



SUPPLEMENTARY REGULATIONS

YPRES RALLY 25-27 JUNE 2015

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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 2015 FIA Regional Rally 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 hereinafter) 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 22nd of May. The 2015 FIA Regional Rally Sporting Regulations can be found at:

www.fiaerc.com/uploads/files/documents/233_2015_fia_regional_rally_sporting_regulations_all.pdf

and Belgian National Regulations at:

www.racb.com/sport/rallye/reglementations/.

1.2. Road surface

All stages will be run 100% on asphalt/tarmac.

1.3. Overall SS distance and total distance of the itinerary

Total length of Special Stages:	253,38 km
% Special Stages:	50,12 % of the total length of the rally
Total length of the rally:	505,58 km
Number of Special Stages:	17 (9 different)
Number of Sections:	6
Number of Legs:	2

2. ORGANISATION

2.1. FIA titles for which the rally counts

FIA European Rally Championship for Drivers and Co-Drivers
FIA European Rally Championship for Teams
FIA ERC 2 Championship for Drivers and Co-Drivers
FIA ERC 2 Championship for Teams
FIA ERC 3 Championship for Drivers and Co-Drivers
FIA ERC 3 Championship for Teams
FIA ERC Junior Championship for Drivers
FIA RGT Cup
ERC Ladies' Trophy
ERC Asphalt Masters

2.1.1 Other titles for which the rally counts

Belgian Rally Championship for Drivers and Co-Drivers
Belgian Rally Class Championship for Drivers and Co-drivers
Belgian Rally Championship for Manufacturers
Belgian Junior Rally Championship
"Ford Fiesta Sport Trophy" (*subject to approval ASN visa)
"Peugeot 208 Rally Trophy Belux"
"Clio R3T European Trophy"

* Subject to ASN approval

2.2. Visa numbers – FIA and ASN

Belgian ASN visa no: **BRC003/YPR/100315** issued on: **10/03/2015**
 FIA visa no: **05ERC/140415** issued on: **14/04/2015**

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

SuperStage vzw
 Visitors and delivery address: Vlamingstraat 4, B- 8560 Wevelgem
 T: +32 (0)56 43 28 81
 F: +32 (0)56 43 28 61
 E-mail: info@ypresrally.com
 Website: www.ypresrally.com

2.4. Organisation committee

Chairman: Alain Penasse
 Financial Director: André Bostyn
 Secretary: Jan Huyghe

Ignace Becquart, Jan Vervisch, Yves Qvick, Patrick Bostyn, Peter Deckmyn, Noël Deberdt, Norbert Dumoulin, Clement Masclef, Johan Taffin, Annick Coopman, Melissa Bolle.

2.5. Stewards

Chairman (appointed by the FIA): Uwe M. Schmidt (DEU)
 FIA Steward: Antonio Andrade (PRT)
 ASN Steward: Ludo Peeters (BEL)
 Secretary to the Stewards: Liliane Lasure (BEL)

2.6. FIA Delegates & Observer

FIA Sporting Delegate: Arnaud Crepin
 FIA Technical Delegate: Karl-Heinz Goldstein
 Assistant to FIA Techn. Delegate: Luca Gibello
 FIA Observer: Jordi Parro (ESP)

2.6.1 ASN Delegates

RACB Rally Manager: Etienne Massillon
 RACB Technical Delegate: Jean-Pierre Debacker
 RACB Time Keeping Coordinator: Ghislain Decobeck

2.7. Senior officials

Rally Manager:	Alain Penasse	alain.penasse@ypresrally.com
Clerk of the Course:	Ignace Becquart	ignace.becquart@ypresrally.com
Deputy Clerk of the Course / Chief Safety Officer:	Jan Vervisch	jan.vervisch@ypresrally.com
Assistant COC (Compliance & Check) / Timing:	Noël Deberdt	noel.deberdt@ypresrally.com
Assistant COC (Route) / Assistant Safety Officer:	Yves Qvick	yves.qvick@ypresrally.com
Competitor Relations Officer/ Retirement & Restart Officer:	Boudewijn Baertsoen	
Competitors Relations Officer:	Clément Masclef (FRA)	
Competitors Relations Officer:	Kathi Wüstenhagen (DEU)	
Secretary of the Rally/ Team Relations & Accommodation:	Emilia Abel	emilia.abel@ypresrally.com

2.7.1 Major officials

Chief Fin. Of./Relat. Authorities:	André Bostyn	andre.bostyn@ypresrally.com
Marketing Manager	Jan Huyghe	jan.huyghe@ypresrally.com
Ceremony Master:	Patrick Bostyn	Patrick.bostyn@ypresrally.com
Service Park Manager:	Evelien Deschuytter	service.park@ypresrally.com
Logistic Manager:	Melissa Bolle	melissa.bolle@ypresrally.com
Chief Medical Officer:	Dr Jan Creupelandt	
Deputy Chief Medical Officer:	TBA	
HQ Manager:	Peter Deckmyn	peter.deckmyn@ypresrally.co
Results Officer:	Chris Deschildre	chris.deschildre@ypresrally.com
PR & Media Relations:	Hugo Van Opstal	hugo.vanopstal@ypresrally.com

2.8. HQ location and contact details (tel & fax)

Rally HQ from Monday 22 June until Sunday 27 June
 Neermarkt, 8900 Ypres, Belgium
 GPS coordinates: N 50°41'24" E 02°54'41"
 Rally office phone: +32 57 TBA*
 Rally office fax: +32 57 TBA*
 E-mail: info@ypresrally.com

* Phone number active from Monday 22 June.
 Competitors' Emergency number will be printed on the backside of the timecards.

2.9. Official Notice Board location

Official Notice Board and Results Board will be located at Rally HQ, Ypres.
 There will also be a digital Notice Board on the website www.ypresrally.com.

3. PROGRAMME

Rally HQ opening hours:

Monday	22 June	14:00 - 20:00
Tuesday	23 June	09:00 - 20:00
Wednesday	24 June	08:00 - 20:00
Thursday	25 June	07:00 - 18:00
Friday	26 June	09:00 - 24:00
Saturday	27 June	08:00 - 01:00

Media Center and Accreditation opening hours:

Location: Novotel Ieper Centrum (Ypres)

Opening hours:

Wednesday	24 June	14:00 - 18:00
Thursday	25 June	10:00 - 12:00, 14:00 - 20:00
Friday	26 June	08:00 - 01:00
Saturday	27 June	08:00 - 02:00

3.1. Schedule before the rally week

Friday 10 April 2015	
Supplementary Regulations and Entry form published	Website
Friday 22 May 2015	
Road book, Rally Guide 2 and Route map published	Website
Tuesday 26 May 2015	
Closure date of entries at reduced fee	Website

Tuesday 9 June 2015	
Closure date for helicopter registration Closure date of entries	emilia.abel@ypresrally.com Website
Monday 15 June 2015	
Signed original hard copy Entry form must reach the organiser Publication of Draft Entry List in seeded order (subject to FIA approval)	Rally office Website
Wednesday 17 June 2015	
Closure date for Media accreditation Closure date for order of extra services in service park	media@ypresrally.com service.park@ypresrally.com

3.2. Schedule during the rally week

Monday 22 June 2015		
14:00 14:00 - 20:00	Rally Office opens Collection of material and documents Collection of Safety Tracking System (incl. recce) Registration for Reconnaissance	Rally HQ Rally Office
Tuesday 23 June 2015		
09:00 - 20:00 14:30	Collection of material and documents Collection of Safety tracking system (incl. recce) Administrative checks Registration for Shakedown (non FIA and Non ERC priority) Registration for Reconnaissance Pre-rally Press conference	Rally Office Media Center, Ypres
Wednesday 24 June 2015		
08:00 - 09:00 08:00 09:00 - 21:00 14:00 18:00 - 22:00	Collection of materials Registration for Reconnaissance Collection of Safety tracking system (incl. Recce) Opening of the Service Park for ERC teams Reconnaissance, see schedule App. 2 Opening of Media Centre and media accreditation Scrutineering on invitation (FIA & ERC Priority Competitors, sealing and marking of components)	Rally Office Grote Markt, Ypres Novotel, Ypres Garage Gamme, Ypres
Thursday 25 June 2015		
07:00 - 15:00 08:00 09:00 - 16:00 11:00 15:00 16:30 17:50 - 20:00 20:05 - 21:15 21:30 - 23:00 21:30	Scrutineering on invitation, sealing and marking of components (FIA and ERC Priority Competitors and other competitors following separate schedule), Opening of the Service Park for all other teams Reconnaissance, see schedule App. 2 Publication of the Start List for the qualifying stage Team managers briefing (on invitation) Closure FP/QS/SD Service Park entrance gate for Service Teams Free practice (FIA and ERC priority drivers) Qualifying stage (FIA and ERC priority drivers) Shakedown Publication of Provisional classification qualifying	Garage Gamme, Ypres Service park, Ypres Official Notice Board (ONB) TBC Seulestraat, Nieuwkerke Nieuwkerke Nieuwkerke Nieuwkerke Rally HQ, ONB

22:00	Publication of Official classification qualifying	Rally HQ, ONB
Friday 26 June 2015		
13:00	Selection of Starting Positions (FIA & ERC priority drivers)	Podium, Town square, Ypres
13:00	Helicopter pilots briefing	Rally HQ
13:30	First Stewards' meeting	Stewards room, Rally HQ
14:15	Publication of Start list for Leg 1	Rally HQ, ONB
14:30	Pre-rally Press conference	Media Centre
16:00	Entry Start Parc for 1 st car	TC Start park, Ypres
16:15	Start of Leg 1	Start podium, Ypres
22:30	Finish of Leg 1	Overnight P.F., Ypres, Ter Waarde
22:00 - 24:00	Medical Examination for restarting crews involved in an accident during Leg 1	Rally HQ
23:30	Deadline confirmation of Rally 2 restart intention	Rally HQ, Restart Officer
23:00 - 24:00	Return of rally Safety tracking system	Rally HQ
Saturday 27 June 2015		
00:30	Publication of Start list for Leg 2	Rally HQ, ONB
10:20	Start of Leg 2	Overnight Parc Fermé out, Ypres
22:30	Podium Ceremony and Prize-giving, Finish of Leg 2	Podium, Town square, Ypres
22:30 - 01:00	Return of rally Safety tracking system	Rally HQ
23:00	Final scrutineering	Garage Autostar, Ypres
23:15	Post-rally press conference	Media Centre
Sunday 28 June 2015		
01:00	Publication of Provisional Final Classification	ONB
01:30	Publication of Final Official Classification	ONB

4. ENTRIES

4.1. Closing date for entries

The closing date for entries is Tuesday 9 June at 24:00 (CET).

4.2. Entry procedure

Those wishing to take part in Ypres Rally 2015 must send the due entry fee and fill in the electronic entry form published at www.ypresrally.com duly completed before the closing date for entries (Art. 21, 22 & 23 FIA 2015 RRSR). The entry will only be accepted if accompanied by the total amount of the Entry Fee. **To be accepted a copy of the valid competitors' license also must accompany the entry form.**

Foreign drivers must submit an approval from their ASN in the same e-mail.

If the application is sent by fax or e-mail or completed on the official rally web site, the original hard copy of the entry form, duly signed, must reach the organisers within 5 days following the close of entries, i.e. latest by Monday 15th June.

4.3. Number of competitors accepted and classes

4.3.1 Number of competitors

The number of entrants accepted in the rally is 110. If more than 110 entries are received, the organiser reserves the right to decide which entries among the non-priority drivers will be accepted.

4.3.2 Classes

With reference to Art 4 in FIA 2015 RRSR, the classes will be divided according to table below. Cars entered in a class with less than 5 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 NR4 over 2000cc (current N4)
RGT	RGT cars (FIA R-GT Cup)
RC3	Group A car over 1600cc and up to 2000cc
	Super 1600
RC3	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc- VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
RC4	R3 (diesel / up to 2000cc / nominal – VR3D)
	Group A up to 1600cc
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Kit-car up to 1600cc
RC5	Group N over 1600cc and up to 2000cc
	Group N up to 1600cc
	R1 (atmo up to 1600cc – VR1A/VR1B and turbo up to 1067cc – VR1A/VR1B)

For additional provisions see Art 4.3 - (FIA 2015 RRSR) and Art 4 -(V1-FIA EUROPEAN RALLY CHAMPIONSHIP FIA 2015 RRSR).

- 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.
- An FIA Technical Passport is mandatory for S2000, R5, Super 1600 and RGT cars.

4.4. Entry fees and entry packages for competitors

4.4.1 Entry fees

	Payment until 27 May 2015	Payment after 27 May 2015
With organiser's proposed advertising		
Legal & ERC1 Entries	€ 2.750	€ 3.250
Private & ERC2, ERC3 Entries	€ 1.450	€ 1.950
ERC & BRC Junior Entries	€ 1.000	€ 1.500
Without organiser's proposed advertising		
Legal & ERC1 Entries	€ 3.500	€ 4.000
Private & ERC2, ERC3 Entries	€ 2.500	€ 2.800
ERC & BRC Junior Entries	€ 2.000	€ 2.400

Other fees:

Entry for reconnaissance only	€ 500 incl. 21% VAT
Auxiliary plate	€ 125 incl. 21% VAT
Additional service plate	€ 400 incl. 21% VAT

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

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 2015 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 FIA 2015 RRSR Art 18 and 19. See Appendix 4 of these Supplementary 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**

Organiser's obligatory advertising on identifications: (TBA)

ERC promoter compulsory advertising: See Appendix 4 hereinafter

6.1.1 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 TC7G and TC10B (Section 3) and TC12C and 15B (Section 5)). 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 (under the windscreen strip). The letter format will be Helvetica 9 cm high with a minimum thickness of 14mm, black on white support.

6.1.2 Additional identification

The following stickers will be affixed to the car by the scrutineers:

- At the entrance of the Start Parc for Leg I and at the exit of the overnight Parc Fermé for Leg II: a "2 minutes" - sticker (left upper corner of the wind screen) on cars with a start interval of 2 minutes.

6.2. Driver's and co-driver's names

6.2.1 Drivers names on rear side window

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

The nationality flag will be the nationality flag of the National Sporting Authority, which has issued the driver and co-driver's competition licence.

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

6.3. Organiser's optional advertising

See Appendix 4 of these Supplementary Regulations.

6.4. Team service vehicles

Service / Auxiliary plates (stickers) and other plates (identification stickers) must be affixed to the upper corner 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 2015 Regional Rally Sporting Regulations, the following quantities and type of tyre are confirmed for use.

Tyre type	Drivers priority	Max Nr of tyres	Extra for Free Practice and Qualifying	Total for the rally	Shakedown
Moulded – FIA Homologated Pattern	Driving 4WD Cars	18	0	18	Not marked
Moulded – FIA Homologated Pattern	Driving 2WD Cars	14	0	14	Not marked
Moulded – FIA Homologated Pattern	ERC Junior BRC Junior	12	0	12	Not marked

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)

Eligible Tyres for ERC Junior competitors will be published by Bulletin.

7.2. Tyres for use on reconnaissance

Only homologated commercial road tyres are allowed.

8. FUEL

Only fuel conforming to Appendix J Art 252.9 is allowed.

8.1. Ordering procedure

Art. 59.1.2 FIA 2015 RRSR does not apply.

8.2. Closing date for ordering fuel

Does not apply.

8.3. Technical requirements

Art. 59.2 FIA 2015 RRSR and Appendix J Art. 252.9

- Cars of all priority drivers and cars of drivers entered in the Junior ERC Championship specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5).
- All competitors are required to fit FIA-specified refuel couplings, except drivers using a car, which retains the standard tank.

8.4. Distribution

Fuel restrictions for FIA ERC Junior Competitors.

During the whole event, Shake Down included, FIA ERC Junior Competitors are only allowed to use commercial fuel directly from the pumps of the following petrol service station, as indicated in the Road Books:

Station: Q8 Ieper
Address: Marsh. Haiglaan 31 (N8), Ypres 8900 (parking Supermarket Delhaize)
GPS Location: N 2.8745018, E 50.8445210

Refuelling Zone

All competitors may only refuel in a refuelling zone or at commercial filling stations as indicated in the Road Book (except for ERC Junior competitors). 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).

Cars equipped only with FIA-specified couplings and using commercial fuel from commercial filling stations must transport the adaptor in the car and show it at pre-rally scrutineering.

For safety reasons, the refuelling has to be done by means of appropriated (hand) pumps and secure connections from adequate canisters or drums, specially conceived for the refuelling of rally cars, in accordance to Art.8 of the Supplementary Regulations. All necessary precautions have to be taken to avoid fuel spills or free gas emanations.

No fuel canisters or drums may remain unattended in the refuelling zone.

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:

Option 1	Date and time:	Monday 22 June	14:00 - 20:00
Option 2	Date and time	Tuesday 23 June	09:00 - 20:00
Option 3	Date and time	Wednesday 24 June	08:00 - 09:00

Location: Address: Rally Office - Neermarkt, 8900 Ypres, Belgium
GPS coordinates: N 50°41'24" E 02°54'41"

For legal entrants (See Art 4.4 here above) and ERC registered drivers, materials and documents may be collected and reconnaissance registration may be done by a team member duly designated in writing (emilia.abel@ypresrally.com). Other crews will be obliged to attend in person.

9.1.1 Reconnaissance registration form

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.abel@ypresrally.com previously to registration. The form will be available on the official YR 2015 website under section "Competitors".

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.

9.1.2 Identification numbers

Identification numbers, given at the registration shall be affixed on the car (windscreen at the top right corner, co-drivers side) and kept visible for the duration of the reconnaissance period.

9.1.3 Reconnaissance control card

The 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.

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 Friday 26 June at 08:00 by all other crews.**

9.1.4 Participation in reconnaissance only

Any driver holding an appropriate international license but not entered in the rally may apply to take part in the reconnaissance. The regulations on reconnaissance must be respected in their entirety. A registration form for this purpose will be sent upon request (e-mail emilia.abel@ypresrally.com).

The final permission for taking part in recce is left to the discretion of the Clerk of the Course. An administrative fee of € 500 will be charged.

9.2. Specific and/or national restrictions – speed limit on the special stages

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

Art 20 and 25 of the FIA 2015 RRSR will be strictly applied during the reconnaissance.

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

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/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.

Crews will only be permitted to enter and leave special stages through the start and finish controls. Further random checks may also be carried out within the special stages.

9.2.1 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.

Belgian Speed Rules: See Appendix 7.

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

9.3. Location of collection of speed control checking devices.

See Article 11.7 hereinafter.

9.4. 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 € 100 per hour or part of one hour lateness.**

10.1. Documents to be presented:

- Competitors license
- Driver and Co-driver competition licenses
- Driver's and Co-driver's valid driving licence (non EU resident drivers and co-drivers have to present a driving license valid in the EU)
- Driver and Co-driver passports or identification
- ASN authorisation, 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. Timetable

Date: Tue 23 June

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

Location: Rally Office - Neermarkt, 8900 Ypres, Belgium

GPS coordinates: N 50°41'24" E 02°54'41"

Administrative Check Schedule Tuesday 23 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
13:00 - 14:00	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
19:00 - 20:00	Upon appointment / a fee of € 150 will be applied

11. SCRUTINEERING, SEALING AND MARKING

11.1. Scrutineering venue and timetable

Location: Garage Gamme NV

Kruiskalsijdestraat 4, Ypres

Date: Wednesday 24 June 18:00 – 22:00
Thursday 25 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.

Sealing of components and weight checking of the cars will be done during scrutineering, following the same timetable.

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, which has to remain with the car for weighing purpose, and fully prepared and ready for all necessary sealing and marking (Art 63 FIA 2015 RRSR), (if the car and spare parts are not prepared for the sealing, wiring included, the car will not be authorized to access to the scrutineering and fine for lateness will be applicable).

- **Body shell (painted seal) and engine block for all competitors** (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).
- **Compressor (turbocharger) and the spare one for all compressor equipped cars**
- **Transmissions (gear box and differentials) and the spares ones for all cars of FIA priority drivers, of ERC Priority drivers (Art 11.3 V1 - 2015 European Rally Championship), FIA RG-T Cup drivers and all other 4WD car**

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 Article 252.7.7)

11.3. Windows/Nets (Appendix J Article 253.11)

The use of silvered or tinted films is authorised and must comply with this 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), Appendix J remains applicable.

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);
- Each car must be equipped with one red reflective triangle and a first aid kit in conformity with EU traffic regulations;
- 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;

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.

National general technical regulations

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

11.7. Installation of Safety Tracking System

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. Foreign competitors from outside the Eurozone, will be allowed to deposit a cash guarantee in their national currency for the equivalent value of 500€, in an envelope which will be sealed at the moment of the deposit.

In a first time, all competitors have to install the safety tracking system in their registered recce car and it has to remain connected during the whole duration of the reconnaissance. Cars without installed STS will not be allowed on the stages for reconnaissance. Any infringement concerning the use of the tracking system during the reconnaissance will be reported to the Stewards by the Clerk of the Course.

After the reconnaissance, the Safety Tracking System has to be installed in the rally car. This installation, which has to be installed before FP/Qualifying or Shakedown, will be checked at the tyre checkpoint before FP for all priority drivers and at the entrance TC of the Start Parc for all other drivers. For Instruction details regarding collection, return and installation see Appendix 6.

11.8. 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 and order

There is no Ceremonial start.

The Rally start will take place on Friday 26 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 2015 RRSR 45 and V1-2015 European Rally Championship Art 30 & Art 45.

The start order for Leg 2 shall be applied in accordance with V1-2015 European Rally Championship Art 45.4

12.2. Finish procedure

Following the final service at Grote Markt in Ypres all crews will continue to the end of rally podium at TC 17D. The finish of the rally will be at TC 17D (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 27 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 (End Qualifying), TC 7D (End of Leg 1) and 17D (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 (1/1000 of second at FF Free Practice, Qualifying and Shakedown).

12.5. Any special procedures / activities including the organisers' promotional activities

12.5.1 Competitors safety

All Competitors are invited to pay special attention to Art 40 FIA 2015 RRSR.

12.5.2 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. The Clerk of the Course will report any crew, which is able but fails to comply with this rule, to the stewards.

12.5.3 Equipment of the crews – see Art 40.1 FIA 2015 RRSR

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

12.5.4 SOS/OK signs - see Art 40.2 FIA 2015 RRSR

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

12.5.5 Accident reporting - Art 40.2.7 and 40.3 FIA 2015 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 Organiser (Withdrawal Officer) as soon as possible.

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 2015 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 Art 5.4).

In the case of retirement, the competitor has to hand over his time card 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.

12.5.5.1 Red triangle - FIA 2015 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 meters 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.

12.5.5.2 The use of on-board yellow flag system – FIA 2015 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 FIA 2015 RRSR).

12.5.6 Road Section after Flexi Service between TC7C (Flexi Service Out) and TC7D Overnight Park Fermé in. According to Article 51.2.3 of the 2015 FIA RRSR, the competing car may be driven by an authorised representative of the competitor only once from TC 7C (Flexi Service C out) to TC 7D (Overnight Parc Fermé in). This representative is required to follow the Road Book for this road section to the Overnight Parc Fermé. Competitors are reminded that this road section is part of the official itinerary and that hence all the applicable regulations must be respected.

12.5.7 Other points

During a special stage and/or road sections, any assistance is forbidden. (Art 48 - FIA 2015 RRSR)
All assistance is forbidden outside the Service Park (see Road book and Appendix 1 – Itinerary).

Any breach of this rule will be reported to the Stewards of the meeting.

During Free Practice / Qualifying and Shakedown: The Refuelling Area is situated at the exit of the Service Park Nieuwkerke and followed by the Tyre Marking Area. During shake down tires will not be marked. 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.

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.

“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).

Any infringement will result in a penalty by the Stewards, 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.

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

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 FIA 2015 RRSR).

Infringement to assistance rules are penalised by the stewards in accordance with Art. 12.3 of the International Sporting Code.

Starting area (Start Park)

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 to check in at the Start Parc entrance TC, 15 minutes before their individual starting time at TC 0.**

- The Start Park opens at 16:00 on Friday 26th of June 2015
- The competing car may be presented by a representative of the competitor.
- The Start Park shall be regarded as Parc Fermé. No service is allowed in the Start Area.
- Any lateness at the entrance TC of the Start Park is subject to a penalty of € 500.

The start provisions specified in the FIA 2015 RRSR will be applied.

On-board cameras

- If required by the Organiser or ERC Promoter, an entrant must carry an on-board camera or other recording device. This will be fitted by the Organiser or ERC Promoter and approved by the scrutineers.

- 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 an on board 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 2015 RRSR)

ERC Promoters Address: EUROSPOORT EVENTS Ltd
55 Drury Lane WC2B5SQ London (UK)
Tel: +44 2074687746
Fax: +44 2074680023
e-mail: jbley@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 2015 events must NOT do a separate demand to Eurosport Events Ltd. The previous demand will also be valid for 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 2015 RRSR).

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

Testing (FIA 2015 RRSR V1 Art. 66)

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

Entrants desiring to have private testing session in conformity with FIA 2015 RRSR V1 European Championship Art.66 and local legislation can obtain further information by sending the entrant identity, drivers name and car's chassis number to the following address: evelien@allinmotion.be.

Free Practice / Qualifying (FIA 2015 RRSR V1 Art 30)

Location: Shakedown Nieuwkerke

Date: 25 June at 17:20

See Appendix 1.Itinerary and Art 12.5.7 hereinafter.

Further details will be provided in Rally Guide 2.

Start Order of the FIA and ERC Priority Drivers for FP and Qualifying will be published in a separate Bulletin.

Shakedown stage

A shakedown will be held on Thu 25 June under application of Art 29 of FIA 2015 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.

Any passenger on board the car during shakedown that is not entered for the rally must have signed a disclaimer provided by the organiser. This disclaimer, which will be available for downloading on the Ypres Rally official website, has to be handed over to the Starter at the Start of the shake down.

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

Shakedown Service park access gate for service crews in Nieuwkerke (Seulestraat) will close at 16h30 on Thursday 25th of June

FIA and ERC Priority drivers will not be allowed to participate in Shakedown.

Re-start after retirement / Rally 2

Restart will be allowed under all provisions applied in the Art 46 of the FIA 2015 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 Friday 26 June at 23:30).

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 26 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 09:20 on Saturday 27 June. Their re-scrutineering will take place in the overnight regroup park on Saturday 27 June at 09:20.

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 28 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

Overall classification

- 1st, 2nd, and 3rd crew

FIA ERC 1 Championship for Drivers and Co-drivers:

- 1st, 2nd, and 3rd crew

FIA ERC 1 Championship for Teams:

- 1st

FIA ERC 2 Championship for Drivers and Co-drivers:

- 1st, 2nd, and 3rd crew

FIA ERC 2 Championship for Teams:

- 1st

FIA ERC 3 Championship for Drivers and Co-drivers:

- 1st, 2nd, and 3rd crew

FIA ERC 3 Championship for Teams:

- 1st

FIA ERC Junior Championship for Drivers:

- 1st, 2nd, and 3rd driver

FIA RGT Cup

Ladies Trophy

Colin McRae Flat Out Trophy

ERC Prize money for the 1st to 7th ERC registered private drivers in the general classification

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 National championship classification

Belgian Rally Championship for Drivers and Co-Drivers

Belgian Rally Class Championship for Drivers and Co-drivers

Belgian Rally Championship for Manufacturers

Belgian Junior Rally Championship

14.2.3 Amateur trophy

In addition to the general overall results of the rally an independent classification for Gentlemen Drivers 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 Entrant (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

A Trophy will be handed to the winning driver and co-driver of the Amateur Classification.

14.3. Establishing and publication of results

The overall results will be established following Art 54 of FIA 2015 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 and 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 27 June at 22:30

Location: Vereenooghe Autostar
Zwaanhofweg 8, 8900 Ypres

15.2. Protest fees

The protest fee is € 500 (Art 55.2 BRSR 2015).

15.2.1 Deposit

According to Art 55.3 BRSR 2015 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 (Suspension, wheels, direction, body shell, brakes)
- Phase 2: € 150 (Transmission, gearbox, differentials)
- Phase 3: € 600 (Cylinder head, camshafts, fuel line, cylinder capacity)
- Phase 4: € 2.400 (pistons, engine bloc, crankshaft, oil pump)
- € 2.500 For a protest concerning the whole of the car.

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 deposit fees

National Appeal Fee (ASN): € 2.000

International Appeal Fee (FIA): € 6.000

APPENDIX 1 – ITINERARY

APPENDIX 1 - ANNEXE 1 - BIJLAGE 1

V8N 10.04.2015

ITINERARY " KENOTEK YPRES RALLY 2015 "

Qualifying FIA & ERC Priority Drivers		(Sunrise 05h30 - Sunset 22h00)		Thursday 25.06.2015		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
TC FP	Start of Free Practice					18:00
FREE PRACTICE CLOSED at 20:00						
NSP	Nieuwerkerke Service Park Out					20:05
RZQS	Refuel for Qualifying Stage					
TC QS	Heirweg		0,47	0,47	00:07	20:12
QS	Qualifying Stage	4,79				20:15
TC PF	Park Fermé IN - Early check-in permitted		0,73	5,52	00:10	20:25
				Start Order selection at the Ieper Podium Friday 26/06	13:00	

Qualifying

Start (Sections 1,2)		(Sunrise 05h31 - Sunset 22h00)		Friday 26.06.2015		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
0	Ieper Start Park Out / Podium / Service IN					16:15
				Service A (Ieper Rally Center)		00:15
0A	Ieper Service OUT					16:30
RZ	Refuel					
1	Distance to next refuel	(48,07)	(47,17)	(95,24)		
1	Ilich Cemetery	-	5,40	5,40	00:17	16:47
SS 1	Langemark	12,56	-	-		16:50
2	Vijverhoek	-	18,67	31,23	00:40	17:30
SS 2	Dikkebus 1	14,22	-	-		17:33
3	Voormezele	-	13,64	27,86	00:34	18:07
SS 3	Wijtschate 1	13,81	-	-		18:10
4	Mesen Markt	-	1,03	14,84	00:17	18:27
SS4	Mesen 1	7,48	-	-		18:30
4A	Regroup & Technical Zone IN - Ieper Market Place	-	8,43	15,91	00:30	19:00
4B	Regroup & Technical Zone OUT				00:25	19:25
				Ieper Podium / Service IN		
				Service B (Ieper Rally Center)		(48,07) (47,17) (95,24) 00:30
4C	Ieper Service OUT					19:55
RZ	Refuel					
2	Distance to next refuel	(35,51)	(30,28)	(65,79)		
5	Vijverhoek	-	7,18	7,18	00:18	20:13
SS 5	Dikkebus 2	14,22	-	-		20:16
6	Voormezele	-	13,64	27,86	00:34	20:50
SS 6	Wijtschate 2	13,81	-	-		20:53
7	Mesen Markt	-	1,03	14,84	00:17	21:10
SS 7	Mesen 2	7,48	-	-		21:13
7A	Park Ferme / Technical Zone IN	-	8,43	15,91	00:32	21:45
7B	Park Ferme OUT / Podium / Flexi Service IN				00:03	
				(min.)		
				Flexi Service C (Ieper Rally Center)		(35,51) (30,28) (65,79) 00:45
7C	Flexi Service OUT					
RZ	Refuel					
3	Distance to next refuel	(,)	(10,81)	(10,81)		
7D	Ieper (YBP) Overnight Park Ferme IN	-	4,87	4,87	00:12	
All cars (except re-starting cars) must be returned to Park Ferme no later than						01:18
Friday Totals		83,58	82,32	165,90		
OVERNIGHT REGROUP						

Section 1

Section 2

Re-Start (Sections 3,4,5,6)		(Sunrise 05h31 - Sunset 22h00)		Saturday 27.06.2015		
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
7E	Ieper (YBP) Overnight Park Ferme OUT					10:20
7F	Ieper Podium / Service IN	-	5,94	5,94	00:20	10:40
Service D (Ieper Rally Center)			(10,81)	(10,81)	00:15	
7G	Ieper Service Out	-	-	-		10:55
RZ	<i>Refuel</i>					
4	<i>Distance to next refuel</i>	(48,07)	(49,28)	(97,35)		
8	Pijpegale	-	10,72	10,72	00:20	11:15
SS 8	<i>Reninge 1</i>	14,50	-	-		11:18
9	Sint-Jan-ter-Biezen	-	14,12	28,62	00:34	11:52
SS 9	<i>Watou 1</i>	14,29	-	-		11:55
10	Lijssenthoek	-	7,92	22,21	00:27	12:22
SS 10	<i>Westouter-Boeschepe 1</i>	19,28	-	-		12:25
10A	Regroup & Technical Zone IN - Ieper Market Place	-	16,52	35,80	00:53	13:18
10B	Regroup & Technical Zone OUT Ieper Podium / Service IN				00:30	13:48
Service E (Ieper Rally Center)		(48,07)	(49,28)	(97,35)	00:30	
10C	Ieper Service Out					14:18
RZ	<i>Refuel</i>					
5	<i>Distance to next refuel</i>	(36,83)	(32,33)	(69,16)		
11	Dries	-	11,69	11,69	00:24	14:42
SS 11	<i>Kemmelberg 1</i>	13,60	-	-		14:45
12	De Sterkte	-	13,73	27,33	00:35	15:20
SS 12	<i>Hollebeke1</i>	23,23	-	-		15:23
12A	Regroup & Technical Zone IN - Ieper Market Place	-	6,91	30,14	00:39	16:02
12B	Regroup & Technical Zone OUT Ieper Podium / Service IN				00:30	16:32
Service F (Ieper Rally Center)		(36,83)	(32,33)	(69,16)	00:30	
12C	Ieper Service OUT					17:02
RZ	<i>Refuel</i>					
6	<i>Distance to next refuel</i>	(48,07)	(49,28)	(97,35)		
13	Pijpegale	-	10,72	10,72	00:20	17:22
SS 13	<i>Reninge 2</i>	14,50	-	-		17:25
14	Sint-Jan-ter-Biezen	-	14,12	28,62	00:34	17:59
SS 14	<i>Watou 2</i>	14,29	-	-		18:02
15	Lijssenthoek	-	7,92	22,21	00:27	18:29
SS 15	<i>Westouter-Boeschepe 2</i>	19,28	-	-		18:32
15A	Regroup & Technical Zone IN - Ieper Market Place	-	16,52	35,80	00:53	19:25

Section 3

Section 4

Section 5

15B	Regroup & Technical Zone OUT Ieper Podium / Service IN				00:30	19:55
	Service G (Ieper Rally Center)	(48,07)	(49,28)	(97,35)	00:30	
15C	Ieper Service OUT					20:25
RZ	<i>Refuel</i>					
7	<i>Distance to next refuel</i>	(36,83)	(32,33)	(69,16)		
16	Dries	-	11,69	11,69	00:24	20:49
SS 16	Kemmelberg 2	13,60	-	-		20:52
17	De Sterkte	-	13,73	27,33	00:35	21:27
SS 17	Hollebeke 2	23,23	-	-		21:30
17A	Ieper Rally Center Technical Zone IN		6,91	30,14	00:41	22:11
17B	Technical Zone OUT - Service IN				00:03	22:14
	Service H (Ieper Rally Center)	(36,83)	(32,33)	(69,16)	00:10	
17C	Service OUT					22:24
17D	Holding IN - Podium - Finish - End of Rally		0,72	0,72	00:06	22:30
	Saturday Totals	169,80	169,88	339,68		

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
Friday 26 June - Sections 1, 2 - (7 SS)	83,58	82,32	165,90	50,38%
Saturday 27 June - Sections 3, 4, 5, 6 - (10 SS)	169,80	169,88	339,68	49,99%
Total - 17 SS	253,38	252,20	505,58	50,12%

SPECIAL STAGES		
NR OF DIFFERENT STAGES		9
TOTAL NR OF STAGES		17
TOTAL NR TC		42

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

APPENDIX 2 - RECONNAISSANCE SCHEDULE

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



YPRES RALLY

25 - 27 June 2015

RECCE PASSAGE CONTROL CARD

COMPETITOR NR:

1

DAY	NAMESS	1° PASSAGE				2° PASSAGE			
		STAMP Start	Time	STAMP Stop	Time	STAMP Start	Time	STAMP Stop	Time
DAY 1 WEDNESDAY 24.06.2015 09:00 - 21:00	Dikkebus								
	Langemark								
	Reninge								
	Watou								
	Westouter								
DAY 2 THURSDAY 25.06.2015 09:00 - 18:00	FP/QS 9h-12h								
	Hollebeke								
	Wijtschate								
	Mesen								
	Kemmelberg								

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 26th of June, at 08:00 by all other crews

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



Clément Masclef
Competitors
Relations Officer
License nr: 9632



Kathi Wüstenhagen
Competitors
Relations Officer
License nr:
IC1078328

APPENDIX 4 - DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING

15.4. 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 KYR (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 KYR (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 (KYR) placed on the bonnet of the car, including the competition number and the full name of the Rally: KENOTEK YPRES RALLY. (Art 18 FIA 2015 RRSR)

The Organiser's obligatory advertising is: KENOTEK and TOTAL.

15.5. 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

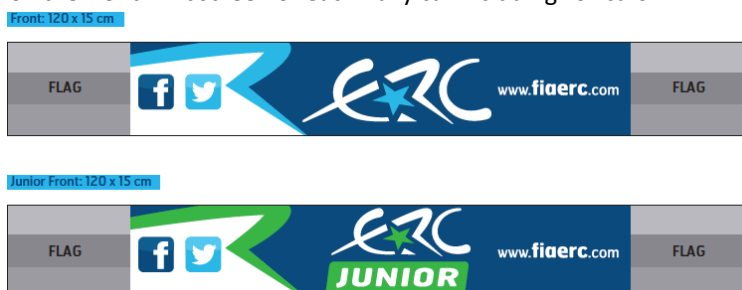
At scrutineering, competitors accepting the optional advertising (Entries with Organizer's optional advertising) will have to choose four stickers from the Organizers list. Those four stickers will be applied on the car by the assistant scrutineers.

15.6. Driver and co-driver names

C1 – Driver's Initials + name (On top) 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 FIA 2015 RRSR, adjacent to the competition number (both rear side windows)

15.7. ERC advertising

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



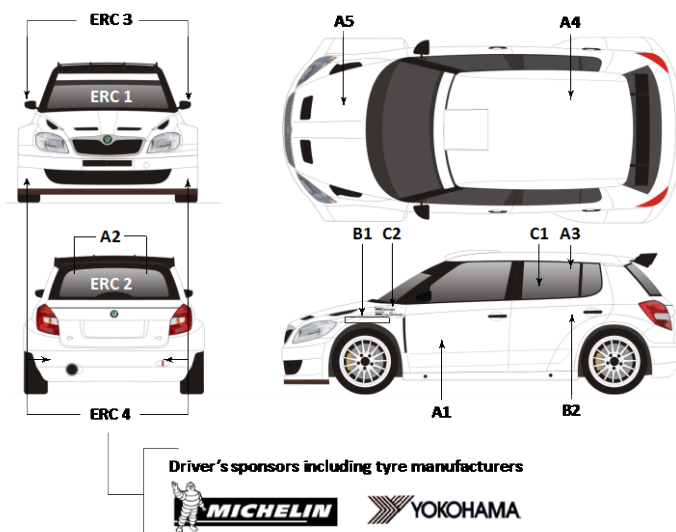
2 - ERC: an 8 cm stripe on the rear windscreen (top) of each Rally car



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



4 - ERC: 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)

15.8. List of organiser's optional advertisers

KENOTEK – ŠKODA – TOTAL

JUPLIER – DOMINO – DUMA

CATERING VERKINDERE – GSI – STEPHAN TANGHE

AUTONEWS – QUOBU – TANGHE PRINTING

AAROVA - DECLERCQ – NOVOTEL – SOMATI

APPENDIX 5 - EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND ANY OTHER SAFETY REQUIREMENTS

15.9. Helmets

15.9.1 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.

15.9.2 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.

15.9.3 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.

15.9.4 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.

15.9.5 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.

15.10. 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.

15.11. Frontal Head Restraint (FHR)

15.11.1 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 a 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.

15.11.2 Conditions of use

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

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

⁽²⁾ Mandatory wearing of helmets in each championship according to 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, under the heading FIA Sport - Regulations - Drivers’ Equipment.

15.11.3 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	X	YES	YES	YES
Tether (w/end fitting) 8858-2002	NO	X	If mechanically compatible	YES
Helmet anchorage 8858-2002	YES	If mechanically compatible	X	NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	X

15.12. 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.

APPENDIX 6 – SAFETY TRACKING SYSTEM

15.13. 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. See Art. 3.2 and Art 11.7 here above.

15.14. Installation

In a first time, all competitors have to install the safety tracking system in their registered recce car and it has to remain connected during the whole duration of the reconnaissance. Cars without installed and connected STS will not be allowed on the stages for reconnaissance. Any infringement concerning the use of the tracking system during the reconnaissance will be reported to the Stewards by the Clerk of the Course.

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”).

15.15. Inspection

At the Tyre Check Point of the FP/QS and at the Entrance of the Start Park, 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.

15.16. Use

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

15.17. Return

The competitors must dismount the complete GPS/GPRS kit during the last Service H and return it to “Rally HQ” (Neermarkt, 8900 Ypres) at last on Sunday 28 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 (Neermarkt, 8900 Ypres) Friday 26 June 23:00 - 24:00 or Saturday 27 June 21:00 - 01:00.

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.
- 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 	120 Km/h	160 Km/h
Routes publiques Public roads Openbare wegen	90 Km/h	130 Km/h
 Agglomérations Urban zones Bebouwde kommen 	50 Km/h	90 Km/h
 Zone 30 	30 Km/h	50 Km/h