



# **SUPPLEMENTARY REGULATIONS**

GEKO Ypres Rally 27-29 June 2013

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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 2013 FIA Regional Rally Championships Sporting Regulations, the Belgian National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations. These 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 Friday 24 May. The 2013 FIA Regional Rally Championships Sporting Regulations can be found at [www.fia.com](http://www.fia.com) > Sport > Regulations > FIA Rally Championships > Regional Championships > 2013 Regional Rallies Championships Sporting Regs and Appendices (English) – published on: 04.03.2013.

**Anything that is not expressly authorised by those regulations is forbidden.**

### 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	297,93 km (45,91%)
Total distance	648,94 km

## 2. ORGANISATION

### 2.1. FIA and other Titles for which the Rally counts

FIA European Rally Championship for Drivers and Co-Drivers  
 FIA European Rally Championship for Teams  
 FIA ERC 2WD Championship for Drivers and Co-Drivers  
 FIA ERC 2WD Championship for Teams  
 FIA ERC Production Car Cup for Drivers and Co-Drivers  
 FIA ERC Production Car Cup for Teams  
 FIA European Rally Cup for Drivers and Co-Drivers  
 FIA ERC Ladies' Trophy  
 BFO Belgian Rally Championship for Drivers and Co-Drivers  
 BFO Belgian Rally Championship for Manufacturers  
 Belgian Junior Rally Championship  
 "Citroën Racing Trophy Belux"  
 "Ford Fiesta Sport Trophy"

### 2.2. Visa numbers – FIA and ASN

FIA visa N°: 6CER/090413 issued on 09/04/2013  
 ASN visa N°: R-BC-GYR-004 issued on 29/03/2013

### 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, Ignace BECQUART, 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): Anita PASSALIS (GRE)  
 FIA Steward: G YANAKIEV jr (BUL)  
 ASN Steward: Ludo PEETERS (BEL)  
 Secretary to the Stewards: Liliane LASURE (BEL)

### 2.6. FIA Delegates and Observer

FIA Technical Delegate: Karl-Heinz GOLDSTEIN (DEU)  
 FIA Assistant to the Technical Delegate Lionel CARRE (FRA)  
 FIA Observer: Andrew KELLITT (GBR)

#### 2.6.1 ASN Delegates

RACB Rally Manager Etienne MASSILLON  
 RACB Technical Delegate Jean-Pierre DEBACKER  
 RACB Time Keeping Coordinator Ghislain DECOBECK

### 2.7. Officials

#### 2.7.1 Senior Officials

Clerk of the Course	Ignace BECQUART	ibe@ypresrally.com	License nr: 13
DCOC / Rally Manager	Alain PENASSE	alain.penasse@ypresrally.com	License nr: 2619
DCOC / Chief Safety Officer	Jan VERVISCH	jan.vervisch@ypresrally.com	License nr: 2617
ACOC / Timing	Noël DEBERDT	noel.deberdt@ypresrally.com	License nr: 1269
ACOC / Safety Tracking System	Denis DUJARDIN	denis.dujardin@ypresrally.com	License nr: 2540
Event Secretary	Emilia KIVIMÄE	emilia.kivimae@ypresrally.com	License nr: 2764
Competitors Relations Officers	Clément MASCLEF (FRA), Boudewijn BAERTOEN, Roger JAMOUL, Joost DEMEESTERE		

## 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
Spectator Management	Björn VANDECASTEELE
Marshal Coordinator	Jean Pierre DELEERSNIJDER
Ceremony Master	Patrick BOSTYN
Timing & Result Communication	Chris DESCHILDRE
PR & Media Relations	Tom ESPEEL
Assistant PR & Media Relations	Frederik DEBRUYNE
Media Accreditation Officer	Dirk VAN DER SLUYS
HQ Communications Officers	Peter DECKMYN / Pierre LACANTE
Survey Helicopter Officer	Rik VERHOOGHE
Deputy Safety Officer	Luc LOZIE / Rik VERHOOGHE
Intervention Helicopter Officer	Rik DESIMPEL / Frederik VANHOOREN
Timing Equipment Coordinator	Rik POIRIEZ
Special Stages Coordinators	Gunter ARCHIE / Werner ROOM

Special Stage (SS)	SS Chief	SS Safety Chief
SD Nieuwkerke	Patrick DUMORTIER	Rudy CUVELIER
SS Dikkebus	Kathy DEKNOCK	Dorine BOUTEN
SS Wijtschate	Rik DESIMPEL	Rene DEMARTEAU
SS Langemark	Jean-Pierre DE LEERSNIJDER	Piet OOSTVOGELS
SS Mesen	Jens HALLAERT	Peter RYCKEWAERT
SS Vleteren-Krombeke	Gerard VRIJENS	Rik MONNENS
SS Watou	Kathy DEKNOCK	Dorine BOUTEN
SS Westouter	Francis SOETE	Claude VERSCHELDE
SS Kemmelberg	Patrick DUMORTIER	Rudy CUVELIER
SS Heuvelland	Yves BRUYNEEL	Jeroen DEMEULENAERE
SS Lille-Eurométropole	Jean Pierre FOULON	Eric GUESQUIER
SS Show Wasquehal	Jean Pierre BERGER	Guy LERBUT
SS Hollebeke	Chris D'HONDT	Danny VERFAILLIE

Course Car 0	Bart DHULSTER / Martin KINGET
Course Car 00	Ronny HOSTEN / Inge BRUGHMANS
Sweeping Car	Jose VITSE
Parc Fermé & Regroup Officer	Bernard DAVID
Withdrawal & Restart Officer	Boudewijn BAERTSOEN
Refuelling officer	TBC

## 2.8. HQ Location and Contact Details

### Rally HQ from Monday 24 June until Sunday 30 June

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

\* Phone number active from Wednesday 26 June.

**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](http://www.ypresrally.com)

### 3. PROGRAMME

#### Rally Office opening hours:

Monday 24 <sup>th</sup> June	14:00 - 20:00
Tuesday 25 <sup>th</sup> June	09:00 - 20:00
Wednesday 26 <sup>th</sup> June	08:00 - 20:00
Thursday 27 <sup>th</sup> June	07:00 - 18:00
Friday 28 <sup>th</sup> June	09:00 - 24:00
Saturday 29 <sup>th</sup> June	08:00 - 01:00

#### Media Center and Accreditation opening/closing:

**Location:** Novotel Ieper Centrum (Ypres)

#### Opening hours:

Wednesday 26 <sup>th</sup> June	14:00 - 18:00
Thursday 27 <sup>th</sup> June	10:00 - 12:00 / 14:00 - 20:00
Friday 28 <sup>th</sup> June	08:00 - 01:00
Saturday 29 <sup>th</sup> June	08:00 - 02:00

#### 3.1. Programme before the Rally week

Date	Activity	Location
Fri 26 April	Supplementary Regulations & Entry Form published	www.ypresrally.com
Fri 24 May	Rally Guide Two and Route map published	www.ypresrally.com
Mon 27 May	Closing date for entries at reduced fee	www.ypresrally.com
Wed 12 June	Closing date for helicopter registration	emilia.kivimae@ypresrally.com
Wed 12 June	Closing date for entries	www.ypresrally.com
Mon 17 June	Original Entry form must reach the organiser	Permanent secretariat
	Publication of List of Entries in seeded order	www.ypresrally.com
	Closing date for order of Service Park facilities	service.park@ypresrally.com
Wed 19 June	Closing date for Media accreditation	media@ypresrally.com

#### 3.2. Programme during the Rally week

Date	Time	Activity	Location
Mon 24 June	14:00	Opening of the Rally Office	Rally HQ, Ypres
	14:00 – 20:00	Collection of material and documents Collection of Safety Tracking System	Rally Office, Ypres
Tue 25 June	09:00 – 20:00	Collection of material and documents Collection of Safety Tracking System Administrative checks	Rally Office, Ypres
	14:30	Pre-event Press conference	Ieper Business Park, Ypres
Wed 26 June	08:00 – 09:00	Collection of material and documents Collection of Safety Tracking System	Rally Office, Ypres
	08:00	Opening of the Service Park for ERC 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 (sealing and marking of components)	Garage Duran, Ypres
Thu 27 June	07:00 – 15:00	Scrutineering (sealing and marking of components)	Garage Duran, Ypres
	08:00	Opening of the Service Park for all other teams	Grote Markt, Ypres
	09:00	Team managers meeting (on invitation)	Rally HQ, Ypres
	09:00 – 18:00	Reconnaissance, see schedule App. 2	
	18:00 – 19:00	Reconnaissance Shakedown (see schedule)	Nieuwkerke
	19:00 – 20:30	Shakedown for starting numbers 1-30	Nieuwkerke
	20:30 – 23:00	Shakedown for all competitors	Nieuwkerke

Date	Time	Activity	Location
Fri 28 June	10:00	First Stewards meeting	Stewards room, Rally HQ, Ypres
	13:00	Publication of Start list for Leg 1	Official Notice Board
	13:00	Helicopter pilots briefing	Rally HQ, Ypres
	14:30	Pre-event Press conference	Media Centre, Ypres
	16:30	Start of Leg 1	Start park, Ypres,
	23:00 – 24:00	Return of rally Safety tracking system	Rally HQ, Ypres
	22:35	Finish of Leg 1	TC6D Parc Fermé, Ypres
Sat 29 June	02:00	Publication of Start list for Leg 2	Official Notice Board
	09:35	Start of Leg 2	Parc Fermé, Ypres
	22:38	Podium Ceremony and Prize-giving, Finish of Leg 2	Podium, Grote Markt, Ypres
	21:00 – 01:00	Return of rally Safety tracking system	Rally HQ, Ypres
	23:00	Final scrutineering	Autostar, Zwaanhofweg 8, Ypres
	23:30	Post-event press conference	Media Centre, Ypres
Sun 30 June	00:30	Publication of Provisional Final Classification	Official Notice Board
	01:00	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 Wed 12 June at 24:00 (CET).

### 4.2. Entry Procedure

Those wishing to take part in Geko Ypres Rally 2013 must send the Entry form, available on [www.gekoypresrally.com](http://www.gekoypresrally.com), duly completed to the organiser before the closing date and time for entries (Art. 16. 2013 FIA Regional Rally Championships Sporting Regulations – 2013 FIA RRCSSR).

**A copy of the valid competitors' license must accompany the entry form.**

**If the application is sent by fax or e-mail, the original duly signed entry form must reach the organisers within 5 days following the close of entries, i.e. latest by Mon 17 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. 17 and Art. 70 of the Code and the originals have 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 125.

If more than 125 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 2013 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-Rallycars (complying with Art. 254A) fitted with a restrictor complying with Art. 254A-5.1.1-b except following points:
    - a) The maximum internal diameter of the restrictor is 30mm
    - b) The external diameter of the restrictor at its narrower point must be less than 36 mm, and must be maintained over a distance of 5 mm to each side.
  - Regional cars
- Only Group NGT National, GTP National and Group M 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
	Group R5
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)
Nat. Classes	National Groups
4 BRC	NGT21, NGT22, NGT23, GTP24
12 BRC	M13, M14, M15, M16

(Art. 4.1 and 4.2 2013 FIA RRC SR)

#### 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 cm<sup>3</sup> are accepted in Groups A and N.
- Drivers entered with a Super 2000-Rally car complying with Article 255A, it will be possible to use lapsed errata without any penalty.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.
- An FIA technical passport is mandatory for S2000, R5, Super 1600 and RGT cars.
- The FIA ERC 2WD Championship is reserved for cars of class 5 to 10.
- The FIA ERC Production Car Cup is reserved for cars of class 3 and R4 cars.

(Art. 4.3 2013 FIA RRC SR)

#### 4.3.4 National / Regional Cars

- The national NGT, GTP and Group M cars will use the entire itinerary as in the ERC Event.
- For those 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 Event.
- The Group M cars will run as a group/class 12 BRC after the last car entered in the ERC Event.
- Those cars will have their own classification for the National Championship and will not appear on any results of the ERC Event.

#### 4.4. Entry Fees and Entry packages for Private Competitors

	Payment before 27 May 2013	Payment after 27 May 2013
<b>With organiser's proposed advertising</b>		
Legal Entries *	€ 2.600	€ 3.000
Private Entries	€ 1.400	€ 1.800
Conditional Entries	€ 1.200	€ 1.600
<b>Without organiser's proposed advertising</b>		
Legal Entries *	€ 3.600	€ 4.000
Private Entries	€ 2.400	€ 2.800
Conditional Entries	€ 2.200	€ 2.600

\* ERC competitors with ERC 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 a RACB registered Drivers Club for the Belgian crews.

**Conditional entries:** This entry at reduced rate is only valid if at least one of the conditions below is fulfilled.

- The driver has scored points in the Belgian Junior Rally Championship 2013 and is still driving a eligible car for this championship
- The competitor has participated to all previous events counting for one of the one-make cups below:
  - "Citroën Racing Trophy Belux"
  - "Ford Fiesta Sport Trophy"

#### 4.4.1 Entry Packages

Product	Legal Entries	Private Entries	Conditional Entries
<b>Service Park</b>			
Service area	130 m <sup>2</sup> for 1 car 200 m <sup>2</sup> for 2 cars 250 m <sup>2</sup> for 3 cars	80 m <sup>2</sup>	50 m <sup>2</sup>
<b>Car passes</b>			
Guest	2	0	0
Service	2	1	1
Auxiliary	1	0	0
<b>Personal passes</b>			
Crew	2	2	2
Stop Access	2	1	1
Team Guest	6	0	0
Refuelling armband	2	2	2
<b>Administration</b>			
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 "GYR13 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 25 June (administrative checks). 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 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, Auxiliary and Recce 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 (National Traffic Rules)

In case of an accident with material damage only, the competitor has the **absolute legal 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 or to the next time control (road sections).**

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.39

- 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 (See also 12.5.1 hereinafter).

## 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 2013 FIA Regional Rally Championships Sporting Regulations Art. 18 and 19. See Appendix 4 of these regulations for details concerning rally plates and competition numbers and their affixing.

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

### 6.2. Windscreen.

In accordance with the ruling of the French Traffic Laws concerning identification of rally cars and upon request of the French Motor Sport Federation: All the competing cars will have a supplementary identification number applied on the car, this between TC10C and TC14A (Section 4). This number will correspond with the competition number and will have the following dimensions: 13 cm wide and 10 cm high. It will be placed in the right upper right corner of the windscreen (on the windscreen strip). The format will be Helvetica 9 cm high with a minimum thickness of 14mm, black on white support.

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

#### 6.3.1 Drivers names on Rear Side Window

**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 names are missing the cash penalty of € 100 will apply.**

### 6.4. 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. 60 and Appendix V of the FIA 2013 Regional Rally Championships Sporting Regulations (see Appendix 8) concerning the use of tyres, the following quantities and type of tyre are confirmed.

Tyre Type	Compound	Drivers Priority	Max N° of Tyres	Extra for SD	Total for the Rally
Moulded	TBA	All drivers	24	4	28

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.

**The intentional modification of the design of the tyre (hand-cutting) is not allowed during the shakedown and the rally. A waiver, to allow hand-cutting, could be granted by the Clerk of the Course in case of the weather forecast or extreme weather conditions. In this case all competitors will be informed through a communication by the Clerk of the Course.**

**Tyres must be homologated for road use at least in the EU.**

**Everything not allowed is forbidden!**

**There will be a tyre marking zone and a tyre-checking zone. (Art. 60.4 FIA RRC SR)**

### 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 a refuelling zone:

- At the exit of the Service Park in Ypres. (See Road Book)

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.**

Along the road section RS11 of Leg 4 of the rally there will be one commercial filling station designated in the road book, where the drivers may use commercially available pump fuel from the pumps at this commercial filling station. This fuel must be dispensed directly into the tank of the competing car. The crew must use solely the equipment on board and only the **pumps with no external physical assistance**. Cars equipped only with FIA specified refuel couplings and using fuel from commercial filling stations must transport the adapter in the car and show it at pre-event scrutineering.

## 9. RECONNAISSANCE

### 9.1. Procedure for Registration

The registration for reconnaissance will take place as following:

Mon 24 June 14:00 - 20:00

Tue 25 June 09:00 - 20:00

Wed 26 June 08:00 - 09:00

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.**

Reconnaissance schedule see Appendix 2.

Art. 20 and 25 of the 2013 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/h, 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. 25.1 and 25.2)**

**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.** The competitors are not allowed to enter or leave the special stages during the reconnaissance other than through the start and/or finish of those special stages. 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 at the scrutineering.

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 Thu 27 of June following the schedule hereinafter:

- 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

The use of the rally car will be authorised for the reconnaissance of the Shakedown

Any infringement to or disrespect 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 be reported to the Stewards.

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

Per km per hour over the speed limit:

- All Drivers € 25

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 applied by the Stewards.**

### 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 7.

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

## 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. Time schedule

Date: Tue 25 June

Time: 09:00 – 20:00

Location: Rally Office, Ter Waarde 10, Ypres

## 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 to be issued in a Bulletin. **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. 63 FIA RRCR) (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, all cars of ERC Championship drivers and all other 4WD cars

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.

The timetable for scrutineering, sealing and marking shall be issued in a Bulletin.

#### 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." (Belgian Traffic Law)*

#### 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.

#### 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 = 95 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. License for another 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 off 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. Instruction details regarding collection, return and installation (Art. 65.2 2013 FIA RRCR) 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 have 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 20C. The finish of the rally will be at TC 20C, 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 29 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 20C (End of Leg 2).

### 12.4. Super Special Stage Procedure and Running Order

Not applicable.

#### 12.4.1 Starting system and Flying Finish Timing 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. The distance between this jump-start detection device and the start line will be 40 cm.

At the Flying Finish, time is taken at 1 /10 second by photocell.

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

#### 12.5.1 Competitors Safety (Art. 40. 2013 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. 40.1 2013 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 (See Appendix V Hereinafter) 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.

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

##### SOS/OK Signs (Art 40.2 2013 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.**

#### **Accident Reporting (Art 40.2.7 and 40.3 2013 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. All crews stopped by this procedure will receive a suitable time according to Art 39 FIA RRCR.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents (See also Art.5.4).

**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**

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

#### **Red Triangle (2013 FIA RRCR Art. 40.4)**

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 39 FIA RRCR. (Art. 40.5.2 2013 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 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. 49.4 & 65 2013 FIA RRCR)

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. 48.1.1 2013 FIA RRCR)

The passing of food, drink, clothing and information (data card, road book etc.) to or from the crew is permitted in the service park and whilst the cars are in a media zone.

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 48.1.2 2013 FIA RRCR)

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).

**After the start of the competitive element of the rally, the relaying of information between competitors concerning the condition of special stages is forbidden. Any transgression will be reported to the Stewards.**

**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 16h00.
- 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 2013 FIA RRCSSR will be applied.

All FIA and ERC priority drivers but a minimum of the first 10 cars will start at two minutes intervals.

For Leg 2 FIA and ERC Drivers will restart as a merged group in reverse order according to their classification in Art. 45.4.1. (RRCSSR), (minimum 1<sup>st</sup> 10 cars at 2 minutes interval).

### **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 time penalty.

### **12.5.6 On-Board Cameras**

- If required by the ERC Promoter, an entrant must carry an on-board camera or other recording device. This will be fitted by the ERC Promoter and approved by the scrutineer.
- The competitor of any car, which carries an on-board camera, must have the prior agreement of the ERC 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 ERC Promoter at least one week before the start of reconnaissance: competitors name, car number, entrant address and use of footage.

(Art. 65 FIA RRCSSR)

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

Competitors wishing to use a camera and have done a demand to the promoter of the BFO-Belgian Rally Championship in one of the previous 2013 events must NOT do a separate demand to Eurosport Events Ltd. The previous demand will also be valid for Geko Ypres Rally.

Tapes of on-board cameras may be exchanged in the media zone, in regroup or Parc Fermés with the agreement of the Clerk of the Course. If it is required that this work only should be done in presence of a member of the team, the team must inform the Clerk of the Course of this request before the start of the rally. All such work carried out will be done under the supervision of a marshal or rally official. Solely exchanges of video data and adjustments/maintenance of the cameras is authorised. (Art. 31.8. FIA RRCSSR)

### **12.5.7 Media Zones**

There will be a fenced media zone established prior to the yellow time control board at the entrance time control of the regroup park before the Service Park and within the holding park before the podium ceremony at the finish. The access to those media zones shall 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 27 June under application of Art. 29 of 2013 FIA RRCSSR. For the Time Schedule see Art 3 and Art 9.2 here above. There will be a Service Park in Nieuwkerke village with competitor allocated 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. 46 of the 2013 FIA RRCSSR.

Any 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 least one hour prior to the publication of the start list of the subsequent Leg (i.e. by Sat 29 June 01:00h).

The competitor must advise the Retirement Officer of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered.

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 2 no later than 08h35 on Sat 29 June. Their re-scrutineering will take place in the overnight regroup park on Sat 29 June at 08h35.

## 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

27 trophies will be presented during the podium ceremony for each category:

Overall classification:

- 3 drivers / 3 co drivers

ERC 4WD :

- 3 drivers / 3 co drivers
- 1 team

ERC 2WD :

- 3 drivers / 3 co drivers
- 1 team

ERC Production car :

- 3 drivers / 3 co-drivers
- 1 team

Prizes for all competitors/crews will be awarded on the ramp, same for the first, second and third in the overall classification where an "olympic-style" podium will be used.

### 14.2. "Ladies Trophy"

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

All prizes can be cumulated.

### 14.3. Other awards

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

#### 14.3.1 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.

### 14.4. Establishing and Publication of Results

The overall results will be established following Art 54 of 2013 FIA RRCSR. Partial Unofficial Classification will be published at the end of each Leg. For the location and time of posting – see programme.

The start order for Leg II shall be based on the partial unofficial classification at the finish of the final stage of Leg 1.

## 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 29 June at 23:00

Location: Vereenoghe 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

v. 02.04.2013

## ITINERARY "GEKO YPRES RALLY 2013"

Start LEG 1		(Sunrise 05h30 - Sunset 22h00)			Friday 28.06.2013	
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
0	Ieper Start Park Out / Podium / Service IN					16:25
	<b>Service A (Ieper Rally Center)</b>				0:15	
0A	Ieper Service OUT					16:40
RZ 1	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(53,01)	(48,76)	(101,77)		
1	Vijverhoek	-	6,79	6,79	0:17	16:57
SS 1	<b>Dikkebus 1</b>	<b>14,30</b>	-	-		<b>17:00</b>
2	Voormezele	-	13,80	28,10	0:32	17:32
SS 2	<b>Wijtschate 1</b>	<b>24,89</b>	-	-		<b>17:35</b>
3	St Jan	-	17,36	42,25	0:46	18:21
SS 3	<b>Langemark</b>	<b>13,82</b>	-	-		<b>18:24</b>
3A	Regroup & Technical Zone IN	-	10,81	24,63	0:31	18:55
	Ieper Market Place Regroup				0:30	
3B	Regroup OUT / Ieper Podium / Service IN					19:25
	<b>Service B (Ieper Rally Center)</b>	(53,01)	(48,76)	(101,77)	0:30	
3C	Ieper Service OUT					19:55
RZ 2	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(48,85)	(29,86)	(78,71)		
4	Vijverhoek	-	6,79	6,79	0:17	20:12
SS 4	<b>Dikkebus 2</b>	<b>14,30</b>	-	-		<b>20:15</b>
5	Voormezele	-	13,80	28,10	0:32	20:47
SS 5	<b>Wijtschate 2</b>	<b>24,89</b>	-	-		<b>20:50</b>
6	Mesen Markt	-	1,06	25,95	0:22	21:12
SS 6	<b>Mesen</b>	<b>9,66</b>	-	-		<b>21:15</b>
6A	Parc Ferme / Technical Zone IN	-	8,21	17,87	0:20	21:35
6B	Parc Ferme OUT / Podium / Flexi Service IN				(0:03)	
	<b>Flexi Service C (Ieper Rally Center)</b>	(48,85)	(29,86)	(78,71)	(0:45)	
6C	Flexi Service OUT					
RZ 3	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(,)	(10,78)	(10,78)		
6D	Ieper (YBP) Overnight Park Ferme IN	-	4,87	4,87	0:12	
	All cars (except re-starting cars) must be returned to Park Ferme no later than					01:08
	<b>LEG 1 Totals</b>	<b>101,86</b>	<b>83,49</b>	<b>185,35</b>		
<b>OVERNIGHT PARC FERME</b>						

Start LEG 2		(Sunrise 05h31 - Sunset 22h00)		Saturday 29.06.2013		
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
6E	Ieper (YBP) Overnight Park Ferme OUT					9:35
6F	Ieper Podium / Service IN	-	5,91	5,91	0:15	9:50
<b>Service D (Ieper Rally Center)</b>			<b>(10,78)</b>	<b>(10,78)</b>	<b>0:15</b>	
6G	Ieper Service Out	-	-	-		10:05
RZ 4	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(48,36)	(51,08)	(99,44)		
7	West-Vleteren	-	19,79	19,79	0:30	10:35
<b>SS 7</b>	<b>Vleteren - Krombeke 1</b>	<b>14,34</b>	-	-		<b>10:38</b>
8	Proven-Couthof	-	1,76	16,10	0:14	10:52
<b>SS 8</b>	<b>Watou 1</b>	<b>12,44</b>	-	-		<b>10:55</b>
9	Lijsenthoek	-	4,05	16,49	0:15	11:10
<b>SS 9</b>	<b>Westouter 1</b>	<b>7,39</b>	-	-		<b>11:13</b>
10	Kemmel Dries		12,86	20,25	0:26	11:39
<b>SS 10</b>	<b>Kemmelberg 1</b>	<b>14,19</b>				<b>11:42</b>
10A	Regroup & Technical Zone IN	-	12,62	26,81	0:30	12:12
Ieper Market Place Regroup					0:20	
10B	Regroup Out / Ieper Podium / Service IN					12:32
<b>Service E (Ieper Rally Center)</b>		(48,36)	(51,08)	(99,44)	0:30	
10C	Ieper Service Out	-	-	-		13:02
RZ 5	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(55,54)	(119,16)	(174,7)		
11	Dranouter	-	19,10	19,10	0:32	13:34
<b>SS 11</b>	<b>Heuveland 1</b>	<b>14,99</b>	-	-		<b>13:37</b>
12	Linselles		32,18	47,17	0:52	14:29
<b>SS 12</b>	<b>Lille-Eurométropole</b>	<b>9,85</b>				<b>14:32</b>
13	Wasquehal	-	16,50	26,35	0:35	15:07
<b>SS 13</b>	<b>Show Wasquehal</b>	<b>1,88</b>	-	-		<b>15:10</b>
14	St Elooi	-	44,31	46,19	0:52	16:02
<b>SS 14</b>	<b>Hollebeke 1</b>	<b>28,82</b>				<b>16:05</b>
14A	Regroup & Technical Zone IN	-	7,07	35,89	0:32	16:37
Ieper Market Place Regroup					0:20	
14B	Regroup Out / Ieper Podium / Service IN					16:57
<b>Service F (Ieper Rally Center)</b>		(55,54)	(119,16)	(174,7)	0:30	
14C	Ieper Service OUT					17:27
RZ 6	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(48,36)	(51,08)	(99,44)		
15	West-Vleteren	-	19,79	19,79	0:30	17:57
<b>SS 15</b>	<b>Vleteren - Krombeke 2</b>	<b>14,34</b>	-	-		<b>18:00</b>
16	Proven-Couthof	-	1,76	16,10	0:14	18:14
<b>SS 16</b>	<b>Watou 2</b>	<b>12,44</b>	-	-		<b>18:17</b>
17	Lijsenthoek	-	4,05	16,49	0:15	18:32
<b>SS 17</b>	<b>Westouter 2</b>	<b>7,39</b>	-	-		<b>18:35</b>
18	Kemmel Dries		12,86	20,25	0:26	19:01
<b>SS 18</b>	<b>Kemmelberg 2</b>	<b>14,19</b>				<b>19:04</b>
18A	Regroup & Technical Zone IN	-	12,62	26,81	0:30	19:34
Ieper Market Place Regroup					0:20	

18B	Regroup OUT / Ieper Podium / Service IN				19:54
	<b>Service G (Ieper Rally Center)</b>	<b>(48,36)</b>	<b>(51,08)</b>	<b>(99,44)</b>	<b>0:30</b>
18C	Ieper Service OUT	-	-	-	20:24
<b>RZ</b>	<b>Refuel All competitors</b>				
<b>7</b>	<b>Distance to next refuel</b>	<b>(43,81)</b>	<b>(40,29)</b>	<b>(84,1)</b>	
19	Dranouter	-	19,10	19,10	0:32 20:56
<b>SS 19</b>	<b>Heuvelland 2</b>	<b>14,99</b>	<b>-</b>	<b>-</b>	<b>20:59</b>
20	St Elooi	-	14,12	29,11	0:33 21:32
<b>SS 20</b>	<b>Hollebeke 2</b>	<b>28,82</b>	<b>-</b>	<b>-</b>	<b>21:35</b>
20A	Ieper Rally Center Technical Zone IN	-	7,07	35,89	0:32 22:07
20B	Technical Zone OUT - Service IN	-			0:03 22:10
	<b>Service H (Ieper Rally Center)</b>	<b>(43,81)</b>	<b>(40,29)</b>	<b>(84,1)</b>	<b>0:10</b>
20C	Service OUT / Podium / Finish Park Ferme IN				22:20
	Finish Leg 2 / END OF RALLY				
	<b>LEG 2 Totals</b>	<b>196,07</b>	<b>267,52</b>	<b>463,59</b>	

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
LEG 1 - 6 SS	101,86	83,49	185,35	54,96%
LEG 2 - 14 SS	196,07	267,52	463,59	42,29%
<b>Total - 20 SS</b>	<b>297,93</b>	<b>351,01</b>	<b>648,94</b>	<b>45,91%</b>

SPECIAL STAGES	
NR OF DIFFERENT STAGES	12
TOTAL NR OF STAGES	20
TOTAL NR TC	44

DIFFERENT SERVICE LOCATIONS	YPRES	1
	10 min	1
	15 min	2
	30 min	4
	45 min	1
TOTAL SERVICE OCCASIONS		8

## 17. APPENDIX 2 – RECONNAISSANCE SCHEDULE

Wednesday 26 June			
Stage number	Stage name	All competitors	
SS 1/4	Dikkebus	09:00	21:00
SS 3	Langemark	09:00	21:00
SS 7/15	Vleteren-Krombeke	09:00	21:00
SS 8/16	Watou	09:00	21:00
SS 9/17	Westouter	09:00	21:00
SS 6	Mesen	09:00	21:00
SS 10/18	Kemmelberg	09:00	21:00

Thursday 27 June			
Stage number	Stage name	All competitors	
SS 14/20	Hollebeke	09:00	16:00
SS 11/19	Heuvelland	09:00	16:00
SS 2/5	Wijtschate	09:00	16:00
SS 12	Lille Eurométropole	09:00	16:00
SS 13	Show Wasquehal	09:00	16:00
nr 1-35	Shakedown	18:00	18:20
nr 36-70	Shakedown	18:20	18:40
nr 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

The Competitors' Relations Officers will be identifiable by a red tabard, titled C.R.O.

The C.R.O.'s Schedule will be posted on the Official Notice Board, on the event website and will also be provided to competitors during Administrative Checks.



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## 19. APPENDIX 4 – DECALS AND POSITIONING OF SUPPLEMENTARY 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 width and 2 x 7 cm high 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. 18 2013 FIA RRCSR)

### 19.2. Optional Advertising

**B1 – front wings:** 1 sticker on wings up to competitor's choice from organizer's list hereinafter Art 19.5

**B2 – rear wings:** 1 sticker on wings up to competitor's choice from organizer's list hereinafter Art. 19.5

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 (White Helvetica 6 cm high and stroke 1 cm) **according to Art. 19 2013 FIA RRCSR**, adjacent to the competition number (rear side windows)

### 19.4. ERC advertising (see Appendix 8)

**ERC 1:** a 15cm stripe on the front windscreen of each Rally car including "0" cars

15cm stripe 15 cm



**ERC 2:** a 8cm stripe on the rear windscreen (top) of each Rally car

8cm stripe 8 cm

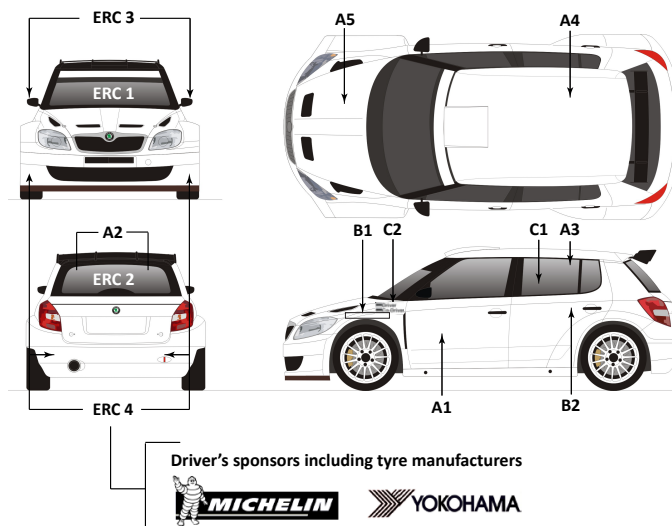


**ERC 3:** 2 side mirrors stickers of each rally car



**ERC 4:** 2 stripes on both rear and front bumpers

Michelin or Yokohama



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 (during the whole event) 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 – TOTAL

WASQUEHAL – LILLE METROPOLE COMMUNAUTE URBAINE – JUPILER – 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 Art. 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 <sup>(2)</sup>	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)

<sup>(2)</sup> Mandatory wearing of helmets in each championship according to Art. 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](http://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/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 the deposit of € 1,000 in cash or by credit card. This deposit will be refunded on the bank account of the competitor within 2 weeks 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, which competes in 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 HQ” (Ter Waarde 10, Ypres at last on Sunday 30 June 01h00.**

Tel.: +32 (0)57 221 345

**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 (Ter Waarde 10, Ypres) Fri 28 June 23:00 – 24:00 or Sat 29 June 21:00 – 01:00.

## 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, 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 	<b>120 Km/h</b>	<b>160 Km/h</b>
Routes publiques Public roads Openbare wegen	<b>90 Km/h</b>	<b>130 Km/h</b>
 Agglomérations Urban zones Bebouwde kommen 	<b>50 Km/h</b>	<b>90 Km/h</b>
 Zone 30 	<b>30 Km/h</b>	<b>50 Km/h</b>

## 23. APPENDIX 8 – TYRES - EXTRACTS FROM APPENDIX V (FIA 2013 RRCSR)

### A / TARMAC TYRE REGULATIONS FOR CARS USING 18" rims: APPLICABLE FROM 1/01/2013 until 30/04/2013 FOR OTHER CARS: APPLICABLE FROM 1/01/2013 until 31/12/2013

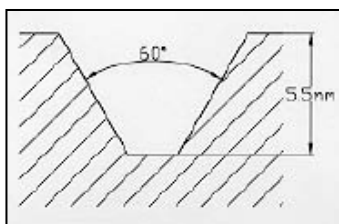
#### 23.1. Type of tyres

Tyres must be: - homologated for road use at least in the EU and homologated / approved by FIA for 2013 FIA WORLD RALLY CHAMPIONSHIP (List n°1 ONLY) OR - tyres complying with the following articles 2/3.

#### 23.2. Definition of moulded tyres

**23.2.1** A tread pattern with a width of 170 mm (85 mm each side of the tyre centre line) and a circumference of 140 mm. In this area, the surface taken up by grooves of at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17 % of the total surface. This tread pattern must be moulded.

	Length x Width	Surface	17% rate
9"	170X140	23800	4046
8.5"	161X140	22540	3832
8"	148X140	20720	3522
7.5"	142X140	19880	3380
7"	133X140	18620	3165
6.5"	124X140	17360	2951



**23.2.2** The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.

**23.2.3** The sum of the width of the grooves encountered by a radial line must be at least 16 mm.

**23.2.4** The bridge blocks and sips must be considered as part of the tread pattern if they are less than 2 mm.

#### 23.3. Tyre homologation

**23.3.1** At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FIA homologation. Once obtained, the homologation remains valid, with no expiry date.

**23.3.2** The FIA will issue a form for each tread pattern, with a calculation of all the different parameters. **3.3** The pattern drawing must show:

- The tread pattern
- The dimension of the smallest groove, in accordance with point 2.
- The size of the rim
- The dimensions for the purpose of determining the adequate control surface.

**23.3.3** This article concerns only those tyres with a grooving rate of less than 25 %.

#### 23.4. During the event

**23.4.1** At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.

**23.4.2** The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.

**23.4.3** 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 off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.

### B / TARMAC TYRE REGULATIONS FOR CARS USING 18" rims: APPLICABLE AS FROM 1/05/2013

As from 1/05/2013, the following applies to:

#### 1. Application

- Tyres defined in this appendix are compulsory for the followings cars:
- All cars fitted with 18" rims

- All group N cars (4x4 – 2L turbo) homologated after 1/01/2003
- All group N cars (4x4 – 2L turbo) entered in WRC Tarmac Rally
- Same tread pattern must be used on dry conditions and wet conditions
- Hand-cutting for tarmac tyres:
  - Not allowed in World Rally Championship
  - Only if requested by organizers in other rallies (in case of bad weather conditions) and if specified in supplementary regulations of the Rally, competitors may be allowed to hand-cut the tyres.

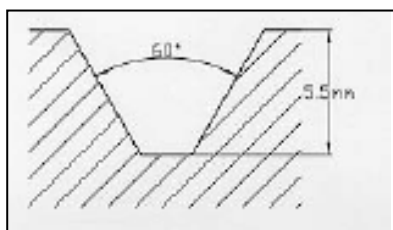
## 2. Homologation (tread pattern and size):

- All tarmac tyres to be used on 18" rims homologated by FIA before 01/05/2013 will not be valid anymore in FIA Regional Rallies Championships and FIA International Series (Rally).
- As from 1/05/2013, tarmac tyres to be used on 18" rims must be homologated by FIA and must comply with the following conditions:
- Tyre homologation (tread pattern and size): only one tread pattern will be homologated for each tyre manufacturer (including WRC tyres – List n°1).

1. Tyres must be homologated for road use at least in the EU
2. Tread pattern must be moulded
3. Control Area:

	Length x Width	Surface	17% rate
9"	170X140	23800	4046
8.5"	161X140	22540	3832
8"	148X140	20720	3522
7.5"	142X140	19880	3380
7"	133X140	18620	3165
6.5"	124X140	17360	2951

4. In the control area, the surface taken up by grooves of at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17 % of the total surface.



5. In the control area, the surface taken up by grooves of at least 1.8 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 21.5% of the total surface.
6. Minimum weight of the tyre = 9.5kg
7. In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16 mm
8. The bridge blocks and sips must be considered as part of the tread pattern if they are less than 2 mm.
9. At least 2 circumferential lines / Minimum total width of circumferential lines = 12mm
10. At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.
11. Each tyre must have a specific permanent moulded bar code number supplied by approved FIA barcode supplier

## C / TARMAC TYRE REGULATIONS FOR ALL CARS: APPLICABLE AS FROM 1/01/2014

As from 1/01/2014, paragraph B will apply to all competitors entered in Rallies from:

- FIA World Rally Championship (see article 61.2.1 of the 2013 World Rally Championship Sporting Regulations)
- FIA Regional Rallies Championships
- FIA International Series (Rally)