



# **SUPPLEMENTARY REGULATIONS**

GEKO Ypres Rally 19-21 June 2014

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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 2014 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 hereafter) 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 16 May. The 2014 FIA Regional Rally Championships Sporting Regulations can be found at [www.fia.com](http://www.fia.com).

### 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	298,79 km (50,98%)
Total distance	586,05 km

## 2. ORGANISATION

### 2.1. FIA titles for which the rally counts

FIA European Rally Championship for Drivers and Co-Drivers  
 FIA European Rally Cup for Manufacturers  
 FIA ERC 2WD Championship for Drivers and Co-Drivers  
 FIA ERC 2WD Cup for Manufacturers  
 FIA ERC Production Car Cup for Drivers and Co-Drivers  
 FIA ERC Production Car Cup for Manufacturers  
 FIA Junior European Rally Championship  
 ERC Ladies' Trophy  
 ERC Asphalt Masters

Belgian Rally Championship for Drivers and Co-Drivers  
 Belgian Rally Championship for Manufacturers  
 Belgian Junior Rally Championship  
 "Ford Fiesta Sport Trophy"  
 Trophy RSBE Belgium 2014  
 "Peugeot 208 Rally Trophy Belux"

### 2.2. Visa numbers – FIA and ASN

Belgian ASN visa no: **BRC04-GYR** issued on: 23/03/2014  
 FIA visa no: **06ERC/100414** issued on: 10/04/2014

### 2.3. Organiser's name, address and contact details (permanent office)

SuperStage vzw  
 Visitors and delivery address: Vlamingstraat 4, B- 8560 Wevelgem  
 Telephone: +32 (0)56 43 28 81  
 Fax: +32 (0)56 43 28 61  
 E-mail: info@ypresrally.com  
 Web site: 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, Patrick Bostyn, Peter Deckmyn, Noël Deberdt, Denis Dujardin, Patrick Dumortier, Norbert Dumoulin, Jan Huyghe, 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): Mr Hans-Christoph Mehmel (DEU)  
 FIA Steward: Mr Christian Tornatore (MCO)  
 ASN Steward: Mr Ludo Peeters (BEL)  
 Secretary to the Stewards: Mrs Liliane Lasure (BEL)

### 2.6. FIA Delegates and observer

FIA Technical Delegate: Mr Karl-Heinz Goldstein (DEU)  
 Assistant to FIA Technical Delegate: Lionel Carre (FRA)  
 FIA Observer: Andrew Kellit (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

Rally Manager / DCOC	Alain Penasse	alain.penasse@ypresrally.com	License nr: 2619
Clerk of the Course	Ignace Becquart	ibe@ypresrally.com	License nr: 13
DCOC / Chief Safety Officer	Jan Vervisch	jan.vervisch@ypresrally.com	License nr: 2617
ACOC / Timing	Noel 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 Officer	Boudewijn Baertsoen
Competitors Relations Officer	Clément Masclef (FRA)
Competitors Relations Officer	Kathi Wüstenhagen (DEU)

## 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
Marketing Manager	Jan Huyghe
PR & Media Relations	Hugo van Opstal
Assistant PR & Media Relations	Frederik Debruyne
Media Accreditation Officer	Dirk Van de 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
Course Car 0	Bart Dhulster, Martin Kinget
Course Car 00	Ronny Hosten, Inge Brughmans
Sweeping Car	Jose Vitse
Parc Fermé & Regroup Officer	Bernard David
Retirement & Restart Officer	Boudewijn Baertsoen
Refuelling officer	TBC

## 2.8. HQ location and contact details

### Rally HQ from Monday 16 June until Sunday 22 June

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

\* Phone number active from Wednesday 18 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	16 June	14:00 - 20:00
Tuesday	17 June	09:00 - 20:00
Wednesday	18 June	08:00 - 20:00
Thursday	19 June	07:00 - 18:00
Friday	20 June	09:00 - 24:00
Saturday	21 June	08:00 - 01:00

### Media center and Accreditation opening hours:

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

### Opening hours:

Wednesday	18 June	14:00 - 18:00
Thursday	19 June	10:00 - 12:00, 14:00 - 20:00
Friday	20 June	08:00 - 01:00
Saturday	21 June	08:00 - 02:00

### 3.1. Programme before the rally week

Date	Activity	Location
Fri 4 April	Publishing of the Supplementary regulations and Entry form	www.ypresrally.com
Fri 16 May	Issuing of the Rally Guide Two and route map	www.ypresrally.com
Wed 21 May	Closure date of entries at reduced fee	www.ypresrally.com
Wed 4 June	Closure date of helicopter registration	emilia.kivimae@ypresrally.com
	Closure date of entries	www.ypresrally.com
Mon 9 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 services in service park	service.park@ypresrally.com
Wed 11 June	Closing date for media accreditation	media@ypresrally.com

### 3.2. Programme during the rally week

Date	Time	Activity	Location
Mon 16 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 Registration for Reconnaissance	Rally Office, Ypres
Tue 17 June	09:00 – 20:00	Collection of material and documents Collection of Safety tracking system Administrative checks Registration for Shakedown (non FIA and Non ERC priority) Registration for Reconnaissance	Rally Office, Ypres
	14:30	Pre-rally Press Conference	Ieper Business Park, Ypres
Wed 18 June	08:00 – 09:00	Collection of material and documents Registration for Reconnaissance 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 (FIA+ERC Priority Competitors) (sealing and marking of components)	Garage Duran, Ypres
Thu 19 June	07:00 – 15:00	Scrutineering on invitation (sealing and marking of components)	Garage Duran, Ypres
	08:00	Opening of the Service park for all other teams	Rally Center, Ypres
	09:00	Team managers meeting (on invitation)	Rally HQ, Ypres
	09:00 – 18:00	Reconnaissance, see schedule App. 2	
	11:00	Publication of the Start List for the qualifying stage	Official Notice Board
	17:50 – 19:00	Free practice (FIA and ERC priority drivers)	Nieuwkerke
	19:30 – 20:00	Qualifying stage (FIA and ERC priority drivers)	Nieuwkerke
	20:15 – 23:00	Shakedown for non-priority drivers	Nieuwkerke
	21:00	Publication of Provisional classification qualifying	Rally HQ, Ypres
	21:30	Publication of Official classification qualifying	Rally HQ, Ypres
Fri 20 June	13:00	Selection of Starting Positions (FIA & ERC priority drivers)	Official Notice Board
	13:00	Helicopter pilots briefing	Rally HQ, Ypres
	13:30	First Stewards Meeting	Stewards room, Rally HQ, Ypres
	14:15	Publication of Start list for Leg 1	Official Notice Board
	14:30	Pre-rally press conference	Media Centre, Ypres
	16:15	Start of Leg 1	Start park, Ypres,
	21:35	Finish of Leg 1	TC6D Parc Fermé, Ypres
	22:00 - 24:00	Medical Examination for restarting crews involved in an accident during Leg 1	Rally HQ, Ypres
	23:00 – 24:00	Return of rally Safety tracking system	Rally HQ, Ypres
Sat 21 June	02:00	Publication of Start list for Leg 2	Official Notice Board
	09:35	Start of Leg 2	Parc Fermé, Ypres
	22:00	Podium Ceremony and Prize-giving, Finish of Leg 2	Podium, Grote Markt, Ypres



	22:00 – 01:00	Return of rally Safety tracking system	Rally HQ, Ypres
	22:30	Final scrutineering	Autostar, Zwaanhofweg 8, Ypres
	23:00	Post-rally Press Conference	Media Centre, Ypres
Sun 22 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 Wednesday 4 June 2014 at 24:00 (CET).

### 4.2. Entry procedure

Those wishing to take part in Geko Ypres Rally 2014 must fill in the electronic entry form published at [www.gekoypresrally.com](http://www.gekoypresrally.com) duly completed before the closing date and time for entries (Art 21, 22 and 23 2014 FIA Regional Rally Sporting Regulations – 2014 FIA RRSR). 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 Monday 9 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 2.2.1.c and Art 3.9.4.a of the International Sporting Code, copy of the authorization (on the licence or separate letter) must be joined to the completed entry form and the originals have to be presented at the Administrative Checks.**

### 4.3. Number of competitors accepted and classes

#### 4.3.1 Number of competitors

The number of entrants accepted in the rally is 125. If more than 125 entries are received, the organiser reserves the 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 with a corrected cylinder capacity of up to 2000cc conforming to the 2014 Appendix J, Art 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 conforming to the 2014 Appendix J, Art 256
- Group R cars (R1/R2/R3/R3T/R3D) conforming to the 2014 Appendix J, Art 260 and 260D
- Group R4 cars conforming to the 2014 Appendix J, Art 260
- Group R5 cars conforming to the 2014 Appendix J, Art 261
- Group N cars conforming to the 2014 Appendix J, Art 254.
- Super 2000 cars (conforming to the 2013 Appendix J, Article 254A).
- Super 2000-Rally cars (conforming to the 2013 Appendix J, Art 255A) fitted with a restrictor complying with Art 255A-5.1.1-b except for the following points:
  - a) The maximum internal diameter of the restrictor is 30 mm.
  - b) The external diameter of the restrictor at its narrowest point must be less than 36 mm. The diameter must be maintained over a distance of 5 mm to each side of the narrowest point.

The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.
- Regional cars
- National cars

The FIA ERC 2WD Championship and Manufacturers' Cup is reserved for cars of classes RC3 to RC5 and for 2WD Group N cars over 2000cc (current N4).

The FIA ERC Production Car Cup is reserved for Group N cars over 2000cc (current N4) of class RC2 and R4 cars only.

With reference to Art 4 in 2014 FIA RRSR, the classes will be divided according to table below. Cars entered in a class with less than 3 entrants will be elevated to the next class.

Classes	Groups
RC2	S2000-Rally: 1.6 T engine with a 30 mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R5 (VR5)
	Group R4 (VR4)
	Group N over 2000cc (current N4)
RGT	RGT Cars
RC3	Group A car over 1600cc and up to 2000cc
	Super 1600
	R2 (over 1600cc and up to 2000cc – VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
	R3 (diesel / up to 2000cc / nominal – VR3D)
RC4	Group A up to 1600cc
	R2 (over 1390cc and up to 1600cc – VR2B)
	Kit-car up to 1600cc
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc
	R1 (up to 1600cc – VR1A/VR1B)

(Art 4.2 2014 FIA RRSR)

#### 4.3.3 National cars

- Only Class RGT National and Class NCM National cars will be admitted by the organisers.
- The national GTN, GTP and Group M cars will use the entire itinerary as in the ERC rally.
- For those cars, the same panel of Stewards, Scrutineers and Officials as for the ERC rally are appointed.
- The GTN and GTP cars will run as a class RGT National after the last car entered in the ERC rally and the Group M cars will run as a class NCM National after the last car entered in the ERC rally.
- Those cars will have their own classification for the National Championship and will not appear on any results of the ERC rally.
- The cars shall never be shown in a joint entry list, classification (official or unofficial) and/or joint results of special stages during or after a Championship rally.
- In addition, the homologation period for certain cars in all Regional Championships has been extended to 31 December 2016, subject to safety requirements. The full list of cars with an extended homologation period can be found on [www.fia.com](http://www.fia.com).

National Classes	National Groups
RGT National	GTN21, GTN22, GTN23, GTP24
NCM National	M13, M14, M15, M16

#### 4.4. Entry fees and entry packages for competitors

	Payment before 21 May 2014	Payment after 21 May 2014
<b>With organiser's proposed advertising</b>		
Legal Entries *	€ 2.600	€ 3.000
Private / Amateur Entries	€ 1.400	€ 1.800
ERC Junior Entries	€ 1.000	€ 1.400
<b>Without organiser's proposed advertising</b>		
Legal Entries *	€ 3.600	€ 4.000
Private / Amateur Entries	€ 2.400	€ 2.800
ERC Junior Entries Conditional	€ 2.000	€ 2.400

\* 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.

**Amateur Entries:** 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.

**ERC Junior Entries:** ERC Junior Entries driver must be 25 and under on 1 January 2014 to be able to take part. Only drivers competing with R2 car registered with the FIA will be eligible. **Only valid for drivers who have already participated in minimum one ERC Junior event before Geko Ypres Rally 2014.**

#### 4.4.1 Entry packages

Product	Legal Entries	Private Entries ERC Junior Entries	Trophies 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

#### Other fees:

Entry for Reconnaissance only	€ 500 incl. 21% VAT
Auxiliary plate	€ 120 incl. 21% VAT
Additional service plate*	€ 350 incl. 21% VAT

\* Only Private/Amateur and Trophies entries can purchase 1 additional Service plate.

#### 4.5. Payment details

Entry fees must be paid by bank transfer (cash and cheques are not accepted) 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 "GYR14 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 17 June 2014 (administrative checks). Bank account details must be included.

## 5. INSURANCE

### Contract nr 730.261.439 AXA Belgium

The Organiser has contracted the Auto Liability Insurance according to Art 16 of the 2014 FIA RRSR, 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 FIA, the Officials of the rally and the nominative mentioned competitors and crews (on the official list) and only during the Shakedown, Free Practice, Qualifying Stage and the running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or exclusion.

#### 5.1. Motor vehicle liability

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 RRSR Art39

- 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 2014 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 TC11C 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 2014 Regional Rally Sporting Regulations and V1-2014 **FIA European Rally Championship Art 60** concerning the use of tyres the following quantities and type of tires are confirmed for use.

Tyre Type	Drivers Priority	Max N° of Tyres	Extra for SD	Total for the Rally
Moulded – Homologated Pattern	Driving 4WD Cars	20	4	24
Moulded – Homologated Pattern	Driving 2WD Cars	16	4	20

List of eligible asphalt tyres is available on the FIA Website:

[http://www.fia.com/sport/regulations?f\[0\]=field\\_regulation\\_category%3A92](http://www.fia.com/sport/regulations?f[0]=field_regulation_category%3A92)

All tyres used must be readily available commercially.

**Eligible Tyres for ERC Junior Championship: see V1 - 2014 FIA European Rally Championship Art 9.4.**

**Each tyre must have a specific moulded barcode number supplied by a FIA-approved barcode supplier. The tyre barcode must always be visible from outside the car**

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 strictly forbidden during the shakedown and the rally**

**There will be tyre marking zones and a tyre-checking zone (Barcode reading zones). (Art 60.8 FIA RRSR) at the exit of the service parks, following the refuelling zone, at the start of the Free practice and Qualifying, at the start of the shakedown, at the entrance of the regroup park at the end of all sections before entering the service park.**

During the tyre marking procedure crews and up to one team member must give the scrutineers any assistance required. The cars must be presented at the tyre marking zone with their spare wheels placed with the outer part of the rim on top, and if needed, unfastened, to facilitate the procedure. Following the marking, and before the cars' departure from the tyre marking area, crews, or their team member, must properly fasten the spare wheels as required.

**This Article 7.1 also applies for the competitors entered in class RGT National and NCM National.**

## 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

Art. 59.1.2 FIA 2014 RRSR does not apply.

## 8.2. Closing date for ordering fuel

Does not apply.

## 8.3. Technical requirements

According to V1 Art59.3 of the 2014 FIA European Rally Championship:

- All competitors are required to fit FIA-specified refuel couplings, except drivers using a car, which retains the standard tank.
- The FIA reserves the right to check the fuel of any competitor at any time.
- Cars of priority drivers specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5).
- Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art 59.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

## 8.4. Distribution for non-priority drivers

**All competitors may only refuel in a refuelling zone.** There will be a refuelling zone:

- Free practice / QS and Shakedown: after the exit of TC Service Park Out Nieuwkerke.
- During the rally at the exit of the Service Park in Ypres (see road book).

**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 is compulsory and will take place as following:

Mon 16 June 14:00 - 20:00 (during Collection of material and documents)

Tue 17 June 09:00 - 20:00 (during Administrative checks)

Wed 18 June 08:00 - 09:00

Location: Rally Office, Rally HQ

Ter Waarde 10, 8900 Ypres

**9.1.1** 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.

**9.1.2** The reconnaissance registration form, duly completed, including details of the reconnaissance car, driver and co-driver, has to be submitted during the registration or sent by e-mail to emilia.kivimae@ypresrally.com previously to registration. The form will be available on the official GYR 2014 website under section "Competitors".

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

**9.1.4** A reconnaissance control card to record each competitor's passage over the stages will be issued to the crews at registration. The reconnaissance control card must be shown and endorsed at the start and the finish of every special stage during reconnaissance. This card may be requested by any official at any moment during the reconnaissance of a stage. Failure to present the card for endorsement or checking will result in refusal to proceed with the reconnaissance.

## 9.1.5 The reconnaissance control card has to be returned:

- To the CRO at the start of the Free Practice by the FIA and ERC priority crews.
- To the Rally Office before Thursday 19 June at 23:00 by all other crews.

## 9.2. Restrictions

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 20 and 25 of the 2014 FIA Regional Rally Sporting Regulations will be strictly applied during the reconnaissance.**

**9.2.1** All Crews are permitted a maximum of 2 passages over each special stage. Special stages run twice are considered to be one stage.

**9.2.2** All reconnaissances of the rally route have 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).

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.**

**9.2.3** Reconnaissance Vehicle: 2014 FIA RRSR rules apply (Art 25.1 and 25.2)

**9.2.4** 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.

### 9.2.5 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.

**9.2.6** When a competitor's reconnaissance car has to be replaced for any reasons, the competitor has to inform the Clerk of the Course and provide the details of the replacement car. The reconnaissance sticker has to be placed on the replacement car.

## 9.3. Reconnaissance schedule

See Appendix 2.

Any infringement or disrespect to the 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.

## 10. ADMINISTRATIVE CHECKS

Any crew taking part in the rally 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's valid driving license (non EU resident drivers and co-drivers have to present a driving license valid in the EU)
- Driver and Co-driver passports or identifications
- ASN authorization, for all foreign competitors
- Completion of all details on the entry form
- 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 17 June

Time: 09:00 – 20:00 (see timetable hereunder)

Location: Rally Office, Ter Waarde 10, Ypres



Administrative Check Schedule Tuesday 17 June	
Time	Starting number
09:00 - 10:00	VIP1/VIP2/0/00/1/2/3/4/5/6/7/8/9
10:00 - 11:00	10/11/12/14/15/16/17/18/19/20/21/22/23
11:00 - 12:00	24/25/26/27/28/29/30/31/32/33/34/35/36
12:00 - 13:00	37/38/39/40/41/42/43/44/45/46/47/48/49
	Break
14:00 - 15:00	50/51/52/53/54/55/56/57/58/59/60/61/62
15:00 - 16:00	63/64/65/66/67/68/69/70/71/72/73/74/75
16:00 - 17:00	76/77/78/79/80/81/82/83/84/85/86/87/88
17:00 - 18:00	89/90/91/92/93/94/95/96/97/98/99/100/101
18:00 - 19:00	102/103/104/105/106/107/108/109/110/111/112/113/114/115/116
19:00 - 20:00	151/152/153/154/155/156/157/158/159/160

## 11. SCRUTINEERING, WEIGHING, SEALING AND MARKING

### 11.1. Scrutineering venue and timetable

Location: ŠKODA Garage Duran  
Albert Dehemlaan 3, Ypres

Date: Wednesday 18 June 18:00 – 22:00  
Thursday 19 June 07:00 – 15:00

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 RRSR), (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, R5, Super1600 and RGT 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.

At scrutineering, all competitors have to present their car together with the supplementary headlight ramp which they will use during the rally.

### 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

In conformity with FIA rules (Appendix J Art 252.3.6) it is compulsory 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 with engine rotation speed of 3500 rpm (petrol) and 2500 rpm (diesel).**

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**

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

**11.6.2** Each car must be equipped with one red reflective triangle and a first aid kit in conformity with EU traffic regulations.

**11.6.3** Two belt cutters must be carried on board at all times. They must be easily accessible to driver and co-driver when seated with fastened seat belts.

**11.6.4** The cars which need transmission sealing have to be presented with dismantled sump guard, fully prepared and ready for all necessary sealing and marking (Art 63 FIA RRSR). Sump guards have to be kept with the car for weighing purpose. (If the car is not duly prepared for the sealing, the car will not be authorized to access to the scrutineering and fine for lateness will be applicable in case of late presentation).

## **11.7. Component sealing (FIA 2014 RRSR Art 63)**

- For all cars body shell marking in engine compartment with painted seal.
- Prior to scrutineering, all cars must have a drilled hole of at least 2 mm diameter on the engine block, at a visible place when the bonnet is open, to allow the affixing of a seal.
- The fitted compressors (turbocharger) and the spare one of all compressor equipped cars will be sealed.
- The fitted transmission and the spare one (gear box and differentials) of all cars driven by FIA priority drivers, ERC Championship drivers and ERC Junior Championship drivers will be sealed. The same rule applies for all other 4WD cars.

## **11.8. 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.

## **11.9. 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.

## **11.10. Installation of safety tracking system (FIA 2014 RRSR Art 65.2)**

All cars must be fitted with a safety tracking system provided by the organiser. The STS devices will be distributed during the material collection against the deposit of a € 500 guarantee refundable upon timely, undamaged return. The installation, which has to be installed before scrutineering by the competitor, will be checked at scrutineering. Instruction details regarding collection, return and installation see Appendix 6.

#### 11.11. 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 scrutineering and/or 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 – rally start and order

**12.1.1** There is no Ceremonial start.

**12.1.2** The Rally start will take place on Friday 20 June at 16:15, from TC0 on the Start podium situated on Ypres market place. Start order and intervals during the whole rally will be in accordance with FIA 2014 RRSR V1 Art 45.

**12.1.3** The start order for Leg 2 shall be based on the partial unofficial classification at the finish of the final stage of Leg 1.

### 12.2. Finish procedure

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 (holding in). From there, competitors will be under Parc Fermé conditions and must follow instructions of the officials to drive over the finish Podium on Ypres market place. This area will be open only to officials with appropriate pass. 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.

There will be a specific area for Media photographers with corresponding pass.

**Prize giving:** Podium ramp, Grote Markt in Ypres, Saturday 21 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 PF (Qualifying), TC 7D (End of Leg 1) and 20C (End of Leg 2).

### 12.4. Super special stage procedure and running order

There is no Super Special stage.

#### 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. 2014 FIA RRSR)

##### 12.5.1.1 Contact number

At the Administrative checks, 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.

##### 12.5.1.2 Equipment of the crews – see Art 40.1 2014 FIA RRSR

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

##### 12.5.1.3 SOS/OK signs - see Art 40.2 2014 FIA RRSR

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

##### 12.5.1.4 Accident reporting - Art 40.2.7 and 40.3 2014 FIA RRSR

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 RRSR.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents (See also Art5.4).

**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.**

#### **12.5.1.5 Red triangle - 2014 FIA RRSR 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. **Any infringement will be reported to the Stewards.**

#### **The use of on-board yellow flag system - 2014 FIA RRSR Art 40.5**

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 the 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 RRSR. (Art 40.5.2 2014 FIA RRSR)

#### **12.5.2 Other points**

**12.5.2.1** 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).

**12.5.2.2** During Free Practice / Qualifying and Shakedown: The Refuelling Area is situated at the exit of the Service Park Nieuwerkerke and followed by the Tyre Marking Area. 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.

**12.5.2.3** During the whole Rally. The Refuelling Area will be situated at the exit of the Service Park and followed by the Tyre Marking Area. 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.

**12.5.2.4** "Judges of fact" (ISC Art 11.16) 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 2014 FIA RRSR).

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

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

**12.5.2.6** The organizers will provide water to all crews only for their own consumption at the Stop controls of the special stages.

**12.5.2.7** 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 2014 FIA RRSR).

**12.5.2.8** Infringement to assistance rules are penalised by the stewards in accordance with 12.3 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 15:45.
- The competing car 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 2014 FIA RRSR will be applied.

#### **12.5.4 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 65.1 FIA RRSR)

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

Competitors wishing to use a camera and have done a demand to the promoter of the Belgian Rally Championship in one of the previous 2014 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 RRSR)

#### 12.5.5 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

#### 12.5.6 Testing - 2014 FIA RRSR V1 Art. 66

Due to National legal dispositions, the Organiser is not allowed to give permission for testing.

#### 12.5.7 Free Practice / Qualifying - FIA 2014 RRSR V1 Art 30

Location: Shakedown Nieuwkerke

Date: 19 June at 17:50

See Appendix 1.Itinerary and Art 12.5.7 hereinafter.

Further details will be provided in Rally Guide 2.

#### 12.5.8 Shakedown stage

A shakedown will be held on Thu 19 June under application of Art 29 of 2014 FIA RRSR. For the Time Schedule see Art 3 here above. There will be a Service Park in Nieuwkerke village with competitor allocated areas. The access restrictions for vehicles will be identical to the rules for the main Service Park in Ypres.

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

#### 12.5.9 Re-start after retirement / Rally 2

Restart will be allowed under all provisions applied in the Art 46 of the 2014 FIA RRSR V1.

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 Retirement & Restart Officer, at least one hour prior to the publication of the start list of the subsequent Leg (i.e. by Sat 21 June 01:00h).

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

All drivers and co-drivers who have been involved in an accident, even without medical intervention, during Leg 1, have to pass a medical examination with the Chief Medical Officer in the Rally Headquarters, on Friday 20 June, between 22:00 and 24:00.

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 21 June. Their re-scrutineering will take place in the overnight regroup park on Saturday 21 June at 08h35.

#### 12.5.10 Removal of cars from the Final Parc Fermé

Upon authorisation by the Stewards to open the Final Parc Fermé, the cars can be removed. Provided that the above takes place following schedule, all cars must be removed before Sunday 22 June at 02:30. In order to collect their car, the drivers or their authorised representative must present the "Car Removal" document issued by the Organiser, to the Parc Fermé marshal in charge. This document will be handed over to the competitors when they enter their car in the final Parc Fermé.

#### 12.6. Official time used during the rally

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

### 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

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

Overall classification:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> (3 drivers / 3 co-drivers)

Manufacturers Cup:

- 1<sup>st</sup>

ERC Production Car Drivers and Co-drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> (3 drivers / 3 co drivers)

Manufacturer Production Cars Cup:

- 1<sup>st</sup>

ERC 2WD Drivers and Co-drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> (3 drivers / 3 co drivers)

Manufacturer 2WD Cup:

- 1<sup>st</sup>

ERC Junior:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> (3 drivers / 3 co drivers)

“ERC Ladies Trophy”

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

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.

All prizes can be cumulated.

#### 14.2. Other awards

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

#### 14.2.2 Amateur Trophy

In addition to the general overall results of the rally an independent classification for **Amateurs** will be drawn, 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 administrative check) 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 Rally whose decision shall be final.

Trophy for the 1<sup>st</sup> driver and 1<sup>st</sup> co-driver of the Amateur Classification.

#### 14.2.3 Belgian Rally Championship

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> (3 drivers / 3 co-drivers)

#### 14.2.4 Belgian Rally Championship for Manufacturers

- 1st

#### 14.2.5 Belgian Junior Rally Championship

- 1st, 2nd and 3rd (3 drivers / 3 co-drivers)

#### 14.3. Establishing and publication of results

The overall results will be established following Art 54 of 2014 FIA RRSR. Partial Unofficial Classification will be published at the end of each Leg. For the location and time of posting – see programme.

### 15. FINAL CHECKS

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

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

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

Time: Saturday 21 June at 22:30

Location: Vereenoghe Autostar  
Zwaanhofweg 8, 8900 Ypres

#### 15.2. Protest fees

The protest fee is € 500.

##### 15.2.1 Deposit

According to Art 55.3 BRSR 2014 ([http://www.racb.com/pdf/reglements/2014%20BRC%20Règl.%20Sportif%20-%20FR%20OFFICIEL\\_1.pdf](http://www.racb.com/pdf/reglements/2014%20BRC%20Règl.%20Sportif%20-%20FR%20OFFICIEL_1.pdf)) 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 follows:

- Phase 1: € 150
- Phase 2: € 150
- Phase 3: € 300 Group N / € 600 Group A, R, M, RGT, S2000
- Phase 4: € 1.200 Group N / € 2,400 Group A, R, M, RGT, S2000

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): € 6.000

# 16. APPENDIX 1 – ITINERARY

## APPENDIX 1 - ANNEXE 1 - BIJLAGE 1

v. 02.04.2014

### ITINERARY "GEKO YPRES RALLY 2014"

Qualifying FIA & ERC Priority Drivers			(Sunrise 05h30 - Sunset 22h00)		Thursday 19.06.2014	
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
	Ieper Service Park Out / Nieuwkerke Service Park		28,83			
NSP	Nieuwkerke Service Park Out					17:50
RZ	Refuel for Free Practice					
TC FP	Heirweg		0,47	0,47	0:07	17:57
FP S	Free Practice Start		4,88			18:00
FREE PRACTICE CLOSED at 19:30						
NSP	Nieuwkerke Service Park Out		0,47	0,47		19:50
RZ	Refuel for Qualifying Stage					
TC QS	Heirweg		0,47	0,47	0:07	19:57
QS	Qualifying Stage		4,88			20:00
PF	Park Fermé IN - Early check-in permitted		0,50	5,38	0:10	20:10
Start Order selection at the Ieper Podium Friday 20/06				13:00		

Free Practice

Qualifying Stage

Start (Sections 1,2)		(Sunrise 05h30 - Sunset 22h00)		Friday 20.06.2014		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
0	Ieper Start Park Out / Podium / Service IN					16:15
<b>Service A (Ieper Rally Center)</b>					0:15	
0A	Ieper Service OUT					16:30
RZ	<b>Refuel All competitors</b>					
1	<b>Distance to next refuel</b>	(59,6)	(47,76)	(107,36)		
1	Vijverhoek	-	7,01	7,01	0:18	16:48
SS 1	<b>Dikkebus 1</b>	14,30	-	-		16:51
2	Voormezele	-	13,80	28,10	0:33	17:24
SS 2	<b>Wijtschate 1</b>	23,93	-	-		17:27
3	Mesen Markt		1,14	25,07	0:22	17:49
SS 3	<b>Mesen 1</b>	7,55				17:52
4	Sint Jan		15,00	22,55	0:29	18:21
SS4	<b>Langemark</b>	13,82				18:24
4A	Regroup & Technical Zone IN	-	10,81	24,63	0:28	18:52
Ieper Market Place Regroup					0:25	
4B	Regroup OUT / Ieper Podium / Service IN					19:17
<b>Service B (Ieper Rally Center)</b>					(59,6) (47,76) (107,36) 0:30	
4C	Ieper Service OUT					19:47
RZ	<b>Refuel All competitors</b>					
2	<b>Distance to next refuel</b>	(45,78)	(30,49)	(76,27)		
5	Vijverhoek	-	7,01	7,01	0:18	20:05
SS 5	<b>Dikkebus 2</b>	14,30	-	-		20:08
6	Voormezele	-	13,80	28,10	0:33	20:41
SS 6	<b>Wijtschate 2</b>	23,93	-	-		20:44
7	Mesen Markt	-	1,14	25,07	0:22	21:06
SS 7	<b>Mesen 2</b>	7,55	-	-		21:09
7A	Parc Ferme / Technical Zone IN	-	8,54	16,09	0:23	21:32
7B	Parc Ferme OUT / Podium / Flexi Service IN				(0:03)	
<b>Flexi Service C (Ieper Rally Center)</b>					(45,78) (35,36) (81,14) (0:45)	
7C	Flexi Service OUT					
RZ	<b>Refuel All competitors</b>					
3	<b>Distance to next refuel</b>	(,)	(10,78)	(10,78)		
7D	Ieper (YBP) Overnight Park Ferme IN	-	4,87	4,87	0:12	
<b>All cars (except re-starting cars) must be returned to Park Ferme no later than</b>						01:05
<b>Friday Totals</b>					105,38 83,12 188,50	
<b>OVERNIGHT REGROUP</b>						



Re-Start (Sections 3,4,5,6) (Sunrise 05h31 - Sunset 22h00) Saturday 21.06.2014						
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
7E	Ieper (YBP) Overnight Park Ferme OUT					9:55
7F	Ieper Podium / Service IN	-	5,91	5,91	0:15	10:10
<b>Service D (Ieper Rally Center)</b>			<b>(10,78)</b>	<b>(10,78)</b>	<b>0:15</b>	
7G	Ieper Service Out	-	-	-		10:25
RZ 4	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(48,78)	(39,79)	(88,57)		
8	Pijpegale	-	10,57	10,57	0:20	10:45
<b>SS 8</b>	<b>Reninge 1</b>	<b>14,61</b>	-	-		<b>10:48</b>
9	West-Vleteren	-	5,24	19,85	0:22	11:10
<b>SS 9</b>	<b>Vleteren - Krombeke 1</b>	<b>14,34</b>	-	-		<b>11:13</b>
10	Proven-Couthof	-	4,25	18,59	0:18	11:31
<b>SS 10</b>	<b>Watou 1</b>	<b>12,44</b>	-	-		<b>11:34</b>
11	Lijsenthoek		4,05	16,49	0:18	11:52
<b>SS 11</b>	<b>Westouter 1</b>	<b>7,39</b>				<b>11:55</b>
11A	Ieper Regroup & Technical Zone IN	-	15,68	23,07	0:33	12:28
Ieper Market Place Regroup					0:25	
11B	Regroup Out / Ieper Podium / Service IN					12:53
<b>Service E (Ieper Rally Center)</b>			<b>(48,78)</b>	<b>(39,79)</b>	<b>0:30</b>	
11C	Ieper Service Out					13:23
RZ 5	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(52,89)	(87,92)	(140,81)		
12	Dries	-	11,87	11,87	0:23	13:46
<b>SS 12</b>	<b>Kemmelberg 1</b>	<b>14,74</b>	-	-		<b>13:49</b>
13	Lincelles	-	29,67	44,41	1:00	14:49
<b>SS 13</b>	<b>Lille-Eurométropole</b>	<b>9,93</b>	-	-		<b>14:52</b>
14	St Elooi	-	24,01	33,94	0:48	15:40
<b>SS 14</b>	<b>Hollebeke1</b>	<b>28,22</b>	-	-		<b>15:43</b>
14A	Ieper Regroup & Technical Zone IN	-	22,37	50,59	0:59	16:42
Ieper Market Place Regroup					0:25	
14B	Regroup Out / Ieper Podium / Service IN					17:07
<b>Service F (Ieper Rally Center)</b>			<b>(52,89)</b>	<b>(87,92)</b>	<b>0:30</b>	
14C	Ieper Service OUT					17:37
RZ 6	<b>Refuel All competitors</b> <b>Distance to next refuel</b>	(48,78)	(39,79)	(88,57)		
15	Pijpegale	-	10,57	10,57	0:20	17:57
<b>SS 15</b>	<b>Reninge 2</b>	<b>14,61</b>	-	-		<b>18:00</b>
16	West-Vleteren	-	5,24	19,85	0:22	18:22
<b>SS 16</b>	<b>Vleteren - Krombeke 2</b>	<b>14,34</b>	-	-		<b>18:25</b>
17	Proven-Couthof	-	4,25	18,59	0:18	18:43
<b>SS17</b>	<b>Watou 2</b>	<b>12,44</b>	-	-		<b>18:46</b>
18	Lijsenthoek	-	4,05	16,49	0:18	19:04
<b>SS18</b>	<b>Westouter 2</b>	<b>7,39</b>	-	-		<b>19:07</b>
18A	Ieper Regroup & Technical Zone IN	-	15,68	23,07	0:33	19:40
Ieper Market Place Regroup					0:25	

18B	Regroup Out / Ieper Podium / Service IN					20:05
	<b>Service G (Ieper Rally Center)</b>	<b>(48,78)</b>	<b>(39,79)</b>	<b>(88,57)</b>	<b>0:30</b>	
18C	Ieper Service OUT					20:35
<b>RZ</b>	<b>Refuel All competitors</b>					
<b>7</b>	<b>Distance to next refuel</b>	<b>(42,96)</b>	<b>(30,73)</b>	<b>(73,69)</b>		
19	Dries	-	11,87	11,87	0:23	20:58
<b>SS 19</b>	<b>Kemmelberg 2</b>	<b>14,74</b>	<b>-</b>	<b>-</b>		<b>21:01</b>
20	St Elooi	-	11,78	26,52	0:26	21:27
<b>SS 20</b>	<b>Hollebeke 2</b>	<b>28,22</b>	<b>-</b>	<b>-</b>		<b>21:30</b>
20A	Ieper Rally Center Technical Zone IN		7,08	35,30	0:32	22:02
20B	Technical Zone OUT - Service IN				0:03	22:05
	<b>Service H (Ieper Rally Center)</b>	<b>(42,96)</b>	<b>(30,73)</b>	<b>(73,69)</b>	<b>0:10</b>	
20C	Service OUT / Podium / Finish - Holding IN					22:15
	Finish / END OF RALLY					
	<b>Saturday Totals</b>	<b>193,41</b>	<b>204,14</b>	<b>397,55</b>		

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
Friday 20 june - Sections 1, 2	105,38	83,12	188,50	55,90%
Sections 1, 2 - (7 SS)				
Saturday 21 june - Sections 3,4,5,6	193,41	204,14	397,55	48,65%
Sections 3,4,5,6- (13 SS)				
<b>Total - 20 SS</b>	<b>298,79</b>	<b>287,26</b>	<b>586,05</b>	<b>50,98%</b>

SPECIAL STAGES		
NR OF DIFFERENT STAGES		11
TOTAL NR OF STAGES		20
TOTAL NR TC		44

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

## 17. APPENDIX 2 – RECONNAISSANCE SCHEDULE



# GEKO YPRES RALLY

18 - 19 June 2014

RECCE PASSAGE CONTROL CARD

COMPETITOR NR:

1

DAY	NAME SS	1 ° PASSAGE				2 ° PASSAGE			
		STAMP Start	Time	STAMP Stop	Time	STAMP Start	Time	STAMP Stop	Time
DAY 1 WEDNESDAY 18.06.2014 09:00 - 21:00	Dikkebus								
	Langemark								
	Reninge								
	Vleteren Krombeke								
	Watou								
	Westouter-Boeschepe								
DAY 2 THURSDAY 19.06.2014 09:00 - 16:00	Rec.Shakedown 9-12h								
	Hollebeke								
	Wijtschate								
	Mesen								
	Kemmelberg								
	Lille - Metropole								

This card has to be returned:  
 - To the CRO at the start of the Free Practice by the FIA and ERC priority crews  
 - To the Rally Office before Friday 20th of June, at 08:00 by all other crews

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 AND THEIR ITINERARY

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.



**Boudewijn Baertsoen**  
Competitors Relations  
Officer  
License nr: 2288  
Tel: +32 (0) TBC



**Clément Masclef**  
Competitors Relations  
Officer  
License nr: 9632  
Tel: +32 (0) TBC



**Kathi Wüstenhagen**  
Competitors Relations  
Officer  
License nr: TBC  
Tel: +32 (0) TBC

## 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 2014 FIA RRSR)

### 19.2. Optional advertising

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

**B2 – rear wings:** 1 sticker on each wing 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 2014 FIA RRSR**, 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

Front: 120 x 15 cm



Junior Front: 120 x 15 cm



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

Rear: 110 x 8 cm

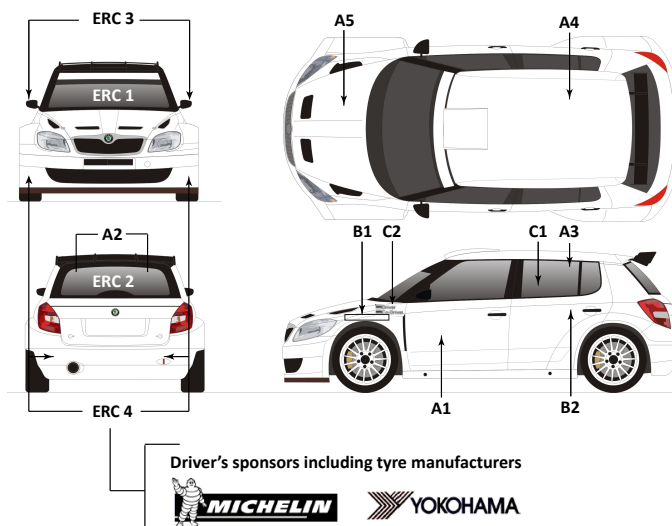


**ERC 3:** 2 side mirrors stickers of each rally car

Side: 110x50 mm



**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 – TOTAL

LILLE METROPOLE COMMUNAUTE URBAINE – JUPILER – DOMINO – DUMA

CATERING VERKINDERE – GSI – STEPHAN TANGHE

AUTONEWS – COMBELL – EUROSPORT – GEODYNAMICS – TANGHE PRINTING

DECLERCQ – NOVOTEL – SOMATI

## 20. APPENDIX 5 – CHAPTER III DRIVERS EQUIPMENT OF APPENDIX L 2014

### 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/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 deposit of € 500 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 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 22 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 20 June 23:00 – 24:00 or Sat 21 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>