASN

22.1.1. The Intercontinental Rally Challenge (IRC) for drivers, co-drivers, teams and manufacturers is promoted and organised by EUROSPOORT EVENTS Ltd. It is an international series subject to the FIA authorization as defined by article 24b of the FIA International Sporting Code (Code).

22.1.2. The IRC will follow the Code and its appendix. It will use the FIA Sporting and Technical Regulations that are applicable for each event.

22.1.3. The IRC is presented to FIA by Auto Sport Suisse Sàrl.

22.1.4. The series promoter address is:

EUROSPOORT EVENTS Ltd

55 Drury Lane WC2B5SQ London (UK)

Tel: +44 2074687746

Fax: +44 2074680023

e-mail: xgavory@eurosport.com

22.2. Events

The IRC will be contested over the qualifying events in 2011 as follows:

ROUND	DATE	COUNTRY	EVENT
01	18-22/01	Monaco	Rallye Monte-Carlo
02	14-16/04	Spain	Rally Islas Canarias El Corte Ingles
03	13-15/05	France	Tour de Corse
04	02-04/06	Ukraine	Prime Yalta Rally
05	23-25/06	Belgium	Geko Ypres Rally
06	14-16/07	Portugal	Sata Rally Acores
07	04-06/08	Portugal	Rally Vinho Madeira
08	26-28/08	Czech Republic	Barum Czech Rally Zlin
09	09-11/09	Hungary	Mecsek Rallye
10	22-24/09	Italy	Rally San Remo
11	14-16/10	Great Britain	RAC MSA Rally of Scotland
12	03-05/11	Cyprus	Cyprus Rally

22.3. Eligible Drivers

22.3.1. Four wheel drive (4WD)

Any driver entered in an Event with a car produced by a IRC registered manufacturer is eligible to score points subject to complying with the advertising rules as specified in appendix A.

Manufacturer enquires concerning the IRC registration and commercial matters should be directed to EUROSPOORT EVENTS.

22.3.2. Two wheel drive (2WD)

For the Driver and Co-Driver classification: Any driver entered in an Event with any 2WD car, accepted by the Event organisers, is eligible to score points subject to complying with the advertising rules as specified in appendix A. 2WD GT cars are banned from such classification.

22.3.3. For the Manufacturer classification

Only IRC registered manufacturers are eligible to score points.

22.4. Eligible Cars

Eligible cars:

- Group N (including S2000 (Appendix J 2010), R2, R3 and R4)
- Group A up to 2000cc
- Kit cars will be only accepted if agreed by FIA and IRC

Technical details:

The current FIA Regional Rally Championship Sporting regulations and the Variation 1 – FIA European Rally Championship/Cups sporting regulations will be applied for all IRC participants by all the rallies counting for the IRC. All the IRC drivers of 4WD cars will be considered as Priority Drivers concerning the seal of the mechanical parts.

22.5. Points

22.5.1. Overall IRC Classification: For each event in the IRC, a classification of the IRC eligible drivers and co-driver will be drawn-up from the general classification as published and the standard FIA points system will be applied as referred in 5.5. The best 7 results shall count. Ties will be resolved with the standard international FIA.

22.5.2. 2WD Classification: For each event in the IRC, a classification of IRC 2WD eligible drivers and co-drivers will be drawn-up from the general classification as published and the standard FIA points system will be applied as referred in 5.5. The best 7 results shall count. Ties will be resolved with the standard international FIA.

22.5.3. Production Group: For each event in the IRC, a classification of Production eligible drivers and co-drivers will for N4 and R4 be drawn-up from the general classification as published and the standard FIA points system will be applied as referred in 5.5. The best 7 results shall count. Ties will be resolved with the standard international FIA.

22.5.4. Manufacturer points: the categories listed in 5.1. and 5.2. will be awarded to the best 2 finishing cars of each eligible make, according to 5.5: All available points will be allocated even if a Manufacturer's car finishes outside the overall top 10. Whatever the IRC calendar, 7 results shall count, including a minimum of 6 European events and 1 over sea (if any) within the 7 scoring rounds. For the avoidance of doubt, Cyprus and Ukraine are considered as European Events.

22.5.5. IRC applies the FIA scoring points system for all the classifications (Art. 5.1 to 5.4) as follows:

1 st :	25 points
2 nd :	18 points
3 rd :	15 points
4 th :	12 points
5 th :	10 points
6 th :	8 points
7 th :	6 points
8 th :	4 points
9 th :	2 points
10 th :	1 point

22.5.6. Coefficients will be applied to the scoring system of the following events:

14-16 October	RAC MSA Rally of Scotland	Coefficient 1,5
03-05 November	Cyprus Rally	Coefficient 2

22.6. On-Board Camera

Any Driver entered in an Event with a car produced by a registered IRC manufacturer could be submitted to host an on-board camera and a Radio Frequency equipment system for TV broadcast.

22.7. Awards

The IRC awards for each Qualifying Event and overall will be provided by EUROSPOORT EVENTS as follows:

IRC (Intercontinental Rally Challenge)

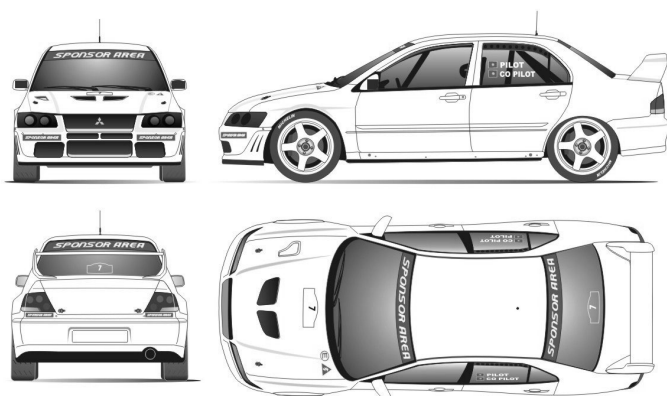
- Manufacturer: 1st, 2nd, 3rd
- Driver: 1st, 2nd, 3rd
- Co-Driver: 1st, 2nd, 3rd

IRC 2WD Cup:

- Manufacturer: 1st, 2nd, 3rd
- Driver: 1st, 2nd, 3rd
- Co-Driver: 1st, 2nd, 3rd

IRC Production N4, R4:

- Driver: 1st, 2nd, 3rd
- Co-Driver: 1st, 2nd, 3rd



Appendix A

The following areas are exclusively reserved for IRC and competitors are not permitted to advertise on:

- windscreen stripe
- rear window stripe upper part
- bumper stickers, front and rear**
- backdrop outside the car side mirrors

** The spaces on the front and rear bumpers of the racing car cannot be used to sport the logo of any tyre manufacturers apart those who have a commercial agreement with EUROSPOORT EVENTS.