



SUPPLEMENTARY REGULATIONS

GEKO Ypres Rally 21-23 June 2012



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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 2012 FIA Regional Rally Championships Sporting Regulations, the Belgian 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 consultation 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).

Additional information will be published in Rally Guide 2, issued on Monday 21st May. The 2012 FIA Regional Rally Championships Sporting Regulations can be found at www.fia.com > Sport > Regulations > FIA Rally Championships > Regional Championships > “2012 Regional Rallies Championships Sporting Regs and Appendices (English) – published on 30.01.2012”.

1.2. Road Surface

All stages will be run on asphalt/tarmac

1.3. Overall SS Distance and Total Distance of the Itinerary

SS distance	287,50 km (43,20%)
Total distance	665,50 km

2. ORGANISATION

2.1. FIA and other Titles for which the Rally counts

FIA European Rally Championship for Drivers
 FIA European Rally Championship for Co-drivers
 FIA 2WD European Cup
 FIA International Series "IRC" Intercontinental Rally Challenge for Drivers
 FIA International Series "IRC" Intercontinental Rally Challenge for Manufacturers
 FIA International Series "IRC" Intercontinental Rally Challenge 2WD Cup for Drivers
 FIA International Series "IRC" Intercontinental Rally Challenge 2WD Cup for Manufacturers
 FIA International Series "IRC" Intercontinental Rally Challenge Production Cup for Drivers
 BFO Belgian Rally Championship for Drivers
 BFO Belgian Rally Championship for Co-drivers
 BFO Belgian Rally Championship for Manufacturers
 Dutch Rally Championship
 "Ford Fiesta Sport Trophy"
 "Citroën Racing Trophy Belux"

2.2. Visa numbers – FIA and ASN

FIA visa N°: 5CER/120412 issued on 14 /04/2012
 ASN visa N°: GEYR-B12-BRC03 issued on 08/03/2012

2.3. Organiser's Name / Permanent Secretariat, Address and Contact details

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

2.4. Organisation Committee

Chairman Alain PENASSE
 Financial Director André BOSTYN
 Secretary Christophe VERMEERSCH

Members of Technical Cel:

Gunter ARCHIE, Johnny BORRET, Patrick BOSTYN, Peter DECKMYN, Noël DEBERDT, Frederik DEBRUYNE, Denis DUJARDIN, Patrick DUMORTIER, Tom ESPEEL, Pierre LACANTE, Clement MASCLEF, Yves QVICK, Werner ROOM, , Johan TAFFIN, Jan VERSTRAETE, Jan VERVISCH.

2.5. Stewards of the Meeting

Chairman (appointed by the FIA): Radovan NOVAK (CZE)
 FIA Steward: Pedro ARAUJO (POR)
 ASN Steward: Ludo PEETERS (BEL)
 Secretary to the Stewards: Irene JUNG (FRA)

2.6. FIA Delegates and Observer

FIA Technical Delegate: TBC
 FIA Observer: Banu BASEREN (TUR)

2.6.1 ASN Delegates

RACB Rally Manager Etienne MASSILLON
 RACB Technical Delegate Xavier SCHENE
 RACB Time Keeper Coordinator Ghislain DECOBECK

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: 2619
DCOC / Chief Safety Officer	Jan VERVISCH	jan.vervisch@ypresrally.com	FIA license nr: TBC
ACOC / Timing	Noel DEBERDT	noel.deberdt@ypresrally.com	FIA license nr: TBC
ACOC / Safety Tracking System	Denis DUJARDIN		FIA license nr: TBC
Event Secretary	Emilia KIVIMÄE	emilia.kivimae@ypresrally.com	FIA license nr: 2764
Competitors Relations Officers	Clément MASCLEF (F), Boudewijn BAERTSOEN, Roger JAMOUL		

2.7.2 Major Officials

CFO / Relations Authorities	André BOSTYN
Service Park Manager	Christophe VERMEERSCH
Route Manager	Yves QVICK
HQ Manager	Peter DECKMYN
Logistic Manager	Melissa BOLLE
Chief Medical Officer	Dr. Jan CREUPELANDT
Deputy CMO	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
Timing & Result Communication	Vincent ROUSEU / Chris DESCHILDRE
PR & Media Relations	Tom ESPEEL
Assistant PR & Media Relations	Kirsten BRACKX
Media Accreditation Officer	Dirk VAN DER SLUYS
HQ Communications Officers	Peter DECKMYN / Pierre LACANTE
Survey Helicopter Officer /	
Deputy Safety Officer	Rik VERHOOGHE
Intervention Helicopter Officer	Rik DESIMPEL / Frederik VANHOOREN
Timing Equipment Coordinator	Rik POIRIEZ
Special Stages Coordinators	Werner ROOM / Gunter ARCHIE

Special Stage	Stage Chief	Stage Safety Chief
SD Nieuwkerke	Gunter ARCHIE	Rudy CUVELIER
SS Dikkebus	Kathy DEKNOCK	Dorine BOUTEN
SS Westouter	Francis SOETE	Luc JONIAUX
SS Mesen-Sauvegarde	Rik DESIMPEL	Rene DEMARTEAU
SS Langemark	Jean-Pierre DE LEERSNIJDER	Piet OOSTVOGELS
SS Heuvelland	Yves BRUYNEEL	Jeroen DEMEULENAERE
SS Vleteren-Krombeke	Gerard VRIJENS	Rik MONNENS
SS Watou	Kathy DEKNOCK	Dorine BOUTEN
SS Hollebeke	Chris D'HONDT	Danny VERFAILLIE
SS Lille-Eurométropole	Jean Pierre FOULON	Eric GUESQUIER
SS Show Waquehal	JeanPierre BERGER	Guy LERBUT
SS Kemmelberg	Patrick DUMORTIER	Giovanni GLORIE

Course Cars 0 / 00	Bart DHULSTER / TBA
Sweeping Car	José VITSE
Parc Fermé & Regroup Officer	Bernard DAVID
Withdrawal & Restart Officer	Boudewijn BAERTSOEN
Refuelling officer	Ahron BECQUART

2.8. HQ Location and Contact Details

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

Competitors' Emergency number will be printed on the backside of the timecards.

2.9. Official Notice Board-Location:

- Rally HQ, Ypres
- On-line on www.ypresrally.com

3. PROGRAMME

Rally HQ opening/closing:

Location Rally HQ: Ieper Business Park (Ypres)

Opening hours:

Sunday 17 th June	17:00 - 20:00
Monday 18 th June	10:00 - 20:00
Tuesday 19 th June	07:00 - 20:00
Wednesday 20 th June	10:00 - 20:00
Thursday 21 st June	10:00 - 20:00
Friday 22 nd June	08:00 - 24:00
Saturday 23 rd June	08:00 - 01:00

Media Center and Accreditation opening/closing:

Location: Novotel Ieper Center (Ypres)

Opening hours:

Wednesday 20 th June	14:00 - 18:00
Thursday 21 st June	10:00 - 12:00 / 14:00 - 20:00
Friday 22 nd June	08:00 - 01:00
Saturday 23 rd June	08:00 - 02:00

3.1. Schedule before the Rally week

Date	Activity
Fri 20 April	Supplementary Regulations & Entry Form published
Mon 21 May	Road Book, Rally Guide 2 and Route map issued
	Closing date for helicopter registration
Mon 21 May	Closing date for entries at reduced rate
Fri 8 June	Closing date for entries
Mon 11 June	Original Entry Form must reach the organiser
Tue 12 June	Publication of Entry List in seeded order
	Closing date for order of Service Park facilities
Wed 13 June	Closing date for media accreditation

3.2. Schedule during the Rally week

Date	Time	Activity	Location
Sun 17 June	17:00	Opening of the Rally Office	Rally HQ, Ypres
	17:00 - 20:00	Collection of material and documents	Rally HQ, Ypres
Mon 18 June	10:00 - 20:00	Collection of material and documents	Rally HQ, Ypres
	10:00 - 20:00	Collection of rally Safety tracking system	Rally HQ, Ypres
	14:30	Pre-event Press Conference	Auris Center, Ieper Business Park
Tue 19 June	07:00 - 10:00	Collection of material and documents	Rally HQ, Ypres
	07:00 - 10:00	Collection of rally Safety tracking system	Rally HQ, Ypres
	09:00 - 21:00	Reconnaissance, see schedule App. 2	
Wed 20 June	08:00	Opening of the Service Park for ERC & IRC teams	Grote Markt, Ypres
	09:00 - 21:00	Reconnaissance, see schedule App. 2	
	14:00	Opening of Media centre and Media accreditation	Novotel, Ypres
	18:00 - 22:00	Scrutineering on invitation	Garage "Duran", Ypres
Thu 21 June	07:00 - 15:00	Administrative checks and Scrutineering (sealing and marking of components)	Rally HQ Garage "Duran", Ypres
	08:00	Opening of the Service Park for all other teams	Grote Markt, Ypres
	09:00	IRC/ERC team managers meeting on invitation	Rally HQ, Ypres
	18:00 - 19:00	Reconnaissance Shakedown (See schedule)	Nieuwkerke
	19:00 - 23:00	Shakedown (See schedule)	Nieuwkerke
Fri 22 June	10:00	First Stewards meeting	Stewards room, Rally HQ
	13:00	Publication of Start list for Leg 1	Official Notice Board
	14:00	Helicopter pilots' briefing	Rally HQ, Ypres
	16:25	Rally start	Grote Markt, Ypres
	21:57	Finish of Leg 1	Podium, Grote Markt, Ypres

Date	Time	Activity	Location
Sat 23 June	02:00	Publication of Start list for Leg 2	Official Notice Board
	09:45	Start of Leg 2	Podium, Grote Markt, Ypres
	22:38	Podium Ceremony and Prize-giving	Podium, Grote Markt, Ypres
	23:00 - 01:00	Return of rally Safety tracking system	Rally HQ, Ypres
	23:00	Final scrutineering	Garage "Autostar Vereenoghe"
	24:00	Post-event Press Conference	Media centre, Ypres
Sun 24 June	01:00	Publication of Provisional Final Classification	Official Notice Board
	01:30	Publication of Final Official Classification	Official Notice Board

4. ENTRIES

4.1. Closing Date for Entries

All entry forms must be received before the closing of entries on Friday 8th June at 24:00 (CET).

4.2. Entry Procedure

Those wishing to take part in Geko Ypres Rally 2012 must send the Entry form, available on www.gekoypresrally.com, duly completed to the organiser before the closing date and time for entries (Art 16. 2012 FIA Regional Rally Championships Sporting Regulations – 2012 FIA RRC SR).

In case the competitor is not one of the drivers the entry form must be accompanied by a copy of the valid competitors' license.

If this application is sent by fax or e-mail, the original must reach the organiser by Monday 11th June.

4.2.1 Acceptance of Entry Form

The entry application will only be accepted when duly completed and accompanied by the bank transfer of the total amount of the Entry fee or by a receipt issued by the competitor's ASN. Payment of the entry fee will only be accepted by bank transfer on the Organiser's bank account.

For foreign competitors, drivers and co-drivers, authorisation must be given by their ASN according to Art. 70 of the Code and the 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 120.

If more than 120 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

Cars eligible to enter the event

- 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 2012 Appendix J Art. 256
- Group R cars (Appendix J, Art. 260 and 260D)
- Group N cars (Appendix J, Art. 254) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Art. 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	Groups
2	S2000-Rally: 1.6 T engine with a 30 mm restrictor
	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

Classes	Groups
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

(Art 4.1 and 4.2 2012 FIA RRCSR)

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 Art. 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.
- An FIA technical passport is mandatory for S2000 cars.
- The FIA 2WD European Cup is reserved for cars of class 5 to 10.

(Art 4.3 2012 FIA RRCSR)

- 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

	Payment before 21 st May 2012	Payment after 21 st May 2012
With organiser's proposed advertising		
Legal Entries *	€ 2.600	€ 3.000
Private Entries	€ 1.400	€ 1.800
Trophies Entries	€ 1.200	€ 1.600
Without organiser's proposed advertising		
Legal Entries *	€ 3.600	€ 4.000
Private Entries	€ 2.400	€ 2.800
Trophies Entries	€ 2.200	€ 2.600

* IRC competitors with IRC dedicated service area are entitled to pay the same entry fee as Legal entrants.

Legal Entries: Legal Entries 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.

Private Entries: Private Entries are competing cars entered by either a driver or co-driver (with competitor's license) or RACB registered Drivers Club of the Belgian crews.

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

- "Ford Fiesta Sport Trophy"
- "Citroën Racing Trophy Belux"

4.4.1 Entry Packages

Product	Legal Entries	Private Entries	Trophy Entries
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
Product	Legal Entries	Private Entries	Trophy Entries
Car passes			
Guest	2	0	0
Service	2	1	1
Auxiliary	1	0	0
Personal passes			
Crew	2	2	2
Stop Access	2	1	1
Team Guest	6	0	0
Refuelling armband	2	2	2
Administration			
Regulations	2	1	1
Recce Material	1	1	1
Road Book (sets)	2	1	1
Route Map	2	1	1
Programme	6	2	2

- Additional Auxiliary plates can be purchased at € 150 each.
- For Private and Trophy 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 for all foreign payments.
- Please note that the payment must include any charges involved with the transfer.
- Upon payment by bank transfer it is essential that you provide the bank proof of payment by post or by fax to the Rally Office to certify that the payment is duly executed prior to the close of entries (see details Art 2.3).
- Please ensure that the competitors name and "GYR12 Entry Fee" are included as a reference on any bank transfer document.
- The full payment of the Entry Fee has to be on the Organisers bank account before the Closing Date for Entries. No Entry will be accepted without the payment completion of the Entry Fee.

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 21st June (scrutineering). Bank account details must be included.

5. INSURANCE

Contract nr 730.261.439 AXA Belgium

5.1. Motor Vehicle Liability

The Organiser has contracted the Auto Liability Insurance according to Chapter 2/Art. 5 of the National Sporting Rules and the Belgian Law of 21 November 1989 – Art. 8 that covers the civil third party liability of the nominative mentioned participants (on the official list and only during the official competition).

Cover Limits:

- bodily injury: unlimited per claim
- property damage: € 100,000,000 per claim

Damage caused by the insured vehicles on the road section and which is not covered under a compulsory motor vehicle liability insurance is covered. The cover is in force from the moment the rally starts and stops when the rally ends or at the Time Control of retirement or exclusion.

A minimum of Motor Vehicle insurance is compulsory for all cars taking part in the rally. As proof that the car has valid third party liability insurance for Belgium, the appropriate Green Card (International Motor Insurance Card / Carte Internationale d'Assurance Automobile) has to be presented at the administrative check.

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

5.2. Public Liability Organiser

The Organizer has contracted a Civil Public Liability Organizer Insurance that covers for damage to third parties caused by an accident during the preparation, conduct and the physical settlement of the event and is due to an organizational fault.

Cover Limits:

- Bodily damage, property damage and consequential financial loss combined: € 5.000.000 per claim
- Excess: € 125 per claim for property damage

5.3. Public Liability "Volunteers"

The Organizer has contracted Civil Public Liability Volunteers Insurance for damages caused to a third party by volunteers, which he appeals, during their volunteer activities. Commuting is also covered

Cover Limits

- Bodily injury: € 12,394,676.24 per claim
- Property Damage: € 619,733.81 per claim

5.4. 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 to the Withdrawal Officer. Lack of declaration of third party material damage, will be sanctioned with a **€ 500 penalty**. Furthermore in case of corporeal 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 of the accident 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. All crews stopped by this procedure will receive a suitable time according to FIA RRCSR Art.33

- If a competitor leaves the road and goes off the road 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.
- Inobservance of the here above-mentioned rules 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 Withdrawal Officer together with his withdrawal report in writing. Inobservance of this rule will be sanctioned with a € 250 penalty.

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 provided by the Organisers and must be affixed to the car prior to scrutineering and maintained during the whole event as specified in 2012 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 organiser will provide each crew with the number identification, which must be affixed to their car in the stated positions prior to scrutineering. No modifications are allowed to these panels.

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.

Two front 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 white 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.

No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel. (Art. 11.2, 2012 FIA RRCSSR)

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 initial(s) and first letter of the name with 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.

Team Service Vehicles: 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 Art 50 and Appendix IV of the FIA 2012 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!

There will be a tyre marking zone and a tyre checking zone. (Art. 50.4 FIA RRCSSR)

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 a refuelling zone. There will be refuelling zone:

- at the exit of the Service Park in Ypres.

For safety reasons and competitors' comfort guarded fuel storage containers will be available in the refuelling zone at the exit of the Service Park in Ypres, this 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 zones 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:

Sun 17 June 17:00 - 20:00

Mon 18 June 10:00 - 20:00

Tue 19 June 07:00 - 10:00

Location: Rally Office, Rally HQ

Ter Waarde 10, 8900 Ypres

For legal entrants (See Art. 4.4 here above) 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 2012 FIA 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 on the stage roads, 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 (50 km/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: FIA RRCSR rules apply. (Art 20.1 and 20.2)

Competitors are permitted a maximum of 2 passages over each special stage.

During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. **Crews will only be permitted to enter and leave special stages through the start and finish controls.** Further random checks may also be carried out within the special stages.

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

The reconnaissance control card has to be returned by the crews during the administrative checks.

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

There will be a separate reconnaissance for the Shakedown on Thursday the 21st of June following the schedule hereinafter. The use of the rally car will be authorised for the reconnaissance of the Shakedown.

- 18h00 Nr 1 to 35 Reconnaissance in convoy behind security car
- 18h20 Nr 36 to 70 Reconnaissance in convoy behind security car
- 18h40 Nr 71 and above, Reconnaissance in convoy behind security car

Any infringement to or disrespect of the reconnaissance rules or 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 applied by the Clerk of the Course as ruled in the hereinafter penalty schedule:

- 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: a cash penalty of € 2.500 and transfer of the file to the Stewards of the meeting

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 drivers € 25
- 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.

Any other infringement to traffic laws (except speeding) or case of dangerous behaviour during reconnaissance will incur a fine at the discretion of the Clerk of the Course.

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

Any crew taking part in the rally, or their representative, duly designated in writing must arrive at the administrative check and present all the requested documents in accordance with the timetable hereinafter. **Any lateness upon this schedule will be fined with a fine of €150 per hour or part of hour lateness.**

10.1. Documents to be presented:

- Competitors license
- Driver and Co-driver competition license
- Driver and Co-driver passports or identifications
- Driver and Co-driver driving license
- 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
- Authorization of the owner of the car if he is not one of the drivers

10.2. Timetable

Date: We 20 June and Thu 21 June

Time: See detailed timetable

Location: Rally HQ, Ter Waarde 10, Ypres

Wednesday 20 June – Administrative Checks schedule			
Time	Starting number – Group 1	Starting nr – Group 2	
17:00 - 18:00	3 / 2 / 1	6 / 5 / 4	-
18:00 - 19:00	12 / 11 / 10	9 / 8 / 7	-
20:00 - 21:00	20 / 19 / 18 / 17	16 / 15 / 14	-

Thursday 21 June - Administrative Checks schedule			
Time	Starting number – Group 1	Starting nr – Group 2	Starting nr – Group 3
06:00 - 07:00	24 / 23 / 22 / 21	28 / 27 / 26 / 25	32 / 31 / 30 / 29
07:00 - 08:00	36 / 35 / 34 / 33	40 / 39 / 38 / 37	44 / 43 / 42 / 41
08:00 - 09:00	48 / 47 / 46 / 45	52 / 51 / 50 / 49	56 / 55 / 54 / 53
09:00 - 10:00	61 / 60 / 59 / 58 / 57	66 / 65 / 64 / 63 / 62	71 / 70 / 69 / 68 / 67
10:00 - 11:00	76 / 75 / 74 / 73 / 72	81 / 80 / 79 / 78 / 77	86 / 85 / 84 / 83 / 82
11:00 - 12:00	92 / 91 / 90 / 89 / 88 / 87	98 / 97 / 96 / 95 / 94 / 93	104 / 103 / 102 / 101 / 100 / 99
12:00 - 13:00	110 / 109 / 108 / 107 / 106 / 105	116 / 115 / 114 / 113 / 112 / 111	121 / 120 / 119 / 118 / 117
13:00 - 14:00	Re-control		

11. SCRUTINEERING, SEALING AND MARKING

11.1. Scrutineering venue and Timetable

Location: ŠKODA Garage Duran
Albert Dehemlaan 3, Ypres

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. **Any lateness upon this schedule will be sanctioned with a fine of €150 per hour or part of hour lateness.**

The cars should be presented with dismantled sump guard and fully prepared and ready for all necessary sealing and marking (Art. 51 FIA RRC SR) (If the car is not prepared for the sealing, the car will not be authorized to access to the scrutineering and fine for lateness will be applicable):

- body shell and engine-block for all competitors
- compressor (turbocharger) and the spare one for all compressor equipped cars
- transmissions and the spares ones for all cars of FIA priority drivers and 4WD IRC car drivers

For all S2000 cars the FIA Technical passport has to be presented and its marking is compulsory.

For all the cars, the complete ORIGINAL FIA homologation form has to be presented with the car.

Wednesday 20 June - Scrutineering schedule			
Time	Starting number – Group 1	Starting nr – Group 2	
18:00 - 19:00	3 / 2 / 1	6 / 5 / 4	-
19:00 - 20:00	12 / 11 / 10	9 / 8 / 7	-
21:00 - 22:00	20 / 19 / 18 / 17	16 / 15 / 14	-
Thursday 21 June - Scrutineering schedule			
Time	Starting number – Group 1	Starting nr – Group 2	Starting nr – Group 3
07:00 - 08:00	24 / 23 / 22 / 21	28 / 27 / 26 / 25	32 / 31 / 30 / 29
08:00 - 09:00	36 / 35 / 34 / 33	40 / 39 / 38 / 37	44 / 43 / 42 / 41
09:00 - 10:00	48 / 47 / 46 / 45	52 / 51 / 50 / 49	56 / 55 / 54 / 53
10:00 - 11:00	61 / 60 / 59 / 58 / 57	66 / 65 / 64 / 63 / 62	71 / 70 / 69 / 68 / 67
11:00 - 12:00	76 / 75 / 74 / 73 / 72	81 / 80 / 79 / 78 / 77	86 / 85 / 84 / 83 / 82
12:00 - 13:00	92 / 91 / 90 / 89 / 88 / 87	98 / 97 / 96 / 95 / 94 / 93	104 / 103 / 102 / 101 / 100 / 99
12:30 - 13:00	Break		
13:00 - 14:00	110 / 109 / 108 / 107 / 106 / 105	116 / 115 / 114 / 113 / 112 / 111	121 / 120 / 119 / 118 / 117
14:00 - 15:00	Re-control		

11.2. Mud flaps (Appendix J Art. 252.7.7)

11.3. Windows/Nets (Appendix J Art. 253.11)

The use of silvered or tinted films is authorised and must comply with this Art 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 (FHR, 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 (Art 34.1 2012 FIA RRC SR).

Checks will be done during the event, after the start.

11.5. Noise Level

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

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.

For all cars max noise level on road sections = 94 dBA

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. (Art. 52.2 2012 FIA RRCSR) For further details see Appendix 6.

11.7.1 Responsibility 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 Grote Markt in Ypres all crews will continue to the end of rally podium finish at TC 18C. The finish of the rally will be at TC 18C, 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, Grote Markt in Ypres, Saturday 23th of June at the arrival of the first 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 18C (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 **within the minute preceding the start**. The start of the stage will be given by an electronic countdown system, (TAG Heuer HL 940) 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 Competitors Safety (Art. 34. 2012 FIA RRCR)

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, which is able but fails to comply with this rule, will be reported to the stewards by the Clerk of the Course.

Equipment of the Crews (Art. 34.1 2012 FIA RRCR)

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 – Driver's Equipment and have their safety belts fastened. Any infringement will be penalised by the Clerk of the Course who may also refer the matter to the stewards.

SOS/OK Signs (Art 34.2 2012 FIA RRCR)

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).

In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

Any crew, which has the red "SOS" sign displayed to them, or which sees a car, which has suffered a major accident where both crew members are seen inside the car but 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. All crews stopped by this procedure will receive a suitable time according to Art.33 FIA RRCR.

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, the "OK" sign must be displayed so that it is clearly visible to other crews.

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

Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards discretion.

Accident Reporting (Art 34.2.7 and 34.3 2012 FIA RRCR)

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 (Withdrawal Officer) as soon as possible. All competitors retiring from the event have to hand their time card at the nearest time control.

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road book and signed on the route.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents. All crews stopped by this procedure will receive a suitable time according to Art 33 FIA RRCR.

Emergency number will be printed on the backside of the timecards.

Red Triangle (2012 FIA RRCR Art. 34.4)

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

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. 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.

A crew, which has been shown the on board yellow flag will be given a notional time for the concerned stage as in Art 33 FIA RRCR. (Art. 34.5.2 2012 FIA RRCR)

12.5.2 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, Tyre Checking Area and one Refuelling zone:

- The Refuelling Area is 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. (Art. 41.3 & 52 2012 FIA RRCSS)

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.

From the first TC onwards, service of a competing car may be carried out only in Service Park with the exception of repairs to retired cars intending to restart. (Art. 40.1.1 2012 FIA RRCSS)

The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited. (Art 40.1.2 2012 FIA RRCSS)

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).

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

12.5.3 Starting Area

Before the start, the organisers will assemble all the competing cars in a starting area on the Grote Markt in Ypres in accordance to the following conditions:

- The competing cars are summoned 20 min before their individual starting time
- The Start Park opens at 15h45
- The competing cars may be represented by a representative of the competitor
- The Start Park shall be regarded as Parc Fermé. No service is allowed in the Start Area
- **Lateness at the entrance TC of the Start Park is subject to a penalty of € 500**

The start provisions specified in the 2012 FIA RRCSS will be applied.

12.5.4 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.**

12.5.5 Engine Replacement

In the case of engine failure between scrutineering and the first time control it is permitted to replace the engine, subject to prior information of the Clerk of the Course who will apply a five minutes (300 seconds) time penalty.

12.5.6 On-Board Cameras

- If required by the IRC Promoter, an entrant must carry an on-board camera or other recording device. This will be fitted by the IRC Promoter.
- **The entrant of any car, which carries an on-board camera, must have the prior agreement of the IRC Promoter. Authorized cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.**
- Competitors wishing to use a camera must supply the following information to the IRC Promoter at least one week before the start of reconnaissance: competitors name, car number, entrant address and use of footage.

(Art. 52 FIA RRCSS)

IRC Promoters Address: EUROSPORT EVENTS Ltd
55 Drury Lane WC2B5SQ London (UK)
Tel: +44 2074687746
Fax: +44 2074680023
e-mail: alodoletti@eurosport.com

Tapes of on-board cameras may be exchanged in the media zones, in regroup or parc fermés and at the exit of remote refuel zones when in the presence of a member of the team. All such work carried out will be done under the supervision of a marshal or rally official. (Art. 25.8. FIA RRCSS)

12.5.7 Media Zones

There will be media zones established prior to the yellow time control board at the entrance time control of the regroup parks before the Service Park and within the holding park before the podium ceremony at the finish. The access to those media zones will be limited to the personnel holding the appropriate pass

12.6. Official Time used during the rally

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

12.7. Shakedown Stage

A shakedown will be held on Thu 21 June under application of Art 24 of 2012 FIA RRCSS. For the Time Schedule see Art 3 and Art 9.2 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.

12.8. Re-start after retirement

Restart will be allowed under all provisions applied in the Art 39.6 of the 2012 FIA RRCSS.

A crew, which has failed to complete a Leg, can re-start from the start of the next Leg only if they confirm their intention to the Clerk of the Course, represented by the Restart Officer, at last one hour prior to the publication of the start list of the subsequent Leg.

Any car which fails to complete Leg I due to exclusion on grounds of exceeding the time limit or has failed to report to a control.

Restarting competitors will only be eligible for Bonus Points and will not be classified in the final overall classification.

Restarting cars must be presented at the entry of the overnight regroup park prior to Leg II no later than 08h50 on Saturday the 23rd of June. Their re-scrutineering will take place in the overnight regroup park on Saturday 23rd of June at 08h50.

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 with text on tabard	Colour of the identification tabard
Safety Marshal	Orange with text
Safety Officer	Orange with stripe and text
Post Chief	Blue with stripe and text
Marshal	Blue with text
Media	Green
Stage Commander	Red with text
Stage Assistant	Red with text
Competitor Relations Officer – C.R.O.	Red with text
Doctor (Medical)	White with text
Paramedic	White with text
Radio	Yellow with blue radio mark at the front
Scrutineer	Black with text

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 crew 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 Art 45 of 2012 FIA RRCSR. Partial Unofficial Classification will be published at the end of each Leg. For 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: Sat 23 June at 23:00

Location: Vereenoooghe Autostar
Zwaanhofweg 8, 8900 Ypres

15.2. Protest Fees

The protest fee is € 500.

15.2.1 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).

15.3. Appeal Fees

National Appeal Fee (ASN): € 2.000

International Appeal Fee (FIA): € 12.000

16. APPENDIX 1 – ITINERARY

APPENDIX 1 - ANNEXE 1 - BIJLAGE 1

ITINERARY "GEKO YPRES RALLY 2012"

v. 19.04.2012

Start LEG 1		(Sunrise 05h30 - Sunset 22h00)		Friday 22.06.2012		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
0	Ieper Start Park Out / Podium / Service IN					16:25
Service A (Ieper Rally Center)					0:15	
0A	Ieper Service OUT					16:40
RZ	Refuel All competitors					
1	Distance to next refuel	(36,69)	(47,52)	(84,21)		
1	Vijverhoek	-	6,79	6,79	0:17	16:57
SS 1	Dikkebus 1	14,30	-	-		17:00
2	Lijsenthoek	-	10,67	24,97	0:28	17:28
SS 2	Westouter	7,39	-	-		17:31
3	Mesen-Messines	-	21,20	28,59	0:40	18:11
SS 3	Mesen-Sauvegarde 1	15,00	-	-		18:14
3A	Regroup & Technical Zone IN	-	8,86	23,86	0:26	18:40
	Ieper Market Place Regroup				0:30	
3B	Regroup OUT / Ieper Podium / Service IN					19:10
Service B (Ieper Rally Center)					0:30	
3C	Ieper Service OUT					19:40
RZ	Refuel All competitors					
2	Distance to next refuel	(48,14)	(52,81)	(100,95)		
4	Vijverhoek	-	6,79	6,79	0:17	19:57
SS 4	Dikkebus 2	14,30	-	-		20:00
5	Mesen-Messines	-	19,92	34,22	0:43	20:43
SS 5	Mesen-Sauvegarde 2	15,00	-	-		20:46
6	Sint-Jan Wieltje	-	15,29	30,29	0:36	21:22
SS 6	Langemark	18,84	-	-		21:25
6A	Parc Ferme / Technical Zone IN	-	10,81	29,65	0:32	21:57
6B	Parc Ferme OUT / Podium / Flexi Service IN				(0:03)	
Flexi Service C (Ieper Rally Center)					0:45	
6C	Flexi Service OUT					
RZ	Refuel All competitors					
3	Distance to next refuel	(.)	(10,78)	(10,78)		
6D	Ieper (YBP) Overnight Park Ferme IN	-	4,87	4,87	0:10	
All cars (except re-starting cars) must be returned to Park Ferme no later than						01:30
LEG 1 Totals		84,83	105,20	190,03		
OVERNIGHT PARC FERME						

Start LEG 2		(Sunrise 05h31 - Sunset 22h00)		Saturday 23.06.2012		
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
6E	Ieper (YBP) Overnight Park Ferme OUT					9:45
6F	Ieper Podium / Service IN	-	5,91	5,91	0:10	9:55
Service D (Ieper Rally Center)			(10,78)	(10,78)	0:15	
6G	Ieper Service Out	-	-	-		10:10
RZ	Refuel All competitors					
4	Distance to next refuel	(53,95)	(62,73)	(116,68)		
7	Wulvergem	-	16,78	16,78	0:30	10:40
SS 7	Heuvelland 1	26,75	-	-		10:43
8	Westvleteren	-	22,42	49,17	0:48	11:31
SS 8	Vleteren - Krombeke 1	14,34	-	-		11:34
9	Proven-Couthof	-	1,76	16,10	0:14	11:48
SS 9	Watou 1	12,86	-	-		11:51
9A	Regroup & Technical Zone IN	-	21,77	34,63	0:41	12:32
Ieper Market Place Regroup					0:25	
9B	Regroup Out / Ieper Podium / Service IN					12:57
Service E (Ieper Rally Center)		(53,95)	(62,73)	(116,68)	0:25	
9C	Ieper Service Out	-	-	-		13:22
RZ	Refuel All competitors					
5	Distance to next refuel	(52,56)	(104,96)	(157,52)		
10	Voormezele Sint Elooi	-	8,79	8,79	0:17	13:39
SS 10	Hollebeke 1	28,82	-	-		13:42
11	Linselles		22,93	51,75	0:52	14:34
SS 11	Lille-Eurométropole	8,47				14:37
12	Wasquehal	-	13,43	21,90	0:28	15:05
SS 12	Show Wasquehal	1,88	-	-		15:08
13	Kemmel Dries	-	45,93	47,81	1:00	16:08
SS 13	Kemmelberg 1	13,39				16:11
13A	Regroup & Technical Zone IN	-	13,88	27,27	0:30	16:41
Ieper Market Place Regroup					0:25	
13B	Regroup Out / Ieper Podium / Service IN					17:06
Service F (Ieper Rally Center)		(52,56)	(104,96)	(157,52)	0:25	
13C	Ieper Service OUT					17:31
RZ	Refuel All competitors					
6	Distance to next refuel	(53,95)	(62,73)	(116,68)		
14	Wulvergem	-	16,78	16,78	0:30	18:01
SS 14	Heuvelland 2	26,75	-	-		18:04
15	Westvleteren	-	22,42	49,17	0:48	18:52
SS 15	Vleteren - Krombeke 2	14,34	-	-		18:55
16	Proven-Couthof	-	1,76	16,10	0:14	19:09
SS 16	Watou 2	12,86	-	-		19:12
16A	Regroup & Technical Zone IN	-	21,77	34,63	0:41	19:53
Ieper Market Place Regroup					0:25	

Section 3

Section 4

Section 5

16B	Regroup OUT / Ieper Podium / Service IN					20:18
Service G (Ieper Rally Center)		(53,95)	(62,73)	(116,68)	0:25	
16C	Ieper Service OUT	-	-	-		20:43
RZ	Refuel All competitors					
7	Distance to next refuel	(42,21)	(36,47)	(78,68)		
17	Voormezele Sint Elooi	-	8,79	8,79	0:17	21:00
SS 17	Hollebeke 2	28,82	-	-		21:03
18	Kemmel Dries	-	13,80	42,62	0:41	21:44
SS 18	Kemmelberg 2	13,39	-	-		21:47
18A	Ieper Rally Center Technical Zone IN	-	13,88	27,27	0:30	22:17
18B	Technical Zone OUT - Service IN	-			0:03	22:20
Service H (Ieper Rally Center)		(42,21)	(36,47)	(78,68)	0:10	
18C	Service OUT / Podium / Finish Park Ferme IN					22:30
Finish Leg 2 / END OF RALLY						
LEG 2 Totals		202,67	272,80	475,47		

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
LEG 1 - 6 SS	84,83	105,20	190,03	44,64%
LEG 2 - 12 SS	202,67	272,80	475,47	42,63%
Total - 18 SS	287,50	378,00	665,50	43,20%

SPECIAL STAGES	
NR OF DIFFERENT STAGES	11
TOTAL NR OF STAGES	18
TOTAL NR TC	42

DIFFERENT SERVICE LOCATIONS	IEPER	
	10 min	1
	15 min	2
	25 min	3
	30 min	1
	45 min	1
TOTAL SERVICE OCCASIONS		8

17. APPENDIX 2 – RECONNAISSANCE SCHEDULE

Tuesday 19 June			
Stage number	Stage name	All competitors	
SS 3/5	Mesen-Sauvergarde	09:00	21:00
SS 6	Langemark	09:00	21:00
SS 7/14, Shakedown	Heuvelland	09:00	21:00
SS 10/17	Hollebeke	09:00	21:00
SS 13/18	Kemmelberg	09:00	21:00

Wednesday 20 June			
Stage number	Stage name	All competitors	
SS 1/4	Dikkebus	09:00	21:00
SS 2	Westouter	09:00	21:00
SS 8/15	Vleteren-Krombeke	09:00	21:00
SS 9/16	Watou	09:00	21:00
SS 11	Lille Eurométropole	09:00	21:00
SS 12	Show Wasquehal	09:00	21:00

Thursday 21 June			
Competitor nr	Stage name	All competitors	
1-35	Shakedown	18:00	18:20
36-70	Shakedown	18:20	18:40
71 and above	Shakedown	18:40	19:00

It is strictly forbidden to recce at any other times. Checks will be done by authorities and the Organiser. (See Art 9 here above)

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



Boudewijn BAERTSOEN
Competitors Relations
Officer
Lic nr: TBC



Clément MASCLEF
Competitors Relations
Officer
Lic nr: TBC



Roger JAMOUL
Competitors Relations
Officer
Lic nr: TBC

19. APPENDIX 4 – DECALS AND POSITIONING OF SUPPLEMENTART ADVERTISING

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 **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 Panel (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 **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 (GYR) placed on the bonnet of the car, including the competition number and the full name of the Rally: **GEKO YPRES RALLY**.

(Art. 11 2012 FIA RRC SR)

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 four stickers from the Organizers list. Those four 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 RRC SR 13, adjacent to the competition number (rear side windows)

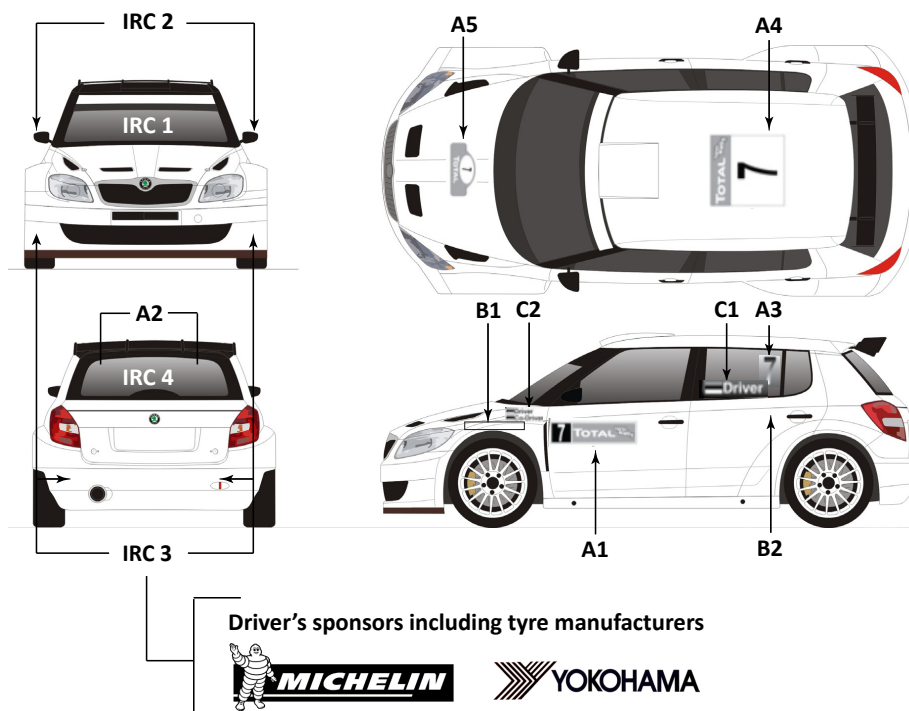
19.4. IRC advertising (see Appendix 8)

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”. (Art. 4.4)

19.5. List of Organiser’s Optional Advertisers

GEKO WOONWERELD – ŠKODA – COCA COLA

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

CATERING VERKINDERE – GSI – STEPHAN TANGHE

AUTONEWS – COMBELL – EUROSPOORT – GEODYNAMICS – TANGHE PRINTING

DECLERCQ – NOVOTEL – ON-EVENT – SOMATI

20. APPENDIX 5 – EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND OTHER SAFETY REQUIREMENTS

20.1. Helmets

20.1.1 Standards

All drivers competing in circuit events, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets homologated to one of the standards listed in FIA Technical List N° 25.

Helmets homologated to the FIA Standard 8860 - Advanced Helmet Test Specification (Technical List N°33), must be worn by drivers in:

- the Formula One World Championship,
- the FIA World Rally Championship, if listed as priority 1 or 2,
- the WTCC,- the FIA GT1 World Championship,
- the FIA GT3 European Championship,- the FIA F2 Championship
- the international series for GP2, LMP1, LMP2, GP3 and F3 cars.

All drivers taking part in the FIA Formula One World Championship must use the 2011 F1 Visor Reinforcement Panel for FIA 8860 Helmets. It is strongly recommended that all drivers in the World Rally Championship and in those international series for which the technical regulations include crash structure requirements from the FIA Formula One, F3 or F3000 technical regulations wear helmets homologated to the FIA Standard 8860.

20.1.2 Conditions of use

Drivers of open cockpit cars must wear full-face helmets, of which the chin bar is an integral part of the helmet structure recommended for historic open cockpit cars and Autocross SuperBuggy, Buggy1600 and Junior Buggy.

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test (1), in order to ensure that appropriate access to the airway of an injured driver is possible:

- the driver is to be seated in his car, with helmet and FIA-approved head restraint in place and attached and safety harness buckled.
- with the help of two rescuers, the chief medical officer of the Event (or, if present, the FIA medical delegate), must be able to remove the helmet with the driver’s head maintained permanently in a neutral position.

If this is impossible, the driver will be required to wear an open-face helmet.

(1) for historic cars, compliance is recommended.

20.1.3 Modifications

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA-listed standards organisations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present Article

20.1.4 Maximum weight and communications systems

- Helmet weights may be checked at any time during an event and must not exceed 1800 g for a full-face type or 1600 g for an open-face type, including all accessories and attachments.
- Helmet-mounted radio speakers are prohibited in all circuit and hill-climb events (earplug-type transducers are allowed). Applications for waivers, on medical grounds only, may be made through the driver’s ASN’s Medical Commission. The fitting of microphones may be done only in respect of Article 1.3 above.

20.1.5 Decoration

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

20.2. Flame-resistant clothing

In circuit events, hill-climbs, special stages of rallies and selective sections of cross-country events entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27).

Users must ensure that garments are not too tight, as this reduces the level of protection.

Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

Drivers of single-seater cars in races with standing starts must wear gloves in a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly draw the attention of the race starter in case of difficulties.

Substances which may circulate in any cooling system worn by a driver are restricted to water, or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

For events taking place in extreme heat, it is recommended that a cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard).

Exceptionally, driver cooling vests, which are not FIA-homologated, may be worn but shall be in addition to the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025; any tubing must be certified and labelled to ISO 17493 and must not be in contact with the driver's skin, and any connection to an on-board system must comply with Article 5.8.6 of the FIA 8856-2000 standard.

20.3. Frontal Head Restraint (FHR)

20.3.1 The wearing in an international event of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29.

FIA-approved FHR systems must be worn by drivers in all International Events.

The following additional provisions apply:

The wearing of an FIA-approved FHR system is:

- a) mandatory for Formula 1 cars of period G and onwards where the construction of the vehicle makes it practical to do so; recommended for other historic cars;
- b) mandatory, in off-road, for all FIA European Championship events except for Autocross SuperBuggy, Buggy1600 and JuniorBuggy for which it is strongly recommended, with compatible helmets;
- c) not mandatory for the following categories of alternative energy vehicles: I, III, IIIA, IV, V Electric Karts, VII and VIII;
- d) recommended for alternative energy vehicles in categories II, V Cars and VI with a technical passport issued before 01.01.2006.

For other cars in which for technical reasons it is impracticable to fit the FIA-approved FHR, it will be possible to apply to the FIA Safety Commission for a waiver.

20.3.2 Conditions of use

FHR systems must be worn only with FIA-approved items according to the following chart:

Helmet ⁽²⁾	Tether system (tether, tether end fitting and helmet anchorage)
FIA 8860 (Technical List N° 33) FIA 8858 (Technical List N° 41)	FIA 8858 (Technical List N° 29)

⁽²⁾ Mandatory wearing of helmets in each championship according to Article 1.1 above.

For more details when the device used is the HANS®, the "Guide for the Use of HANS® in international motor sport", published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com, under the heading FIA Sport - Regulations - Drivers' Equipment.

20.3.3 Compatibility and permitted use of items approved to the FIA 8858-2002, 8858-2010, 8860-2004 and 8860-2010 standards

The FIA 8860-2004 (Advanced helmets) and FIA 8858-2002 (FHR systems and compatible helmets) standards were updated in 2010. Both the original and revised versions remain valid when used as shown on the chart below.

	FHR 8858-2010	Tether (with end fitting) 8858-2010	Helmet anchorage 8858-2010	Helmet 8858-2010 and 8860-2010
HANS 8858-2002		YES	YES	YES
Tether (w/end fitting) 8858-2002	NO		If mechanically compatible	YES
Helmet anchorage 8858-2002	YES	If mechanically compatible		NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	

20.4. Safety Belts

Drivers must be properly restrained in their seat by safety belts in conformity with the specifications of Appendix J for the vehicle concerned, at all times during an event when it is mobile on a circuit, pit lane, special stage or competition course.

21. APPENDIX 6 – SAFETY TRACKING SYSTEM

21.1. Collection

The competitors must collect the GPS/GRPS 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 on the bank account of the competitor after returning the GPS/GRPS kit in good working condition. This kit will also be checked on external damage and completeness of its components.

21.2. Installation

The GPS/GRPS 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/GRPS 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/GRPS kit during the last Service H and return it to “Rally HQ” (Ter Waarde 10, Ypres) at last on Sunday 24 June 01h00.

Tel.: +32 (0)TBC

No refunds will be made after this time limit. For late returns, refunds will be made by bank transfer within the week following the rally.







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/GRPS kit to Rally HQ (Ter Waarde 10, Ypres) as soon as possible.

22. APPENDIX 7 – SPEED LIMITS.

General National Traffic 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 seized 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

23. APPENDIX 8 – 2012 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.

23.1. Promoter, Organiser, ASN

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

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

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

23.1.4 The series promoter address is:
EUROSPORE EVENTS Ltd
55 Drury Lane WC2B5SQ London (UK)
Tel: +44 2074687746
Fax: +44 2074680023
e-mail: alodoletti@eurosport.com

23.2. Events

The IRC will be contested over the qualifying events in 2012 as follows:

Round	Date	Country	Event
1	23-25/02	Portugal	Sata Rally Acores
2	15-17/03	Spain	Rally Islas Canarias El Corte Ingles
3	06-07/04	UK/Ireland	Donnelly G. Circuit of Ireland Rally
4	11-12/05	France	Tour de Corse
5	02-03/06	Hungary	Canon Mecsek Rallye
6	21-23/06	Belgium	Geko Ypres Rally
7	06-07/07	San Marino	Rally San Marino
8	20-22/07	Romania	Sibiu Rally Romania
9	31/08-02/09	Czech Republic	Barum Czech Rally Zlin
10	15-16/09	Ukraine	Prime Yalta Rally
11	29-30/09	Bulgaria	Rally Sliven
12	12-13/10	Italy	Rally Sanremo
13	02-03/11	Cyprus	Cyprus Rally

23.3. Eligible Drivers

23.3.1 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 EUROSPORE EVENTS.

23.3.2 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.

23.3.3 For the Manufacturer classification

Only IRC registered manufacturers are eligible to score points.

23.4. Eligible Cars

- Group A Cars (Appendix J, Article 255)
- 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 Championship concerned
- Group RGT cars complying with 2012 Appendix J Art. 256
- Group R cars (Appendix J, Art. 260 and 260D)
- Group N cars (Appendix J, Art. 254) these cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Art. 254A).
- Super 2000 cars fitted with a 1.6-liter turbo engine with a maximum air restrictor's internal diameter of 30mm (Appendix J, Article

255A)

- Regional cars
- National cars

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.

23.5. Points

23.5.1 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 8 results shall count. Ties will be resolved with the international FIA procedures.

23.5.2 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 8 results shall count. Ties will be resolved with the standard international FIA.

23.5.3 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 8 results shall count. Ties will be resolved with the standard international FIA.

23.5.4 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. The best 8 results shall count.

23.5.5 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

23.5.6 Coefficients 2 will be applied to the scoring system of Cyprus Rally.

23.6. 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, a live-tracking system, and a Radio Frequency equipment system for TV broadcast. Eurosport Events represented technicians will liaise with teams one month ahead of each event for technical and power supply specifications.

23.7. Awards

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

IRC (Intercontinental Rally Challenge) overall classification

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

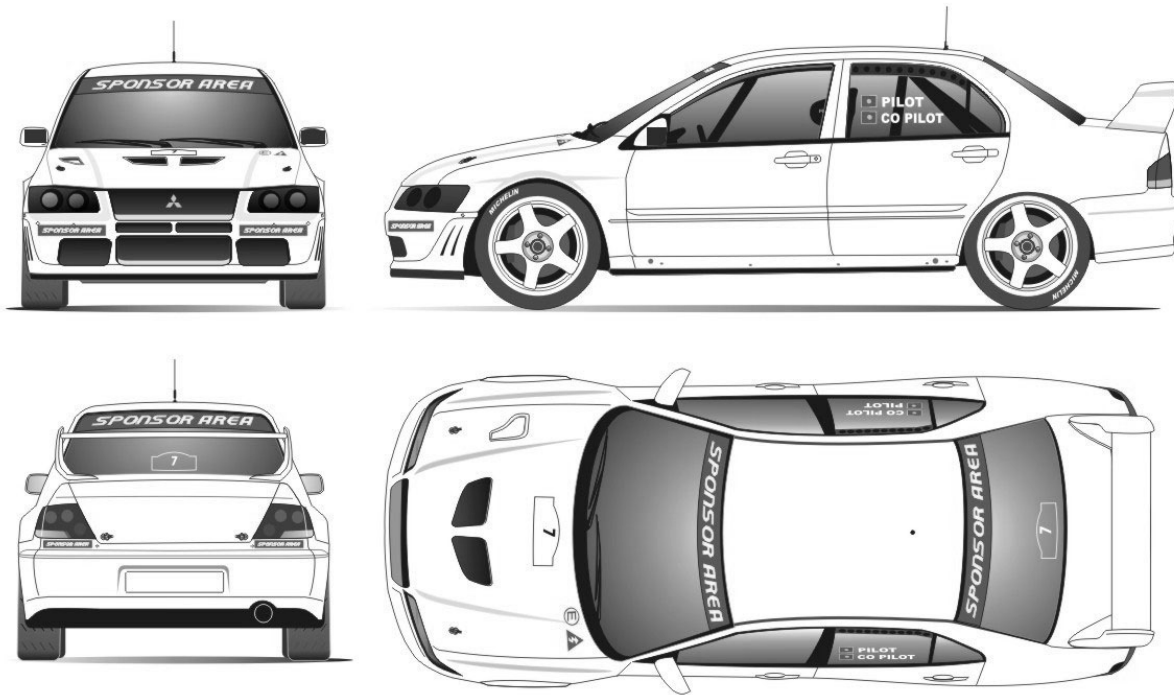
IRC 2WD Cup:

- 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 EUROSPORT EVENTS.