

22-25 JUNE 2016  
YPRES (BELGIUM)  
WWW.YPRESRALLY.COM



# KENOTEK<sup>®</sup> YPRES RALLY

by CID LINES



## SUPPLEMENTARY REGULATIONS

Official partners



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EUROSPORT EVENTS

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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 2016 FIA Regional Rally Sporting Regulations, the Belgian National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations and Belgian Traffic Laws. 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 20<sup>th</sup> of May. The 2016 FIA Regional Rally Sporting Regulations can be found at:

[http://www.fia.com/regulations/regulation/fia-regional-rally-championships-117?search\\_api\\_views\\_fulltext=&page=1](http://www.fia.com/regulations/regulation/fia-regional-rally-championships-117?search_api_views_fulltext=&page=1)

and Belgian National Regulations at:

[www.racb.com/sport/rallye/reglementations/](http://www.racb.com/sport/rallye/reglementations/).

The Organiser reserves the right to cancel the rally and case of Force Majeure releases the Organiser from its obligations.

### **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:	250,16 km
% Special Stages:	50,15 % of the total length of the rally
Total length of the rally:	498,85 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 for Drivers  
FIA RGT Cup for Co-Drivers  
ERC Ladies' Trophy

#### **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

## 2.2. Visa numbers – FIA and ASN

Belgian ASN visa no: **KYR-BRC6-14316** issued on: **14/03/2016**  
 FIA visa no: **5ERC/080416** issued on: **08/04/2016**

## 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](mailto:info@ypresrally.com)  
 Website: [www.ypresrally.com](http://www.ypresrally.com)

## 2.4. Organisation committee

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

### Organisation management team:

Gunter Archie, Ignace Becquart, Melissa Bolle, Patrick Bostyn, Dorine Bouten, Annick Coopman, Frederik Debruyne, Peter Deckmyn, Chris Deschildre, Evelien Deschuytter, Ilse Devos, Norbert Dumoulin, Clement Masclef, Frederik Sohier, Bart Van Hastel, Hugo Van Opstal, Jan Vervisch, Matthias Wilhelm, Yves Qvick.

## 2.5. Stewards

Chairman (appointed by the FIA): Miha LEVEC (SVN)  
 FIA Steward: John ANAGNOSTOPOULOS (GRC)  
 ASN Steward: Ludo PEETERS (BEL)  
 Secretary to the Stewards: Liliane Lasure (BEL)

## 2.6. FIA Delegates

FIA Sporting Delegate: Arnaud CREPIN  
 FIA Technical Delegate: Karmo UUSMAA  
 Assistant to FIA Techn. Delegate: Luca GIBELLO

### 2.6.1 ASN Delegates

RACB Nat. Rally Manager: Etienne MASSILLON (BEL)  
 RACB Nat. Technical Delegate: Jean-Pierre DEBACKER (BEL)  
 RACB Nat. Time Keeping Coordinator: Ghislain DECOBECK (BEL)

### 2.6.2 National Stewards (Competitors with national homologated cars)

Chairman: TBA  
 Steward: TBA  
 Steward: TBA

## 2.7. Senior officials

Rally Director:	Alain Penasse	<a href="mailto:alain.penasse@ypresrally.com">alain.penasse@ypresrally.com</a>
Event Sporting Advisor ERC:	Ignace Becquart	<a href="mailto:ignace.becquart@ypresrally.com">ignace.becquart@ypresrally.com</a>
Clerk of the Course:	Emilia Abel	<a href="mailto:emilia.abel@ypresrally.com">emilia.abel@ypresrally.com</a>
Chief Safety Officer/ Deputy COC:	Jan Vervisch	<a href="mailto:jan.vervisch@ypresrally.com">jan.vervisch@ypresrally.com</a>
ACOC - Chief of Communications:	Peter Deckmyn	<a href="mailto:peter.deckmyn@ypresrally.com">peter.deckmyn@ypresrally.com</a>
ACOC - R.C. Vehicle Tracking Officer:	Rik Desimpel	
ACOC Route & Environmental Officer:	Yves Qvick	<a href="mailto:yves.qvick@ypresrally.com">yves.qvick@ypresrally.com</a>
Chief Medical Officer:	Dr Jan Creupelandt	
Deputy Chief Medical Officer:	Dr Tom Declercq	
Deputy Safety Officer/Rescue Chief:	Gunter Archie	<a href="mailto:gunter.archie@ypresrally.com">gunter.archie@ypresrally.com</a>

C.R.O. / Withdrawal & Restart Officer: Boudewijn Baertsoen  
 C.R.O.: Clément Masclef (FRA)  
 C.R.O.: Kathi Wüstenhagen (DEU)  
 Secretary of the Rally: Nicole Nelissen [nicole.nelissen@ypresrally.com](mailto:nicole.nelissen@ypresrally.com)

### 2.7.1 Major officials

C.F.O. /Relationship Authorities: André Bostyn [andre.bostyn@ypresrally.com](mailto:andre.bostyn@ypresrally.com)  
 Sales & Marketing Manager: Jan Huyghe [jan.huyghe@ypresrally.com](mailto:jan.huyghe@ypresrally.com)  
 Brand Manager: Frederik Debruyne [frederik.debruyne@ypresrally.com](mailto:frederik.debruyne@ypresrally.com)  
 Service Park Manager: Evelien Deschuytter [service.park@ypresrally.com](mailto:service.park@ypresrally.com)  
 Regroup & Parc Fermé Officer: Yves Qvick [yves.qvick@ypresrally.com](mailto:yves.qvick@ypresrally.com)  
 HQ Manager: Peter Deckmyn [peter.deckmyn@ypresrally.com](mailto:peter.deckmyn@ypresrally.com)  
 Results Officer: Chris Deschildre [chris.deschildre@ypresrally.com](mailto:chris.deschildre@ypresrally.com)  
 Chief Marshal: Jean Pierre Deleersnijder  
 Mobile Marshals Coordinator (HQ): Pierre Lacante [norbert.dumoulin@ypresrally.com](mailto:norbert.dumoulin@ypresrally.com)  
 Tracking Systems Officer: Norbert Dumoulin  
 Scrutineering Officer: Roger Vanoverschelde  
 Ceremony Master: Patrick Bostyn [patrick.bostyn@ypresrally.com](mailto:patrick.bostyn@ypresrally.com)  
 Logistic Manager: Melissa Bolle [melissa.bolle@ypresrally.com](mailto:melissa.bolle@ypresrally.com)  
 PR & Media Relations Officer: Hugo Van Opstal [hugo.vanopstal@ypresrally.com](mailto:hugo.vanopstal@ypresrally.com)  
 Refuelling Officer: Roger Vanoverschelde

Special Stage (SS)	SS Chief	SS Safety Chief
SD Nieuwkerke	Patrick Dumortier	Rudy Cuvelier
SS Dikkebus	Kathy Deknock	Dorine Bouten
SS Wijtschate	Rik Desimpel	Bart Cael
SS Hollebeke	Chris Dhondt	Danny Verfaillie
SS Kemmelberg	Fabienne Huysentruyt	Peter Ryckewaert
SS Mesen	Hans Huyghebaert	Sebastiaan Wyffels
SS Langemark	Jean-Pierre Deleersnijder	Piet Oostvogels
SS Reninge	Yves Bruyneel	Jeroen Demeulenaere
SS Watou	Kathleen Omblet	Ferdi Boyen
SS Westouter-Boeschepe	Francis Soete	Rudy Cuvelier

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

Rally HQ from Monday 20 June until Sunday 25 June  
 Neermarkt, 8900 Ypres, Belgium  
 GPS coordinates: N 50° 51.035 / E 2° 53.081  
 Rally office phone: +32 56 43 28 81\*  
 Rally office fax: +32 56 43 28 61\*  
 E-mail: [info@ypresrally.com](mailto:info@ypresrally.com)

\* Phone number active from Monday 20 June.

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

### 2.9. Official Notice Board location

All official documents of the Rally will be published on the "On-line Official Notice Board" of the Rally Website [www.ypresrally.com](http://www.ypresrally.com), and lists, regulations, forms, public documents, information and classifications will be available to all users. Notifications, Communications and Decisions will be available on the Competitors Private section, with the password, which will be communicated to every competitor upon acceptance of the completed entry procedure.

On the entry form, competitors will be requested to provide an e-mail address to receive a notification about every publication of a new rally document on the "On Line Official Notice Board". All competitors will be

requested to confirm this e-mail address during the Administrative Checks. Similar notifications can also be done by WhatsApp to those competitors, which request this during the Administrative Checks.

The hard copies of the published official documents will be posted on the Official Notice Board in the entrance of the Rally Control in the Rally Headquarters Building. (GPS N 50° 51.035 / E 2° 53.081).

### 3. PROGRAMME

#### Rally HQ opening hours:

Monday	20 June	17:00 - 20:00
Tuesday	21 June	09:00 - 20:00
Wednesday	22 June	08:30 - 20:00
Thursday	23 June	09:00 - 18:00
Friday	24 June	09:00 - 24:00
Saturday	25 June	09:00 - 01:00

#### Media Center and Accreditation opening hours:

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

#### Opening hours:

Wednesday	22 June	15:00 - 18:00
Thursday	23 June	14:00 - 22:00
Friday	24 June	08:00 - 01:00
Saturday	25 June	08:00 - 02:00

#### 3.1. Schedule before the rally week

Friday 8 April 2016	
Supplementary Regulations and Entry forms published	Website
Friday 20 May 2016	
Road book, Rally Guide 2 and Route map published	Website
Monday 23 May 2016	
Closure date of entries at reduced fee	Website
Tuesday 7 June 2016	
Closure date of entries	Website
Monday 13 June 2016	
Signed original hard copy Entry form must reach the organiser Publication of Draft Entry List in seeded order (subject to FIA approval) Closure date for order of extra services in service park	Rally office Website service.park@ypresrally.com
Wednesday 15 June 2016	
Closure date for Media accreditation	media@ypresrally.com

#### 3.2. Schedule during the rally week

Monday 20 June 2016		
17:00	Rally Office opens	Rally HQ
17:00 - 20:00	Collection of material and documents	Rally Office
	Collection of Safety Tracking System (incl. recce)	
	Registration for Reconnaissance	
Tuesday 21 June 2016		
09:00 - 20:00	Collection of material and documents	Rally Office
	Collection of Safety tracking system (incl. recce)	



17:00	Administrative checks (According Schedule Art. 10.2) Registration for Shakedown (non FIA and Non ERC priority) Registration for Reconnaissance Pre-rally Press conference	Kazematten, Ypres
<b>Wednesday 22 June 2016</b>		
08:30 - 09:00	Collection of materials Registration for Reconnaissance Collection of Safety tracking system (incl. Recce)	Rally Office
08:00	Opening of the Service Park for ERC teams	Grote Markt, Ypres
09:00 - 21:00	Reconnaissance, see schedule App. 2	
14:00 - 22:00	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 Gamme, Ypres
<b>Thursday 23 June 2016</b>		
07:00 - 15:00	Scrutineering on invitation, sealing and marking of components (FIA and ERC Priority Competitors and other FIA Classes competitors according separate schedule),	Garage Gamme, Ypres
08:00	Opening of the Service Park for all other teams	Service park, Ypres
09:00 - 17:00	Reconnaissance, see schedule App. 2	
11:00	Publication of the Start List for the qualifying stage	Official Notice Board (ONB)
15:00	Team managers briefing (on invitation)	Lakenhalle, Grote markt 34, Ypres
16:30	Closure FP/QS/SD Service Park entrance gate for Service Teams	Seulestraat, Nieuwkerke
18:00 - 19:20	Free practice (FIA, RGT and ERC priority drivers)	Nieuwkerke
19:30 - 20:30	Qualifying stage (FIA, RGT and ERC priority drivers)	Nieuwkerke
20:30 - 23:00	Shakedown (All drivers)	Nieuwkerke
20:35	Publication of Provisional classification qualifying	Rally HQ, ONB
21:05	Publication of Official classification qualifying	Rally HQ, ONB
<b>Friday 24 June 2016</b>		
09:00	Latest return of Recce Card	Rally HQ
12:30	Selection of Starting Positions (FIA & ERC priority drivers)	Podium, Town square, Ypres
12:45	Autograph session	Podium, Town square, Ypres
13:30	First Stewards' meeting	Stewards room, Rally HQ
14:15	Publication of Start list for Leg 1	Rally HQ, ONB
14:30	Helicopter Pilots Briefing	Rally HQ
14:30	Pre-rally Press conference	Media Centre
16:00	Entry Start Park for 1 <sup>st</sup> car	TC Start park, Ypres
16:15	Start of Leg 1	Start podium, Ypres
22:00	Finish of Leg 1 (1st Car)	Overnight P.F., Ypres, Ter Waarde
22:00 - 24:00	Medical Examination for restarting crews involved in an accident during Leg 1	Rally HQ
24:00	Deadline confirmation of Rally 2 restart intention	Rally HQ, Restart Officer
23:00 - 24:00	Return of rally Safety tracking system	Rally HQ
<b>Saturday 25 June 2016</b>		
01:00	Publication of Start list for Leg 2	Rally HQ, ONB
09:00	Opening Rally Office	Rally HQ
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
<b>Sunday 26 June 2016</b>		
01:30	Publication of Provisional Final Classification	Rally HQ, ONB
02:00	Publication of Final Official Classification	Rally HQ, ONB

#### 4. ENTRIES

##### 4.1. Closing date for entries

The closing date for entries is Tuesday 7 June at 24:00 (CET).

##### 4.2. Entry procedure (I.S.C. Articles 3.8 to 3.20)

Those wishing to take part in Kenotek Ypres Rally 2016 must send the due entry fee and fill in the electronic entry form published on [www.ypresrally.com](http://www.ypresrally.com) duly completed before the closing date for entries (Art. 21, 22 & 23 FIA 2016 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 (sent by e-mail) must also 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 13<sup>th</sup> June.**

##### 4.3. Number of competitors accepted and classes

###### 4.3.1 Number of competitors

The number of entrants accepted in the rally is 120. If more than 120 entries are received, the organiser reserves the right to decide which entries among the non-priority drivers will be accepted. (ISC Art. 3.14)

###### 4.3.2 Classes

With reference to Art 4 in FIA 2016 RRSR, the classes will be divided according to table below.

Classes	Groups
RC2	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)
	R3 (diesel / up to 2000cc / nominal – VR3D)
RC4	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
	Group N over 1600cc and up to 2000cc
RC5	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 2016 RRSR) and Art 4 -(V1-FIA EUROPEAN RALLY CHAMPIONSHIP FIA 2016 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](http://www.fia.com).
- An FIA Technical Passport is mandatory for S2000, R5, Super 1600 and RGT cars.

#### 4.3.2.1 National BRC Classes / National Entries

- Belgian nationally RACB homologated cars as shown in the table below may participate in the Kenotek Ypres Rally, without eligibility to score ERC points.
- Those cars will start behind all the ERC registered drivers, and among the other drivers of the European Championship Rally, behind them in each equivalent class/groups as shown in the table hereinafter.
- Those cars can only be driven by Belgian licensed drivers or foreign drivers who have registered for participation in the Belgian Rally Championship 2016.
- Those cars will appear in the classifications with (\*) "only Belgian Championship Competitor" without ERC points eligibility, without interacting on the eligible points of the ERC drivers, and also have their own separate Belgian Championship Classification together with the Belgian licensed drivers driving FIA homologated cars shown in table 4.3.2 here above, and also competing for the points of the Belgian Rally Championship.
- The National Class/Group car Drivers shall use the Entry Form for National Class Entries.
- Sporting matters concerning the competitors entered with national homologated cars will be assessed by the panel of National Stewards.
- The National RACB homologated cars will be scrutineered by the RACB National Scrutineers present on the event.
- The whole content of the Supplementary Regulations of the ERC KYR 2016 remains applicable for all drivers of the nationally homologated cars, especially concerning the use of fuel and tyres.

Classes	Groups
RC2	Group R4 (VR4)
RGT N	GTN21 - GTN22 - GTN23 - GTP24 cars
NCE	E12* - E11 - E10 - E9
NCM	M16 - M15 - M14 - M13

(\*) E12 - Expired WRC and A8 homologated cars are not allowed.

All cars and Drivers have to comply with all FIA Safety Regulations Appendix J and Appendix L.

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

##### 4.4.1 Entry fees

Entries	Legal Official Teams Legal Entries	Private Others	Reduced JERC / RC5 cars / National Homologated Cars
Entry Fee with Organisers proposed advertising	€ 2 400	€ 1 750	€ 1 000
Entry Fee without Organisers proposed advertising	€ 4 000	€ 2 400	Not applicable
Reduction if payment until May 23rd, 2016	€ 300	€ 300	Not applicable
Service area per Entrant	120 m <sup>2</sup>	80 m <sup>2</sup>	70 m <sup>2</sup>
Additional Service space	30 m <sup>2</sup> for ERC reg +50 m <sup>2</sup> for extra car	20 m <sup>2</sup> for ERC reg +50 m <sup>2</sup> for extra car	20 m <sup>2</sup> for JERC +50 m <sup>2</sup> for extra car
Price additional Service space	€ 10/m <sup>2</sup>	€ 10/m <sup>2</sup>	€ 10/m <sup>2</sup>
Services (electricity, water, WiFi) for ERC registered competitors.	Free	Free	Free
Services (electricity, water, WiFi)	€ 500 excl 21% VAT	€ 500 excl 21% VAT	€ 500 excl 21% VAT

Price hospitality package*	€ 2 000 excl 21% VAT	€ 2 000 excl 21% VAT	Not applicable
Price additional Hospitality space			
* Compulsory for each commercial exploitation in the service park; including electricity, water and internet connection	€ 30/m <sup>2</sup>	€ 30/m <sup>2</sup>	Not applicable
Recce only	€ 500		

The entrant has to send the exact dimensions of his service area to [service.park@ypresrally.com](mailto:service.park@ypresrally.com) latest by Monday 13 June 2016. A reservation Form for the service area requests (services, hospitality package, extra space etc.) will be available on our website "Documents".

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

**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.

**JERC:** drivers registered in the ERC Junior Championship.

#### 4.4.2 Entry packages

Entries	Legal Official Teams Legal Entries	Private Others	Reduced JERC RC5 cars
<b>Plates &amp; Documents</b>			
Service Plate	2	1	1
Auxiliary Plate	1	0	0
VIP Plate	1	0	0
Printed regulations	2	1	1
Set Roadbooks	2	1	1
Programmes	2	1	1
Additional Auxiliary Plate	€ 125		
Additional Service Plate *	€ 300		
Additional VIP Plate	€ 300		

\* Only 1 additional Service Plate possible.

#### 4.5. Payment details (including details of any applicable taxes)

Entry fee 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

Note! Please ensure that the competitors last name and "KYR16 Entry Fee" is included as a reference on any bank transfer document.

Competitors who wish to receive an invoice for the entry fee must send their invoice details to [andre.bostyn@ypresrally.com](mailto:andre.bostyn@ypresrally.com).

#### 4.6. Refunds

Entry fees will be refunded in full:

- a) to candidates whose entry has not been accepted
- b) in case of the rally not taking place

The organiser may refund part of the entry fee to those competitors who, for reason of “force majeure” (duly certified by their ASN, before the Administrative Check), are unable to start in the rally. This must be applied for in writing (alain.penasse@ypresrally.com), giving the reason of withdrawal, before the Tuesday the 21st of June (Administrative Checks), including bank and account details.

## 5. INSURANCE

**Contract nr 730.261.439 AXA Belgium.** Eligible for the rally including Shakedown.

The Organiser has contracted an Auto Liability Insurance according to Art 16 of the FIA 2016 RRSR, Chapter 2/Art 5 of the National Sporting Rules and the Belgian Law concerning the compulsory liability insurance for motor vehicles of 21 November 1989 – Art 8 which covers the civil third party liability of the FIA, the Officials and the nominative mentioned competitors and crews (on the official list) and this 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

Insured amount:

- Physical injury: unlimited per claim
- Property damage: € 100,000,000 per claim

**All cars participating in the rally must compulsory have a minimum of Motor Vehicle Insurance as proof that the car has valid third party liability insurance for Belgium, the appropriate Green Card (International Motor Insurance Card) 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 “Organizer”

The Organizer has contracted a Civil Public Liability Organizer Insurance, which 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:**

- Physical 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 of these volunteers is also covered.

**Insured amount:**

- Physical 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**. Further more in case of physical injuries, the driver must immediately inform the qualified police authorities and Rally Control at the HQ on the dedicated telephone number mentioned on the back of the Timecards.



**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 2016 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/or 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).

### **5.5. Car recovery**

In case of car recovery request, costs remain at charge of the competitor.

### **5.6. Responsibility waiver**

The Organiser declines any and all responsibility in relation with any consequence of any breach of laws, regulations and decrees of the crossed territories committed by the Drivers or Competitors. Those consequences will be assumed by the perpetrator(s).

The Organiser declines also any and all responsibility in case of cataclysm, demonstrations, riots, assaults, sabotage etc. of which the Competitors, Drivers, team members or occupants of a vehicle could be the victim and the consequences (material, penal and sporting) of which will have to be borne by themselves.

## **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 2016 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: KENOTEK / TOTAL**

**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 (F.F.S.A.): All the competing cars will have a supplementary identification number applied on the car, this for the whole duration of Leg II. 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 **before TC 7D**, 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 (from inside) side.

## 7. TYRES

### 7.1. Tyres specified for use during the rally

In addition to complying with the Art 60, V1-60, V1-62 and Appendix V of the 2016 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	ERC1, ERC2	18	0	18	Not marked
Moulded – FIA Homologated Pattern	ERC 3	14	0	14	Not marked
Moulded – FIA Homologated Pattern	ERC Junior	12	0	12	Not marked
Moulded – FIA Homologated Pattern	Non priority On R5 / S2000	18	N/A	18	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.**

**PIRELLI is the 2016 ERC Junior Tyre Supplier.**

**The Tyre barcodes must always be visible from the outside of the vehicle.**

For the competitors without tyre quantity limitation, the tyre barcodes will only be registered at the tyre marking area after the service park and checked in the technical zone at the end of each section, (FIA RRSR Art. 60.11)

Tyres used during Shakedown are not marked and are not part of the quantity of tyres used for the competition. Only FIA eligible tyres can be used during shakedown.

## 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 2016 RRSR does not apply.

### 8.2. Closing date for ordering fuel

Does not apply.

### 8.3. Technical requirements

#### Art. 59.2 FIA 2016 RRSR and Appendix J Art. 252.9

- Cars of all priority drivers, RGT 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 - Procedures (FIA RRSR Art. 58)

#### Refuelling Zone

**All competitors may only refuel in the refuelling zone.**

Commercial fuel (Super Unleaded 98 Octane) will be available directly from the pumps of Gutts, one of the fuel providers in the main refuelling zone.

#### Fuel restrictions for FIA ERC Junior Competitors

During the whole event, Shake Down included, FIA ERC Junior Competitors are only allowed to use the commercial fuel (Super Unleaded 98 Octane) provided by GUTTS, directly from their pumps, in the main refuel zone as indicated in the Roadbook. Orders must be placed with GUTTS by 17.00 on 17th June 2016.

Competitors can order fuel from this supplier using the order form on Ypres Rally Website

<http://www.gutts.nl/ypresrally>

- Free practice / QS and Shakedown: There will be no refuelling zone after the Service Park in Nieuwkerke.

There will be a refuelling zone:

- 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.

In the refuelling zone, for safety reasons, the refuelling has to be done by means of appropriated certified (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 (FIA RRSR Art. 25)

The registration of all recce-cars is compulsory. The recce-cars conforming to Art 25.1 FIA RRSR 2016 have to be registered at the Rally HQ.

### 9.1. Procedure for registration

The registration for reconnaissance is compulsory and will take place as following:

Option 1	Date and time:	Monday 20 June	17:00 - 20:00
Option 2	Date and time	Tuesday 21 June	09:00 - 20:00
Option 3	Date and time	Wednesday 22 June	08:30 - 09:00

Location: Address: Rally Office - Neermarkt, 8900 Ypres, Belgium  
GPS coordinates: N 50° 51.035 / E 2° 53.081

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 KYR 2016 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) 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, RGT and ERC priority crews.
- To the Rally Office before Friday 24 June at 09:00 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 2016 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 reconnaissance of the rally route has to be done at reasonable speed in accordance to the traffic rules. Under no circumstances may competitors' drive in the opposite direction of the rally traffic on the stage roads, unless instructed by an official of the event. The maximum speed set for the reconnaissance of special stages is 90km/h, except for those cases in which there are speed limit signals and in built-up areas (50 km/h or 30 km/h).

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 an 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
- FIA Homologation Form of the car
- Technical Passport
- Authorization of the owner of the car if he is not one of the drivers



## 10.2. Timetable

Date: Tue 21 June  
 Time: 09:00 - 20:00 (see timetable hereunder)  
 Location: Rally Office - Neermarkt, 8900 Ypres, Belgium  
 GPS coordinates: N 50° 51.035 / E 2° 53.081

Administrative Check Schedule Tuesday 21 June	
Time	Starting number
09:00 - 10:00	VIP1/VIP2/0/00/1/2/3/4/5/6/7/8/9/10
10:00 - 11:00	11/12/14/15/16/17/18/19/20/21/22/23/24/25
11:00 - 12:00	26/27/28/29/30/31/32/33/34/35/36/37/38/39
12:00 - 13:00	40/41/42/43/44/45/46/47/48/49/50/51/52/53
13:00 - 14:00	Break
14:00 - 15:00	54/55/56/57/58/59/60/61/62/63/64/65/66/67
15:00 - 16:00	68/69/70/71/72/73/74/75/76/77/78/79/80/81
16:00 - 17:00	82/83/84/85/86/87/88/89/90/91/92/93/94/95
17:00 - 18:00	96/97/98/99/100/101/102/103/104/105/106/107/108/109
18:00 - 19:00	109/110/111/112/113/114/115/116/117/118/119/120/121
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 22 June 18:00 – 22:00  
 Thursday 23 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 2016 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 on the wire already placed in advance).
- **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 - 2016 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 bank, 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)*

Silvered or tinted films (non-original auto adhesive film or coating) fitted on the rear side windows must have an opening equivalent to a circle of 70mm diameter in order to allow the occupants / content of the car to be seen. There must be an additional opening of 10x12 cm on the rear side windows in front of each timing transponder.

#### **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**

### **11.7.1 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.**

The Safety Tracking System has to be installed in the rally car. This installation, which has to be installed before Scrutineering and will be checked during Scrutineering. For Instruction details regarding collection, installation and return 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 24 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 2016 RRSR 45 and V1-2016 European Rally Championship Art 30 & Art 45.

The start order for Leg 2 shall be applied in accordance with V1-2016 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

provisional Parc Fermé under the control of the Organisers. From there the rally cars will be escorted by the organizer under parc fermé conditions to the final scrutineering and/or the final parc fermé at IBP Ter Waarde. This can be done by a representative of the competitor, duly designated in writing.

At the Podium Ceremony, there will be a specific protected area for Media photographers with corresponding pass.

**Prize giving:** Podium ramp, Grote Markt in Ypres, Saturday 25 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 2016 RRSR.**

#### **12.5.2 Crew 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, or connect within 30 seconds when they stop their car during a special stage. 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 2016 RRSR**

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

#### **12.5.4 SOS/OK signs - see Art 40.2 FIA 2016 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 2016 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 2016 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.**

The Rally Control Emergency number will be printed on the backside of the timecards.

#### **12.5.5.1 Red triangle - FIA 2016 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 2016 RRSR Art 40.5**

Through the safety 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 2016 RRSR).

**12.5.6 Road Section after Flexi Service between TC7C (Flexi Service Out) and TC7D Overnight Parc Fermé in.** According to Article 51.2.3 of the 2016 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.

Similar rules apply for the convoys after TC17D (End of Rally - Podium) and final Parc Fermé and/or Final Scrutineering. These convoys will take place under Parc Fermé rules.

#### **12.5.7 Other points**

During a special stage and/or road sections, any assistance is forbidden. (Art 48 - FIA 2016 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.**

**For public safety reasons, during the FP/QS and Shakedown in Nieuwkerke, it is forbidden to warm up tyres and brakes while driving the car within the Service Park Nieuwkerke.**

**In the street leading to the FP/QS/SD start (Heirweg) zigzag and/or dangerous driving is strictly forbidden between the exit of the tyre marking area and TC Start FP/QS or Start SD. Any infringement will be immediately reported to the stewards.**

During Shakedown tyres will not be marked.

**During the whole Rally:** The Refuelling Area will be situated at the exit of the Main Service Park and followed by the Tyre Marking/Reading 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 adequate 6 kg fire extinguisher, visibly positioned, is obligatory on every service stand. Any infringement will be reported to the Stewards.**

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 2016 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 Park entrance TC, 15 minutes before their individual starting time at TC 0.**

- The Start Park opens at 16:00 on Friday 24th of June 2016
- 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 2016 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 2016 RRSR)

ERC Promoters Address: EUROSPORT EVENTS Ltd  
55 Drury Lane WC2B5SQ London (UK)  
Tel: +44 2074687746  
Fax: +44 2074680023  
e-mail: Jean-Baptiste\_Ley@discovery.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 2016 events must NOT do a separate demand to Eurosport Events Ltd. The previous demand will also be valid for Ypres Rally.

Tapes and/or cards of on-board cameras may be exchanged in the media zone, in regroupes 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 2016 RRSR).

### Media zones

There will be a fenced media zone established prior to the yellow time control board at the entrance time control TZ/regroup park in 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 2016 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 2016 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 and registration to the following address: evelien@allinmotion.be.

### Free Practice / Qualifying (FIA 2016 RRSR V1 Art 30)

Location: Shakedown Nieuwkerke

Date: 23 June at 18:50

See Appendix 1. Itinerary and Art 12.5.7 hereinafter.

Further details will be provided in Rally Guide 2.

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

### Shakedown stage

A shakedown will be held on Thu 23 June under application of Art 29 of FIA 2016 RRSR from 20h30 until 23h00. The non FIA, RGT or ERC registered drivers have to register their participation to the shakedown on their entry form and pay an additional fee of €75 for shakedown participation.

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 of the car during shakedown who 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 shakedown.**

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 23rd of June**

FIA, RGT and ERC Priority Drivers will be allowed to participate in the shakedown after the cars are released from the parc fermé.

### Re-start after retirement / Rally 2

Restart will be allowed under all provisions applied in the Art 46 of the FIA 2016 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 Withdrawal & Restart Officer, at least one hour prior to the publication of the start list of the subsequent Leg (i.e. by Friday 24 June at 24:00).

The competitor must advise the Withdrawal & 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 24 June, between 22:00 and 24:00.

Restarting cars must be presented at the entry of the overnight regroup park prior to Leg 2 no later than 09:20 on Saturday 25 June. Their re-scrutineering will take place in the overnight regroup park on Saturday 25 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 26 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 S.S.	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

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> crew

FIA ERC Championship for Drivers and Co-drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> crew

FIA ERC Championship for Teams:

- 1<sup>st</sup>

FIA ERC 2 Championship for Drivers and Co-drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> crew

FIA ERC 2 Championship for Teams:

- 1<sup>st</sup>

FIA ERC 3 Championship for Drivers and Co-drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> crew

FIA ERC 3 Championship for Teams:

- 1<sup>st</sup>

FIA ERC Junior Championship for Drivers:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> driver

FIA RGT Cup

Ladies Trophy

Colin McRae Flat Out Trophy

ERC Financial Rewards with total value of 20.000 Euro from Eurosport Event Fund to the 7 highest placed eligible ERC registered private drivers of the overall classification using tyres from one of the championship's partner suppliers (Michelin and Pirelli).

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

National Homologated Cars:

- 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> crew

#### **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 2016 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.

On Saturday 25th of June, at 22:45, called cars will be brought by the mandated representative, in convoy from the Arrival Podium to the final scrutineering garage and afterwards to the final Parc Fermé YBP - Ter Waarde, Ypres.

Time: Saturday 25 June at 23:00  
Location: Vereenoothe Autostar  
Zwaanhofweg 8, 8900 Ypres

#### **15.2. Protest fees**

The protest fee is € 500 (Art 55.2 BRSR 2016).

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### 15.2.1 Deposit

According to Art 55.3 BRSR 2016 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

#### ITINERARY " KENOTEK YPRES RALLY 2016 "

terary V8N-updated April 7th 2016

Free Practice / Qualifying FIA & ERC Priority Drivers (Sunrise 05h30 - Sunset 22h00) Thursday 23.06.2016						
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
<b>TC FP</b>	<b>Start of Free Practice</b>					<b>18:00</b>
FREE PRACTICE CLOSED at 19:20						
<b>NSP</b>	Nieuwkerke Service Park Out					<b>19:22</b>
<b>TC QS</b>	Heirweg		0,47	0,47	00:05	<b>19:27</b>
<b>QS</b>	<b>Qualifying Stage</b>	<b>4,79</b>				<b>19:30</b>
<b>TC PF</b>	Park Fermé IN - Early check-in permitted		0,73	5,52	00:10	<b>19:40</b>
Start Order selection at the leper Podium Friday 24/06				<b>12:30</b>		

Qualifying



Start (Sections 1,2)		(Sunrise 05h31 - Sunset 22h00)		Friday 24.06.2016		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
0	leper Start Park Out / Podium / Service IN					16:15
Service A (leper Rally Center)					00:15	
0A	leper Service OUT					16:30
RZ	Refuel					
1	Distance to next refuel	(33,9)	(30,1)	(64,)		
1	De Groene Jager	-	6,87	6,87	00:21	16:51
SS 1	Dikkebus 1	12,61	-	-		16:54
2	Voormezele	-	13,77	26,38	00:33	17:27
SS 2	Wijtschate 1	13,81	-	-		17:30
3	Mesen Markt	-	1,03	14,84	00:17	17:47
SS 3	Mesen 1	7,48	-	-		17:50
3A	Regroup & Technical Zone IN - leper Market Place			-	8,43	15,91
3B	Regroup & Technical Zone OUT				00:25	18:44
	leper Podium / Service IN					
Service B (leper Rally Center)		(33,9)	(30,1)	(64,)	00:30	
3C	leper Service OUT					19:14
RZ	Refuel					
2	Distance to next refuel	(46,46)	(45,4)	(91,86)		
4	Irish Cemetry	-	5,16	5,16	00:19	19:33
SS 4	Langemark	12,56	-	-		19:36
5	De Groene Jager	-	17,01	29,57	00:38	20:14
SS 5	Dikkebus 2	12,61	-	-		20:17
6	Voormezele	-	13,77	26,38	00:33	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	00:30
7B	Park Ferme OUT / Podium / Flexi Service IN				00:10	
					(min,)	
Flexi Service C (leper Rally Center)		(46,46)	(45,4)	(91,86)	00:45	
7C	Flexi Service OUT					
RZ	Refuel					
3	Distance to next refuel	(.)	(10,81)	(10,81)		
7D	leper (YBP) Overnight Park Ferme IN		-	4,87	4,87	00:15
All cars (except re-starting cars) must be returned to Park Ferme no later than						01:23
Friday Totals		80,36	80,37	160,73		
OVERNIGHT REGROUP						

Section 1

Section 2

Re-Start (Sections 3,4,5,6)			(Sunrise 05h31 - Sunset 22h00)		Saturday 25.06.2016	
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
7E	leper (YBP) Overnight Park Ferme OUT					10:20
7F	leper Podium / Service IN	-	5,94	5,94	00:15	10:35
<b>Service D (leper Rally Center)</b>			<b>(10,81)</b>	<b>(10,81)</b>	<b>00:15</b>	
7G	leper Service Out					10:50
RZ	<b>Refuel</b>					
4	<b>Distance to next refuel</b>	(36,83)	(32,33)	(69,16)		
8	Kemmel Dries	-	11,69	11,69	00:29	11:19
<b>SS 8</b>	<b>Kemmelberg 1</b>	<b>13,60</b>	-	-		<b>11:22</b>
9	De Sterkte	-	13,73	27,33	00:33	11:55
<b>SS 9</b>	<b>Hollebeke 1</b>	<b>23,23</b>	-	-		<b>11:58</b>
9A	Regroup & Technical Zone IN - leper Market Place	-	6,91	30,14	00:35	12:33
9B	Regroup & Technical Zone OUT leper Podium / Service IN				00:30	13:03
<b>Service E (leper Rally Center)</b>			<b>(36,83)</b>	<b>(32,33)</b>	<b>(69,16)</b>	<b>00:30</b>
9C	leper Service Out					13:33
RZ	<b>Refuel</b>					
5	<b>Distance to next refuel</b>	(48,07)	(48,5)	(96,57)		
10	Pijpegale	-	10,72	10,72	00:28	14:01
<b>SS 10</b>	<b>Reninge 1</b>	<b>14,50</b>	-	-		<b>14:04</b>
11	Sint-Jan-ter-Biezen	-	14,12	28,62	00:34	14:38
<b>SS 11</b>	<b>Watou 1</b>	<b>14,29</b>	-	-		<b>14:41</b>
12	Lysenthoek	-	7,14	21,43	00:23	15:04
<b>SS 12</b>	<b>Westouter-Boeschepe 1</b>	<b>19,28</b>	-	-		<b>15:07</b>
12A	Regroup & Technical Zone IN - leper Market Place	-	16,52	35,80	00:52	15:59
12B	Regroup & Technical Zone OUT leper Podium / Service IN				00:30	16:29
<b>Service F (leper Rally Center)</b>			<b>(48,07)</b>	<b>(48,5)</b>	<b>(96,57)</b>	<b>00:30</b>
12C	leper Service OUT					16:59
RZ	<b>Refuel</b>					
6	<b>Distance to next refuel</b>	(36,83)	(32,33)	(69,16)		
13	Kemmel Dries	-	11,69	11,69	00:29	17:28
<b>SS 13</b>	<b>Kemmelberg 2</b>	<b>13,60</b>	-	-		<b>17:31</b>
14	De Sterkte	-	13,73	27,33	00:33	18:04
<b>SS 14</b>	<b>Hollebeke 2</b>	<b>23,23</b>	-	-		<b>18:07</b>
14A	Regroup & Technical Zone IN - leper Market Place	-	6,91	30,14	00:35	18:42

Section 3

Section 4

Section 5

14B	Regroup & Technical Zone OUT Ieper Podium / Service IN				00:30	19:12
<b>Service G (Ieper Rally Center)</b>		<b>(36,83)</b>	<b>(32,33)</b>	<b>(69,16)</b>	<b>00:30</b>	
14C	Ieper Service OUT					19:42
RZ	<b>Refuel</b>					
7	<b>Distance to next refuel</b>	<b>(48,07)</b>	<b>(48,5)</b>	<b>(96,57)</b>		
15	Pijpegale	-	10,72	10,72	00:28	20:10
SS 15	<b>Reninge 2</b>	<b>14,50</b>	-	-		<b>20:13</b>
16	Sint-Jan-ter-Biezen	-	14,12	28,62	00:34	20:47
SS 16	<b>Watou 2</b>	<b>14,29</b>	-	-		<b>20:50</b>
17	Lysenthoek	-	7,14	21,43	00:23	21:13
SS 17	<b>Westouter-Boeschepe 2</b>	<b>19,28</b>	-	-		<b>21:16</b>
17A	Ieper Rally Center Technical Zone IN	-	16,52	35,80	00:55	22:11
17B	Technical Zone OUT - Service IN				00:03	22:14
<b>Service H (Ieper Rally Center)</b>		<b>(48,07)</b>	<b>(48,5)</b>	<b>(96,57)</b>	<b>00:10+(2')</b>	
17C	Service OUT					22:26
17D	Holding IN - Podium - Finish -		0,72	0,72	00:07	22:33
Convoy to final scrutineering and/or final PF IBP Ter Waarde						
<b>Saturday Totals</b>		<b>169,80</b>	<b>168,32</b>	<b>338,12</b>		

Section 6


TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
Friday 24 June - Sections 1, 2 - (7 SS)	80,36	80,37	160,73	50,00%
Saturday 25 June - Sections 3, 4, 5, 6 - (10 SS)	169,80	168,32	338,12	50,22%
<b>Total - 17 SS</b>	<b>250,16</b>	<b>248,69</b>	<b>498,85</b>	<b>50,15%</b>

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

DIFFERENT SERVICE LOCATIONS	YPRES	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).



### KENOTEK YPRES RALLY

### 23 - 25 June 2016

1

RECCE PASSAGE CONTROL CARD COMPETITOR NR:

DAY	NAME SS	1 ° PASSAGE				2 ° PASSAGE			
		STAMP Start	Time	Stop	Time	STAMP Start	Time	STAMP Stop	Time
Day 1 <b>WEDNESDAY</b> 22/06/2016 09h00 - 21h00	Dikkebus								
	Langemark								
	Reninge								
	Watou								
	Westouter								
Day 2 <b>THURSDAY</b> 23/06/2016 09h00 - 17h00	Recce SD 9-12 h								
	Kemmelberg 9-12 h								
	Wijtschate								
	Mesen								
	Hollebeke								

This card has to be returned: To the CRO at the start of the FREE PRACTICE on 23 June by the FIA and ERC priority crews.  
To the RALLY OFFICE in HQ by Friday 24 of June at 08h00 latest by all the 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  
Tel:  
+32 498 868 906



**Clément Masclef**  
Competitors  
Relations Officer  
License nr: 9632  
Tel:  
+32 471 900 148



**Kathi Wüstenhagen**  
Competitors Relations  
Officer  
License nr: IC1078328  
Tel:  
+32 471 906 103

## 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 2016 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 2016 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

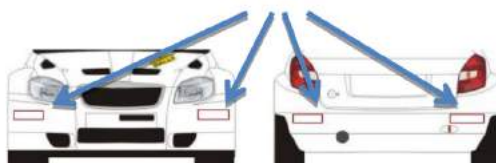


3 - ERC: 2 side mirrors stickers of each rally car

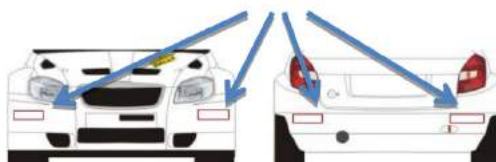


4 - ERC: 2 stripes on both rear and front bumpers Michelin or Pirelli.

ERC1, ERC2, ERC3



ERC Junior



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:

- 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;
- 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;
- not mandatory for the following categories of alternative energy vehicles: I, III, IIIA, IV, V Electric Karts, VII and VIII;
- 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:

<b>Helmet <sup>(2)</sup></b>	<b>Tether system (tether, tether end fitting and helmet anchorage)</b>
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.

### 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		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	

### 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

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

During 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.

### 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 26 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 24 June 23:00 - 24:00 or Saturday 25 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	<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>