



SUPPLEMENTARY REGULATIONS

YPRES RALLY 22-24 JUNE 2017

INDEX

1. INTRODUCTION.....	4
1.1. INTRODUCTION	4
1.2. ROAD SURFACE	4
1.3. OVERALL SS DISTANCE AND TOTAL DISTANCE OF THE ITINERARY	4
2. ORGANISATION.....	4
2.1. TITLES FOR WHICH THE RALLY COUNTS.....	4
2.2. VISA NUMBERS – FIA AND ASN.....	4
2.3. ORGANISERS NAME AND CONTACT DETAILS	5
2.4. ORGANISATION COMMITTEE	5
2.5. STEWARDS OF THE MEETING.....	5
2.6. SENIOR OFFICIALS	5
2.7. HQ LOCATION AND CONTACT DETAILS	6
2.8. OFFICIAL NOTICE BOARD LOCATION	6
3. PROGRAMME.....	6
3.1. SCHEDULE BEFORE THE RALLY WEEK	7
3.2. SCHEDULE DURING THE RALLY WEEK	7
4. ENTRIES.....	8
4.1. CLOSING DATE FOR ENTRIES	8
4.2. ENTRY PROCEDURE.....	8
4.3. NUMBER OF COMPETITORS ACCEPTED AND CLASSES	8
4.4. ENTRY FEES AND ENTRY PACKAGES FOR COMPETITORS	10
4.5. PAYMENT DETAILS (INCLDING DETAILS OF ANY APPLICABLE TAXES).....	11
4.6. REFUNDS.....	11
5. INSURANCE.....	11
5.1. MOTOR VEHICLE LIABILITY.....	11
5.2. PUBLIC LIABILITY “ORGANIZER”	11
5.3. PUBLIC LIABILITY “VOLUNTEERS”.....	12
5.4. BEHAVIOUR IN CASE OF ACCIDENT (NATIONAL TRAFFIC RULES).....	12
5.5. CAR RECOVERY	12
5.6. RESPONSIBILITY WAIVER	13
6. ADVERTISING AND IDENTIFICATION	13
6.1. IDENTIFICATION	13
6.2. TEAM SERVICE VEHICLES.....	13
7. TYRES.....	13
7.1. TYRES SPECIFIED FOR USE DURING THE RALLY	13
7.2. TYRES FOR USE ON RECONNAISSANCE	14
8. FUEL.....	14
8.1. TYPES OF FUEL	14
8.2. ORDERING PROCEDURE	15
8.3. TECHNICAL REQUIREMENTS	15
8.4. DISTRIBUTION - PROCEDURES (FIA 2017 RRSR ART. 58).....	15
9. RECONNAISSANCE (FIA 2017 RRSR ART. 25).....	16
9.1. PROCEDURE FOR REGISTRATION	16
9.2. SPECIFIC AND/OR NATIONAL RESTRICTIONS	16
9.3. RECONNAISSANCE SCHEDULE.....	17
10. ADMINISTRATIVE CHECKS	17
10.1. DOCUMENTS TO BE PRESENTED	17
10.2. TIMETABLE.....	17
11. SCRUTINEERING	17
11.1. VENUE AND TIMETABLE	17
11.2. MUD FLAPS (APPENDIX J ARTICLE 252.7.7).....	18
11.3. WINDOWS/NETS (APPENDIX J ARTICLE 253.11).....	18
11.4. DRIVER’S SAFETY EQUIPMENT	18
11.5. NOISE LEVEL	18
11.6. SPECIAL NATIONAL REQUIREMENTS	18

11.7. RESPONSIBILITY OF THE COMPETITOR	19
12. OTHER PROCEDURES	19
12.1. START PROCEDURE AND ORDER	19
12.2. FINISH PROCEDURE	19
12.3. PERMITTED EARLY CHECK-IN	20
12.4. CHANGE OF TIME CARD DURING THE RALLY	20
12.5. SUPER SPECIAL STAGE PROCEDURE AND RUNNING ORDER.....	20
12.6. ANY SPECIAL PROCEDURES / ACTIVITIES INCLUDING THE ORGANISERS' PROMOTIONAL ACTIVITIES.....	20
12.7. OFFICIAL TIME USED DURING THE RALLY	23
13. IDENTIFICATION OF OFFICIALS	23
14. PRIZES.....	24
15. FINAL CHECKS	24
15.1. FINAL CHECKS – ATTENDANCE AND LOCATION.....	24
15.2. PROTEST FEES.....	24
15.3. APPEAL DEPOSIT FEES	24
APPENDIX 1 – QUALIFYING.....	25
APPENDIX 1 – ITINERARY FRIDAY, SECTION 1-2	26
APPENDIX 1 – ITINERARY SATURDAY, SECTION 3-6	27
APPENDIX 2 – RECONNAISSANCE SCHEDULE.....	28
APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO'S AND THEIR ITINERARY	29
APPENDIX 4 – DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING.....	29
APPENDIX 5 – QUALIFYING STAGE WITH PRACTISE (ART. 30 2017 FIA RRSR V1)	32
APPENDIX 6 – EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND ANY OTHER SAFETY REQUIREMENTS	34
APPENDIX 7 – SAFETY TRACKING SYSTEM	36
APPENDIX 8 – SPEED LIMITS	37

1. INTRODUCTION

1.1. INTRODUCTION

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2017 FIA Regional Rally Sporting Regulations, the 2017 Belgian National Sporting Regulations and the 2017 British Rally Championship Sporting Regulations which comply with the FIA regulations, 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 or the Stewards).

1.2. ROAD SURFACE

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

1.3. OVERALL SS DISTANCE AND TOTAL DISTANCE OF THE ITINERARY

SS distance:	259,35 km
Total distance of the event:	552,11 km
Number of Special Stages:	20 (11 different)
Number of Sections:	6
Number of Legs:	2

2. ORGANISATION

2.1. TITLES FOR WHICH THE RALLY COUNTS

FIA Benelux Rally Trophy
FIA European Rally Trophy
FIA European Rally Trophy (ERT) for Drivers and Co-Drivers
FIA ERT 2 Trophy (ERT2) for Drivers and Co-Drivers
FIA ERT 3 Trophy (ERT3) for Drivers and Co-Drivers
FIA ERT Junior Trophy (ERTJ) for Drivers

2.1.1 OTHER TITLES FOR WHICH THE RALLY COUNTS

Tour European Rally
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
MSA British Rally Championship for Drivers
MSA British Rally Championship for Co-Drivers
MSA British Rally Championship for Teams
MSA British Rally Championship for Manufacturers
MSA Junior British Rally Championship
MSA Cadet British Rally Championship
MSA Ladies Trophy

2.2. VISA NUMBERS – FIA AND ASN

Belgian ASN visa no:	BRC17/KYR06	issued on: 20/04/2017
FIA visa no:	13ERT/280417	issued on: 28/04/2017

2.3. ORGANISERS NAME AND CONTACT DETAILS

SuperStage vzw

Address: Vlamingstraat 4, B- 8560 Wevelgem

Telephone: +32 (0)56 43 28 81

Fax: +32 (0)56 43 28 61

E-mail: info@ypresrally.com

Web site: www.ypresrally.com

2.4. ORGANISATION COMMITTEE

Chairman: Alain Penasse

Financial Director: André Bostyn

Secretary: Jan Huyghe

Organisation management team

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

2.5. STEWARDS OF THE MEETING

Chairman (appointed by the FIA): Andy Millns (GBR)

Steward (appointed by the FIA): Miha Levec (SVN)

ASN Steward: Ludo Peeters (BEL)

Secretary to the Stewards: TBA (TBA)

2.5.1 ASN DELEGATES

RACB Nat. Rally Manager: Etienne Massillon

RACB Nat. Technical Delegate: Jean-Pierre Debacker

RACB Nat. Time Keeping Coordinator: Ghislain Decobek

For MSA BRC only:

MSA BRC Manager: Iain Campbell

MSA BRC Sporting Consultant: Andrew Kellitt

MSA BRC Media: MPA Creative

MSA BRC Technical Delegate: Robert McDonald

2.6. SENIOR OFFICIALS

Clerk of the Course:	Emilia Abel	emilia.abel@ypresrally.com
Sporting Advisor:	Alain Penasse	alain.penasse@ypresrally.com
Chief Safety Officer/ Deputy COC:	Jan Vervisch	jan.vervisch@ypresrally.com
ACOC - Chief of Communications:	Peter Deckmyn	peter.deckmyn@ypresrally.com
ACOC Route:	Yves Qvick	yves.qvick@ypresrally.com
Chief Medical Officer:	Dr Tom Declercq (RIZIV-number: 1-36527-49-100)	
Deputy Medical Officer:	Dr Evi Steen	
Deputy Safety Officer/Rescue Chief:	Gunter Archie	gunter.archie@ypresrally.com
C.R.O. / Retirement & Restart Officer:	Boudewijn Baertsoen	
C.R.O.:	Clément Masclef (FRA)	
C.R.O.:	Robert Lyttle (IRL)	
Secretary of the Rally:	Nicole Nelissen	nicole.nelissen@ypresrally.com

2.6.1 MAJOR OFFICIALS

C.F.O. /Relationship Authorities:	André Bostyn	andre.bostyn@ypresrally.com
Sales & Marketing Director:	Jan Huyghe	jan.huyghe@ypresrally.com
Brand Manager:	Frederik Debruyne	frederik.debruyne@ypresrally.com
Service Park Manager:	Evelien Deschuytter	service.park@ypresrally.com
HQ Manager:	Peter Deckmyn	peter.deckmyn@ypresrally.com
Results Officer:	Chris Deschildre	chris.deschildre@ypresrally.com
Assistant Safety Officer:	Frederik Sohier	frederik.sohier@ypresrally.com
Recce Coordinator / STS Officer:	Norbert Dumoulin	norbert.dumoulin@ypresrally.com

Mobile Marshals Coordinator (HQ):	Pierre Lacante	
Scrutineering Officer:	Jordan Vanoverschelde	
Refuel Officer:	Roger Vanoverschelde	
Ceremony Master:	Patrick Bostyn	patrick.bostyn@ypresrally.com
Logistic Manager:	Melissa Bolle	melissa.bolle@ypresrally.com
Logistic Coordinator /		
Environment Officer:	Bart Vanhastel	
PR & Media Relations Officer:	Hugo Van Opstal	hugo.vanopstal@ypresrally.com
Ticketing Officer:	Ilse Devos	ilse.devos@ypresrally.com
Chief Marshal:	Jean Pierre Deleersnijder	
Regroup & Parc Fermé Officer:	Joris Mullie	
Operations Team:	Dorine Bouten	
	Yves Bruyneel	
Operations Team:	Roland Deknock	
	Jeroen Demeulenaere	

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

2.7. HQ LOCATION AND CONTACT DETAILS

Rally HQ from Tuesday 20 June until Sunday 25 June
 Neermarkt, 8900 Ypres, Belgium
 GPS coordinates: N 50° 51.035 / E 2° 53.081
 Rally office phone: +32 57 56 894390*
 E-mail: info@ypresrally.com

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

2.8. OFFICIAL NOTICE BOARD LOCATION

All official documents of the Rally will be published on the "On-line Notice Board" of the Rally website ypresrally.com, and will be available to all users.

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 "Online Official Notice Board". All competitors will be requested to confirm this e-mail address during the Administrative Checks.

3. PROGRAMME

Rally HQ opening hours:

Tuesday	20 June	14:00 - 19:00
Wednesday	21 June	09:00 - 14:00
Thursday	22 June	09:00 - 18:00
Friday	23 June	09:00 - 24:00
Saturday	24 June	09:00 - 01:00

3.1. SCHEDULE BEFORE THE RALLY WEEK

Friday 7 April 2017	
Supplementary Regulations published Opening date for entries	Website
Friday 19 May 2017	
Road Book, Rally Guide 2 and route map available	Website
Monday 22 May 2017	
Closing date of entries at reduced fee	Website
Wednesday 7 June 2017	
Closing date of entries	Website
Tuesday 13 June 2017	
Original entry form must reach the organiser Publication of entry list with allocated competition numbers Closing date for order of Service Park facilities	Rally office Website service.park@ypresrally.com
Wednesday 14 June 2017	
Closing date for Media accreditation	media@ypresrally.com

3.2. SCHEDULE DURING THE RALLY WEEK

Tuesday 20 June 2017		
14:00 - 19:00	Rally office opens Administrative checks and collection of materials Registration for Reconnaissance Registration for Shakedown Collection of GPS tracker for reconnaissance / Safety tracking system	Rally Office
17:00	Pre-rally Press conference	Yperley, St-Jacobsstraat 1, Ypres
Wednesday 21 June 2017		
From 08:00	Service Park opens	Only Grote Markt and Sint Maartensplein, Ypres
09:00 - 14:00	Administrative checks and collection of materials Registration for Reconnaissance Registration for Shakedown Collection of GPS tracker for reconnaissance / Safety tracking system	Rally Office
14:00 - 21:00	Reconnaissance of Special Stages	Recce schedule
13:30 - 16:30	Media centre and media accreditation opens	Novotel, Ypres
18:00 - 22:00	Scrutineering incl. sealing and marking	Garage Gamme, Ypres
Thursday 22 June 2017		
07:00 - 15:00	Scrutineering incl. sealing and marking	Garage Gamme, Ypres
From 08:00	Service Park opens	Grote Markt, Sint Maartensplein and Vanpeereboomplein, Ypres
09:00 - 12:00	Reconnaissance Shakedown	Recce schedule
09:00 - 16:00	Reconnaissance of Special Stages	Recce schedule
11:00	Publication of the Start list for the qualifying stage	Official Notice Board (ONB)
15:00	Team managers briefing on invitation	Rally HQ
18:00 - 19:45	Practise (Gold entries)	Nieuwkerke

19:45 - 20:45 20:45 - 23:00 21:15 21:45	Qualifying stage (Gold entries) Shakedown (All entries) Publication of Provisional Classification Qualifying Publication of Official Classification Qualifying	Nieuwkerke Nieuwkerke Rally HQ, ONB Rally HQ, ONB
Friday 23 June 2017		
09:00 - 12:00 12:30 12:45 14:00 14:30 15:45 16:15 22:00 22:00 - 24:00 23:00 - 24:00 24:00	Reconnaissance of Special Stages Selection of Starting positions (Gold entries) Autograph session (only on invitation) First Stewards' meeting Publication of Start list for Leg 1 Press conference Opening of Start Park for 1 st car Start of Leg 1 Finish of Leg 1 (1 st car) Medical examination for restarting teams/crews involved in an accident during Leg 1 Possible return of Safety tracking system Deadline confirmation of Rally 2 restart intention	Recce schedule Podium, Grote Markt, Ypres Podium, Grote Markt, Ypres Stewards room, Rally HQ Rally HQ, ONB Media Centre TC Start Park, Ypres Start podium, Ypres Overnight Parc Fermé Rally HQ Rally HQ Rally HQ, Restart Officer
Saturday 24 June 2017		
01:00 09:50 22:29 22:45 - 01:00 23:00 23:15	Publication of Start list for Leg 2 Start of Leg 2 Podium ceremony and Prize-giving, finish of Leg 2 Final return of Safety tracking system Final scrutineering Post-rally press conference	Rally HQ, ONB Overnight Parc Fermé out Podium, Grote Markt, Ypres Rally HQ Garage Autostar, Ypres Media Centre
Sunday 25 June 2017		
01:00 01:30	Publication of Provisional Final Classification Publication of Final official classification	Rally HQ, ONB Rally HQ, ONB

4. ENTRIES

4.1. CLOSING DATE FOR ENTRIES

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

4.2. ENTRY PROCEDURE

Those wishing to take part in Ypres Rally 2017 must fill in the electronic entry form published at www.ypresrally.com duly completed before the closing date for entries (Art. 21, 22 & 23 FIA 2017 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 12th June.

4.3. NUMBER OF COMPETITORS ACCEPTED AND CLASSES

4.3.1 NUMBER OF COMPETITORS

The number of entrants accepted in the rally is 130. If more than 130 entries are received, the organiser reserves the right to decide which entries among the non-priority drivers will be accepted. Drivers with FIA priority or registered for the 2017 MSA British Rally Championship are seen as Priority Entrants.

4.3.2 CLASSES

With reference to Art 4 in FIA 2017 RRSR, the classes will be divided according to the table below. Cars entered in a class with less than 5 entrants will be elevated to the next class.

Classes	Groups
RC2	S2000-Rally: 2.0 Atmospheric
	S2000-Rally: 1.6T engine with a 28mm restrictor
	Group R5 (VR5)
	Group NR4 over 2000cc (actual N4)
RGT	RGT cars (FIA R-GT Cup)
RC3	Group A car over 1600cc and up to 2000cc
	Super 1600
	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 2017 RRSR) and Art 4 - (V1-FIA EUROPEAN RALLY CHAMPIONSHIP FIA 2017 RRSR).

- In addition, the homologation period for certain cars in all Regional Championships has been extended to 31 December 2017, subject to safety requirements. The full list of cars with an extended homologation period can be found on www.fia.com.
- An FIA Technical Passport is recommended for R5, S2000, Super 1600 and RGT cars (optional for cars entered in a rally of an FIA Cup or Trophy).
- RGT cars must have a valid FIA RGT technical passport, in compliance with 2017 Appendix J, Art. 256.

4.3.2.1 NATIONAL BRC CLASSES / NATIONAL ENTRIES

- Belgian nationally RACB homologated cars as shown in the table below may participate in the Ypres Rally, without eligibility to score ERT points.
- Those cars will appear in the classifications without ERT points eligibility, without interacting on the eligible points of the ERT drivers but 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 ERT KYR 2017 remains applicable for all drivers of the nationally homologated cars, especially concerning the use of fuel and tyres.

Classes	Groups
RC1	Group A8 (N4 with 34mm restrictor)
RC2	S2000-Rally: 1.6T engine with 30mm restrictor
RGT N	Nat RGT - GTN21 - GTN22 - GTN23 - GTP24 cars
NCE	E12 - E11 - E10 - E9
NCM	M16 - M15 - M14 - M13

All cars and Drivers must 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	Gold	Private	Reduced Junior entries / RC5 cars
Entry Fee with Organisers proposed advertising	€ 2 100	€ 1 600	€ 1 000
Entry Fee without Organisers proposed advertising	€ 4 200	€ 3 200	Not applicable
Reduction if payment received before May 23 2017	€ 300	€ 300	Not applicable
Service area per Entrant	100 m ²	80 m ²	60 m ²
Price additional Service space	€ 15-30/m ²	€ 15/m ²	€ 15/m ²
Services (electricity, water)	€ 250 excl 21% VAT	€ 250 excl 21% VAT	€ 250 excl 21% VAT
Qualification (only for RC2 and RGT)	Included	Not applicable	Not applicable
Shakedown	Included	€ 50	€ 50
Price hospitality package including 100 m ²	€ 2 400 excl 21% VAT	€ 2 400 excl 21% VAT	Not applicable
Price additional Hospitality space	€ 30/m ²	€ 30/m ²	Not applicable
* Compulsory for each commercial exploitation in the Service Park; including electricity, water and Wi-Fi			
Recce only	€ 500 excl 21% VAT		

The entrant has to communicate the exact dimensions of his service area on his entry form latest by Tuesday 7 June 2017. A reservation Form for the hospitality package will be available on our website "Documents".

Gold entries: Gold Entries are open for competing RC2 and RGT cars entered by a team, a company or other legal entity with a competitor's license. These entries will be allowed to participate in the Qualifying Stage and will be able to choose their starting position for Leg 1.

Private entries: Private Entries are competing cars entered by either a driver or co-driver with competitor's license or a RACB registered Drivers Club for the Belgian teams/crews. These entries will not be allowed to participate in the Qualifying Stage.

Junior Entries: drivers under 27 (*born after 1.1.1990*) will be eligible as Junior Entrant if driving a RC4 or RC5 car. Team/crew willing to earn points for FIA ERT Junior Trophy (ERTJ) need to be driving a R2 car.

4.4.2 ENTRY PACKAGES

Entries	Gold	Private	Reduced Junior entries / RC5 cars
Plates & Documents			
Service Plate	2	1	1
Auxiliary Plate	1	0	0
VIP Plate	1	0	0
Set Road books	2	1	1
Programmes	2	1	1
Regulations	online	online	online

Suppliers tires and fuel	€ 300 excl 21% VAT
Additional Auxiliary Plate	€ 100 excl 21% VAT
Additional Service Plate *	€ 300 excl 21% VAT
Additional VIP Plate	€ 200 excl 21% VAT
Extra set of Road Books	€ 50 excl 21% VAT

* Only 1 additional Service Plate possible.

4.5. PAYMENT DETAILS (INCLDING 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 "KYR17 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.

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 20 June (Administrative Checks), including bank and account details.

5. INSURANCE

Contract nr 730.261.439 AXA Belgium. Eligible for the rally including Qualifying Stage and Shakedown.

The Organiser has contracted an Auto Liability Insurance according to Art 16 of the FIA 2017 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 nominative mentioned competitors (on the official list) and this only during the Shakedown, Practise, 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 disqualification.

5.1. MOTOR VEHICLE LIABILITY

Insured amount:

- Bodily injury: unlimited per claim
- Property damage: € 100,000,000 per claim (index)

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) must 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

Liability:

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

Legal assistance:

€ 15.000 per claim

Insureds:

The Organiser

The FIA

The RACB

The officials

The National Sports Commission

The members of the Red Cross or similar Organisation

The members of the Civil Protection

The participants

The marshals

The intervention vehicles

And in general, every person which participates in the organisation of the rally

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:

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

5.4. BEHAVIOUR IN CASE OF ACCIDENT (NATIONAL TRAFFIC RULES)

In case of an accident with material damage only, the competitor has the **absolute legal obligation** to report verbally at the next Time Control and by a detailed report in writing before the end of the "Leg" at the Clerk of the Course's office to the Withdrawal Officer. Lack of declaration of third party material damage, will be sanctioned with a **€ 500 penalty**. Furthermore, in case of 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 must 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 teams/crews stopped by this procedure will receive a suitable time according to FIA 2017 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 must 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 must be made in the same conditions by the competitor.
- Inobservance of the here above-mentioned rules will be automatically sanctioned with the disqualification 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 12.6.5 hereinafter).

5.5. CAR RECOVERY

To ensure safety, the car of a competitor who fails to complete the stage will be transported by the organisers to the end of the stage or to a safe location for evacuation. (2017 FIA RRCSR Art 41.3.2)

5.6. RESPONSIBILITY WAIVER

The Organiser declines 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 all responsibility in case of cataclysm, demonstrations, riots, assaults, sabotage, terrorism 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 must be borne by themselves.

6. ADVERTISING AND IDENTIFICATION

6.1. IDENTIFICATION

Competition numbers and rally plates according to the 2017 FIA RRSR and 2017 RACB SR, Art. 18 and 19 will be issued by the organiser. See also Appendix 4.

Numbers and plates must be affixed on the rally car before the car is brought to scrutineering and must be visible throughout the duration of the rally.

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: | disqualification |
| • 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 |

All other teams/crews should follow the indication specified in Appendix 4 of these supplementary regulations.

Teams/crews registered for MSA BRC are waived from the indication above and are obliged to carry door advertising and windscreen sun strip according to the 2017 MSA Sporting Regulations. British drivers not registered for the MSA BRC, must follow the indications as per Appendix 4 of these Supplementary Regulations.

6.1.1 WINDSCREEN

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

6.2. 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 2017 Regional Rally Sporting Regulations, the following quantities and type of tyre are confirmed for use.

All cars must be fitted with moulded tyres. Hand cutting of the specified tread pattern is not allowed.

Tyre type	FIA Class	Max nr of tyres	Extra for Practise and Qualifying	Total for the rally	Shakedown
Moulded – FIA homologated pattern	RC2, RGT	18	4	22	Out of quota
Moulded – FIA homologated pattern	RC3, RC4	12	0	12	Out of quota
Moulded – FIA homologated pattern	Others	12	0	12	Out of quota

Tyre type	Nat Class	Max nr of tyres	Extra for Practise and Qualifying	Total for the rally	Shakedown
Moulded – FIA homologated pattern	RGT N	18	0	18	Out of quota
Moulded – FIA homologated pattern	Others	12	0	12	Out of quota

List of eligible asphalt tyres is available on:

http://www.fia.com/sites/default/files/2015_asphalt_tyre_fia_eligibility_29.05.2015.pdf

The tyre barcodes must always be visible from the outside off the vehicle.

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 2017 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 eligible asphalt tyres can be used during shakedown.

7.2. TYRES FOR USE ON RECONNAISSANCE

Only road-homologated series production tyres for asphalt are allowed.

8. FUEL

8.1. TYPES OF FUEL

All competitors must use FIA fuel as approved by the suppliers of the 2017 Belgian or the 2017 British Rally Championship suppliers.

8.1.1 All competitors, except registered competitor of the 2017 MSA British Rally Championship, must use fuel provided from the dispensers of the supplier of the 2017 Belgian Rally Championship, appointed by the RACB Sport, in the official refuel zone stated in the road book.

8.1.2 Registered competitors of the 2017 MSA British Rally Championship must use the fuel provided from the dispensers of the supplier of the 2017 MSA British Rally Championship, appointed by MSA, in the official refuel zone stated in the road book.

8.1.3 The specifications of the fuels and from the suppliers appointed by RACB Sport and MSA are available in the Appendix 6.

8.1.4 Addition of any compliments to those fuels is strictly forbidden.

8.1.5 Cars homologated in group VR2B and VR2C must use 98 Oct fuel.

8.2. ORDERING PROCEDURE

8.2.1 No later than 3 weeks prior to the day of the start of the rally, competitors must notify their fuel requirements to one of the suppliers at the address given hereunder:

GUTTS (official fuel supplier for all entrants except MSA BRC)

Website: <https://gutts.be/shop/refueling-services/>

E-mail: shop@gutts.be

Vital Equipment (official fuel supplier MSA British Rally Championship)

Website: <http://www.vitalequipment.co.uk/brc-control-fuel-order-form-28-w.asp>

E-mail: orders@vitalequipment.co.uk

Tel: +44 1981 241169

8.2.2 Information about times and places of the distribution of fuel throughout the programme of the rally will be given in Rally Guide 2.

8.2.3 Competitors are responsible for settling direct with the supplier, or supplier's agent, all matters relating to supply and payment.

8.3. TECHNICAL REQUIREMENTS

8.3.1 The RACB Sport and MSA reserves the right, at all times and without having to state the reasons, to replace the fuel with another fuel conforming to the Code (Appendix J).

8.3.2 All competitors are required to fit FIA-specified refuel couplings, except drivers using a car which retains the standard tank.

8.3.3 The RACB Sport and the MSA cannot be held responsible for any consequences arising from the use of any fuel

8.3.4 The RACB Sport reserves the right to check the fuel of any competitor at any time.

8.4. DISTRIBUTION - PROCEDURES (FIA 2017 RRSR ART. 58)

Refuelling Zone

All competitors may only refuel in the refuelling zone.

- Practise / 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 crossing of N308 and N38, GPS coordinates N 50° 51.214 / E 2° 52.723 (see road book).

To access the refuelling zones each service team/crewmember (maximum of 2) must wear the armband (provided with the service pack) and fireproof protection clothing.

9. RECONNAISSANCE (FIA 2017 RRSR ART. 25)

See also Art. 25 in the 2017 FIA RRSR.

The registration of all recce-cars is compulsory. The recce-cars conforming to Art 25.1 FIA 2017 RRSR must 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	Tuesday 20 June	14:00 - 19:00
Option 2	Date and time	Wednesday 21 June	09:00 - 14:00

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

For Gold entries and Priority Drivers (See Art 4.4 here above), materials and documents may be collected and reconnaissance registration may be done by a team member duly designated in writing (nicole.nelissen@ypresrally.com). Other teams/crews will be obliged to attend in person.

9.1.1 Reconnaissance registration form

The reconnaissance registration form, duly completed, must be submitted during the registration or sent by e-mail to nicole.nelissen@ypresrally.com previously to registration. The form will be available on the official KYR 2017 website under section "Competitors".

When a competitor's reconnaissance car should be replaced for any reasons, the competitor must inform the Clerk of the Course and provide the details of the replacement car. The reconnaissance sticker must 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 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

9.2.1 PASSAGES

Crews are authorised to drive a maximum of 2 times through each special stage in accordance to the schedules given in Appendix 2. The passages must be driven in the same direction as the rally, at a reduced speed and fully respecting the Traffic Laws. Special stages that are run twice during the rally may only be driven as one stage during recce. All passages through the special stages will be recorded by GPS tracking device. Time cards will be used.

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

Per km/hour over the speed limit: € 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.

Teams/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.

9.2.2 SPEED LIMITS

Maximum speed allowed during reconnaissance is 70 km/h on special stages, unless another speed limit is indicated by traffic signs or by written instructions in the Road Book (or in bulletins). All crews are reminded of Art. 20.2 in the 2017 FIA RRSR.

9.2.3 TYRES

For reconnaissance tyre regulations see Art. 7.2

All teams/crews are permitted a maximum of 2 passages over each special stage.

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.

Teams/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.

9.3. RECONNAISSANCE SCHEDULE

See Appendix 2.

Any infringement or disrespect to the time schedule duly recorded and reported to the clerk of the course by **the police or any of the event officials listed in Art 2.7** here above, will be reported to the Stewards.

10. ADMINISTRATIVE CHECKS

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 must 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

Any team/crew taking part in the rally must attend the administrative checks and present all the requested documents in accordance with the time schedule hereinafter.

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

Option 1	Date and time	Tuesday 20 June	14:00 - 19:00
Option 2	Date and time	Wednesday 21 June	09:00 - 14:00

11. SCRUTINEERING

11.1. VENUE AND TIMETABLE

Location: Garage Gamme NV
Kruiskalsijdestraat 4, 8900 Ypres
Date and time: Wednesday 21 June 18:00 - 22:00
Thursday 22 June 07:00 - 15:00

Any team/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 an hour lateness.

The cars should be presented with dismantled sump guard, which must remain with the car for weighing purpose, and **fully prepared and ready** for all necessary sealing and marking (Art 63 FIA 2017 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.**
- **For all R5, S2000, Super1600 and RGT cars the FIA Technical passport must be presented and its marking is recommended (optional for cars entered in a rally of an FIA Cup or Trophy).**
- **RGT cars must have a valid FIA RGT technical passport, in compliance with 2017 Appendix J, Art. 256.**

For all the cars, the complete original FIA homologation form must be presented with the car.

At scrutineering, all competitors must 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)

11.4. DRIVER'S SAFETY EQUIPMENT

Drivers safety equipment will be checked at scrutineering. For specifications see Appendix 6.

11.5. NOISE LEVEL

The maximum noise level permitted on road sections is 95 db. Cars not complying with this rule will not be allowed to start. The noise will be measured with a sonometer regulated at "A" and "SLOW", placed at an angle of 45 degrees to and 50 cm from the exhaust outlet, with the car's engine running at 3 500 rpm.

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 brochurers 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 must 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 team(s)/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 disqualification of the competitor. This decision will be without appeal for the competitors and will entail the obligation of an inspection in the C.T.A. (Technical Automobile Center) before any new entry in another road event. When a vehicle went off road causing the retirement of the vehicle, the team/crew must 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. 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. START PROCEDURE AND ORDER

There is no Ceremonial start.

The Rally start will take place on Friday 23 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 2017 RRSR 45.

12.2. FINISH PROCEDURE

Following the final service at Grote Markt in Ypres all teams/crews will continue to the end of rally podium at TC 20D. The finish of the rally will be at TC 20D (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.

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 24 June at the arrival of the first cars.

12.3. PERMITTED EARLY CHECK-IN

Teams/crews are authorised to check in early, without incurring a penalty, at TC PF (End Qualifying), TC 8D (end of Leg 1) and 20D (end of Leg 2).

12.4. CHANGE OF TIME CARD DURING THE RALLY

Timecard will be issued at the time control at TC 5A, TC8F, TC 11A, TC 14A, TC 17A.

12.5. SUPER SPECIAL STAGE PROCEDURE AND RUNNING ORDER

There is no Super Special stage.

12.6. ANY SPECIAL PROCEDURES / ACTIVITIES INCLUDING THE ORGANISERS' PROMOTIONAL ACTIVITIES

12.6.1 Competitors safety

All Competitors are invited to pay special attention to Art 40 FIA 2017 RRSR.

12.6.2 Team/crew contact number

At the Administrative checks, all teams/crews must 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 team/crew safety procedures of the events safety plan. The Clerk of the Course will report any team/crew, which is able but fails to comply with this rule, to the stewards.

12.6.3 Equipment of the teams/crews – see Art 40.1 FIA 2017 RRSR

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

12.6.4 SOS/OK signs - see Art 40.2 FIA 2017 RRSR

Any team/crew, which is able but fails to comply with these rules, will be reported to the Stewards.

Emergency button

All competitors are strongly reminded to comply with FIA 2017 RRSR Articles 40.3 and 40.4 and to push the OK/SOS button at the latest within one minute in all cases when a car stops temporarily or definitively on a special stage / the Shakedown and to comply with all other procedures as laid down in the Regulations. Any infringement will be reported to the Stewards.

12.6.5 Accident reporting - Art 40.2.7 and 40.3 FIA 2017 RRSR

The road books shall contain a page giving the accident procedure. This procedure must be respected by all competitors. Any team/crew retiring from a rally must report this to the Organiser (Withdrawal Officer) as soon as possible.

If a team/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 must report this to the next radio point as specified in the road book and signed on the route. All teams/crews stopped by this procedure will receive a suitable time according to Art 39 FIA 2017 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 must hand over his time card at the Rally HQ to the Withdrawal Officer together with his withdrawal report in writing. **In observance of this rule will be sanctioned with a € 250 penalty.**

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

12.6.5.1 RED TRIANGLE - FIA 2017 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 team/crew at least 50 meters before the car's position, to warn following drivers. The triangle must be placed on the same side of the road as the car.

Any team/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.**

12.6.5.2 THE USE OF ON-BOARD RED FLAG SYSTEM – FIA 2017 RRSR ART 40.5

Through the safety tracking device, the clerk of the course can transmit a warning to the teams/crews, which could encounter an obstruction in the special stage, by means of a Red 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 Red Flag warning through the on-board Red Flag device which will light up. The light will extinguish after the next security post following the obstruction or danger zone. Cars having received Red 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 Red 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 (Red 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 team/crew, which has been shown the on board Red Flag will be given a notional time for the concerned stage as in Art 39 FIA 2017 RRSR (Art 40.5.2 FIA 2017 RRSR).

12.6.6 Road Section after Flexi Service

Road section between TC8C (Flexi Service Out) and TC8D Overnight Parc Fermé in. According to Article 51.2.3 of the FIA 2017 RRSR, the competing car may be driven by an authorised representative of the competitor only once from TC 8C (Flexi Service C out) to TC 8D (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 TC20D (End of Rally - Podium) and final Parc Fermé and/or Final Scrutineering. These convoys will take place under Parc Fermé rules.

12.6.7 Other points

During a special stage and/or road sections, any assistance is forbidden. (Art 48 - FIA 2017 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 Practise/Qualifying and Shakedown in Nieuwkerke, it is forbidden to warm up tyres and brakes while driving the car within the Service Park Nieuwkerke. Tyre and brake warming up is only tolerated in a defined zone leading to the start of SD/QS (Seulestraat) between the exit of the tyre marking area and TC, in straight line, without zigzagging, respecting public safety as a priority. More details to be issued by Rally Guide 2. Any infringement will be immediately reported to the stewards.

During Practise and Qualifying Stage tyres, will be marked.

During Shakedown tyres, will not be marked.

During the whole Rally: The Refuelling Area will be situated at the crossing of N308 and N38. A car may be pushed out of the zone by the team/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 disqualification.

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 team/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 2017 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, 30 minutes before their individual starting time at TC 0.**

- The Start Park opens at 15:45 on Friday 23 of June 2017.
 - 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 € 200.
- The start provisions specified in the FIA 2017 RRSR will be applied.

On-board cameras

- If required by the Organiser, an entrant must carry an on-board camera or another recording device. This will be fitted by the Organiser and approved by the scrutineers.
- The competitor of any car, which carries an on-board camera, must have the prior agreement of the Organiser. Authorized cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

(Art 65.1 FIA 2017 RRSR)

Tapes of on-board cameras may be exchanged in the media zone, in regroup or Parc Fermé 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 2017 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 2017 RRSR V1 Art. 66)

Entrants desiring to have private testing session in conformity with FIA 2017 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.

Qualifying stage with Practise (for Gold Entries and FIA priority drivers only)

Location

Location: Shakedown Nieuwkerke

Date: Thursday 22 June at 19:45

See Appendix 1. Itinerary and Art 12.5.7 hereinafter.

Start Order for Qualifying will be published in a separate Bulletin.

For further details see Appendix 5 hereafter.

Shakedown stage

Location

Location: Shakedown Nieuwkerke

Date: Thursday 22 June at 20:45

See Appendix 1. Itinerary and Art 12.5.7 hereinafter.

Further details will be provided in Rally Guide 2.

Shakedown will be held on Thursday 22 June under application of Art 29 of FIA 2017 RRSR just after finalising of the Qualifying Stage. The non-Gold entries must register their participation to the shakedown on their entry form and pay an additional fee of €50 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.

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

Gold Entries will be allowed to participate to 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 2017 RRSR V1.

Any team/crew, which has failed to complete a Leg, can re-start from the start of the next Leg only if they confirm their intention to the Clerk of the Course, represented by the Retirement & Restart Officer, at least one hour prior to the publication of the start list of the subsequent Leg (i.e. by Friday 23 June at 24:00).

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

All drivers and co-drivers who have been involved in an accident, even without medical intervention, during Leg 1, must pass a medical examination with the Chief Medical Officer in the Rally Headquarters, on Friday 23 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 24 June. Their re-scrutineering will take place in the overnight regroup park on Saturday 24 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. If the above takes place following schedule, all cars must be removed before Sunday 25 June at 02:30. 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.

12.7. OFFICIAL TIME USED DURING THE RALLY

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

13. IDENTIFICATION OF OFFICIALS

During the event officials, will be identified by a Personal Identification Badge and/or a coloured tabard corresponding to the table hereafter.

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

14. PRIZES

Prizes for all competitors/crews will be awarded on an "Olympic-style" podium for the first, second and third in the overall classification and classes.

Ladies Trophy

A trophy will be handed over to the winning female driver and the winning female co-driver.

Ignace Becquart 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 must be introduced at the administrative check) and stated in the entry form.
- The list of teams/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.

15. FINAL CHECKS

15.1. FINAL CHECKS – ATTENDANCE AND LOCATION

Cars subject to final checks (decision by the Stewards and announced to the competitor concerned at the finish TC) must have two mechanics present at the final check.

On Saturday 24 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.

Location: Vereenoghe Autostar
Zwaanhofweg 8, 8900 Ypres

Date and time: Saturday 24 June at 23:00

15.2. PROTEST FEES

The protest fee is € 500 (Art 55.2 BRSR 2017).

15.2.1 Deposit

According to Art 55.3 BRSR 2017 if a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit must be specified in the supplementary regulations of the rally or will be specified by the Stewards upon a proposal of the FIA Technical Delegate / Chief Scrutineer. **This additional deposit must be paid in cash within one hour to the organiser, otherwise the protest will be deemed inadmissible.**

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 – QUALIFYING

ITINERARY "YPRES RALLY 2017"

Practice / Qualifying				Thursday 22 June 2017		
<i>ver.1.7.1 - 13032017</i>				<i>Sunrise 05:30</i>	<i>Sunset 22:00</i>	
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
TCP1	Seulestraat					18:00
	Practise 1	5,37			00:03	18:03
TCP2	Seulestraat		1,15	6,52	00:45	18:48
	Practise 2	5,37			00:03	18:51
TCQS	Seulestraat		1,15	6,52	00:54	19:45
QS	Qualifying Stage	5,37			00:03	19:48
TCPF	Park fermé IN - Early check-in permitted		0,73	6,04	00:12	20:00
Start order selection on Friday 23 June (Ypres podium)						13:00

Qualifying

The above timing will be adapted after publication of the start list.

APPENDIX 1 – ITINERARY FRIDAY, SECTION 1-2

Start (Sections 1,2)				Friday 23 June 2017		
ver.1.7.1 - 13032017				Sunrise 05:31		Sunset 22:00
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
RZ	Refuel		3,25			
0	Distance to next refuel	(54,97)	(61,24)	(116,21)		
0	Ypres Start Park OUT / Podium / Service	IN				16:15
Service A (Ypres, Rally Center)					00:15	
0A	Service OUT					16:30
1	Meerlaar	-	13,38	13,38	00:26	16:56
SS 1	Zonnebeke	9,90	-	-	-	16:59
2	St Jan	-	6,00	15,90	00:18	17:17
SS 2	Langemark	8,97	-	-	-	17:20
3	De Groene Jager	-	10,44	19,41	00:25	17:45
SS 3	Dikkebus 1	12,53	-	-	-	17:48
4	Gremmerslinde	-	10,60	23,13	00:28	18:16
SS 4	Wijtschate 1	15,00	-	-	-	18:19
5	De Sterkte	-	6,70	21,70	00:23	18:42
SS 5	Hollebeke 1	8,57	-	-	-	18:45
5A	Regroup & Technical Zone	IN	-	7,62	16,19	00:24
5B	Regroup OUT - Service	IN			00:25	19:34
Service B (Ypres, Rally Center)			(54,97)	(54,74)	(109,71)	00:30
5C	Service OUT					20:04
RZ	Refuel		3,25			
1	Distance to next refuel	(36,1)	(43,42)	(79,52)		
6	De Groene Jager	-	7,67	7,67	00:23	20:27
SS 6	Dikkebus 2	12,53	-	-	-	20:30
7	Gremmerslinde	-	10,60	23,13	00:28	20:58
SS 7	Wijtschate 2	15,00	-	-	-	21:01
8	De Sterkte	-	6,70	21,70	00:23	21:24
SS 8	Hollebeke 2	8,57	-	-	-	21:27
8A	Technical Zone	IN	-	7,62	16,19	00:28
8B	Technical Zone OUT - Flexi Service	IN			00:10	(22:05)
Flexi Service C (Ypres, Rally Center)			(36,1)	(32,59)	(68,69)	00:45
8C	Flexi Service OUT					(22:50)
8D	Parc Fermé IN (early check in allowed)	-	4,89	4,89	00:15	(23:05)
All cars (except restarting cars) must be returned to Parc Fermé no later than						01:25
Friday totals		91,07	92,22	183,29		

Section 1

Section 2

APPENDIX 1 – ITINERARY SATURDAY, SECTION 3-6

Re-Start (Sections 3, 4, 5, 6)				Saturday 24 June 2017			
ver.1.7.1 - 13032017				Sunrise 05:31		Sunset 22:00	
TC	LOCATION		SS dist.	Liaison dist.	Total dist.	Target time	First car due
8E	Parc Fermé	OUT					09:50
8F	Service	IN	-	5,94	5,94	00:15	10:05
Service D (Ypres, Rally Center)				(10,81)	(10,81)	00:15	
8G	Service	OUT					10:20
RZ	Refuel			3,25			
2	Distance to next refuel			(37,34)	(40,6)	(77,94)	
9	Dries		-	14,13	14,13	00:33	10:53
SS 9	Kemmelberg	1	15,00	-	-	-	10:56
10	Mesen		-	13,79	28,79	00:34	11:30
SS 10	Mesen	1	7,95	-	-	-	11:33
11	Kasteelhoek		-	5,74	13,69	00:17	11:50
SS 11	Zillebeke	1	14,39	-	-	-	11:53
11A	Regroup & Technical Zone	IN	-	6,94	21,33	00:28	12:21
11B	Regroup	OUT - Service	IN			00:25	12:46
Service E (Ypres, Rally Center)				(37,34)	(40,6)	(77,94)	00:30
11C	Ypres Service	OUT					13:16
RZ	Refuel			3,25			
3	Distance to next refuel			(46,8)	(56,35)	(103,15)	
12	Pijpegale		-	16,38	16,38	00:37	13:53
SS 12	Reninge	1	14,50	-	-	-	13:56
13	Rattekot		-	19,88	34,38	00:41	14:37
SS 13	Watou	1	14,77	-	-	-	14:40
14	Lysenthoek		-	3,45	18,22	00:19	14:59
SS 14	Westouter-Boeschepe	1	17,53	-	-	-	15:02
14A	Regroup & Technical Zone	IN	-	16,64	34,17	00:44	15:46
14B	Regroup	OUT - Service	IN			00:25	16:11
Service F (Ypres, Rally Center)				(46,8)	(56,35)	(103,15)	00:30
14C	Service	OUT					16:41
RZ	Refuel			3,25			
4	Distance to next refuel			(37,34)	(53,73)	(77,94)	
15	Dries		-	14,13	14,13	00:33	17:14
SS 15	Kemmelberg	2	15,00	-	-	-	17:17
16	Mesen		-	13,79	28,79	00:34	17:51
SS 16	Mesen	2	7,95	-	-	-	17:54
17	Kasteelhoek		-	5,74	13,69	00:17	18:11
SS 17	Zillebeke	2	14,39	-	-	-	18:14
17A	Regroup & Technical Zone	IN	-	6,94	21,33	00:28	18:42
17B	Regroup	OUT - Service	IN			00:25	19:07
Service E (Ypres, Rally Center)				(37,34)	(40,6)	(77,94)	00:30
17C	Service	OUT					19:37
RZ	Refuel			3,25			
5	Distance to next refuel			(46,8)	(53,8)	(103,15)	
18	Pijpegale		-	16,38	16,38	00:37	20:14
SS 18	Reninge	2	14,50	-	-	-	20:17
19	Rattekot		-	19,88	34,38	00:41	20:58
SS 19	Watou	2	14,77	-	-	-	21:01
20	Lysenthoek		-	3,45	18,22	00:19	21:20
SS 20	Westouter-Boeschepe	2	17,53	-	-	-	21:23
20A	Technical Zone	IN	-	16,64	34,17	00:45	22:08
20B	Technical Zone	OUT - Service	IN			00:03	22:11
Service H (Ypres, Rally Center)				(46,8)	(56,35)	(103,15)	00:12
20C	Service	OUT					22:23
20D	Holding	IN - Podium - End of Rally		0,70		00:07	22:30
Convoy to final scrutineering and/or final Parc Fermé Ter Waarde							
Saturday totals			168,28	200,54	368,82		

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
Friday 23 June	91,07	92,22	183,29	49,69%
Sections 1, 2				
Saturday 24 June	168,28	200,54	368,82	45,63%
Sections 3, 4, 5, 6				
Total - 20 SS	259,35	292,76	552,11	46,97%

APPENDIX 2 – RECONNAISSANCE SCHEDULE

Wednesday 21 June Stage	Allowed Time	SS km	Tot SS km x2
SS 1 Zonnebeke	09:00-16:00	9,90	19,80
SS 2 Langemark	14:00-21:00	8,97	17,94
SS 12/18 Reninge	14:00-21:00	14,50	29
SS 13/19 Watou	14:00-21:00	14,77	29,54
SS 14/20 Westouter- Boeschepe	14:00-21:00	17,53	35,06
Totals		65,67	131,34

Thursday 22 June Stage	Allowed Time	SS km	Tot SS km X2
Shakedown	09:00-12:00	4,79	9,58
SS 5/8 Hollebeke	09:00-16:00	8,57	17,14
SS 9/15 Kemmelberg	09:00-16:00	15,00	30
SS 10/16 Mesen	09:00-16:00	7,95	15,90
SS 11/17 Zillebeke	09:00-16:00	14,39	28,78
Totals		50,70	101,40

Friday 23 June Stage	Allowed Time	SS km	Tot SS km X2
SS 3/6 Dikkebus	09:00-12:00	12,53	25,06
SS 4/7 Wijtschate	09:00-12:00	15,00	30
Totals		27,53	55,06

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

Each crew is limited to two passages on each special stage or, when applicable, section (special stages run twice are considered to be one special stage). During reconnaissance there shall be control marshals at the start and stop point of each special stage to record the number of passages. Crews will only be permitted to enter and leave special stages through the start and finish controls. (Art 25.4.3. 2017 FIA RRSR)

Crews must always drive in the direction of the special stage, so under no circumstance crew/teams can drive in opposite direction of the stage or cross the stage. Any infringements will be reported to the Stewards.

During the reconnaissance, further checks may also be carried out within special stages and an official FIA stop sign will be placed to identify the location. Team/crew must stop whenever they meet such point.

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
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+32 498 868 906



Clément Masclef
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APPENDIX 4 – DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING

General

The organiser will provide each team/crew with the number identification, which must be affixed to their car in the stated positions prior to scrutineering.

Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications are allowed to these panels.

(Art. 18.1. 2017 RACB BRCSR)

Compulsory advertising, competition numbers

Door panels (2 per car)

Two rectangular panels measuring 67x34cm 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 (67x17 cm) is reserved for the compulsory advertising of the Organiser. This advertising can under no circumstances be separated (cutted) from the top part of this advertising as well not being placed on another location on the car.

Each panel shall be placed horizontally at the leading edge of each front door, with the number facing the front of the car (7 to 10cm of the bottom line of the side window).

No signage other than the colour scheme of the car shall be placed within 10 cm of this panel.

(Art. 18.2. 2017 RACB BRCSR)

Rear window (1 per car)

One rear window panel measuring a maximum of 30 cm wide and 10 cm high, is reserved for the compulsory advertising of the Organiser. This panel shall be positioned at the top of the rear window in the middle, left or right, as per these supplementary regulations. An adjacent area of 15 cm² 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).

(Art. 18.3. 2017 RACB BRCSR)

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 team's/crew's names and national flags. (Art. 18.4. 2017 RACB BRCSR)

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.
(Art. 18.5. 2017 FIA RRCSR)

Front Plate

One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.
(Art. 18.5. 2017 FIA RRCSR)

Front window

The starting number, delivered by the organiser, must be placed to the top right of the front window.
(Art. 18.7. 2017 RACB BRCSR)

Optional advertising

The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled.

No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising.

Competitors who accept the organiser's optional advertising as specified in the supplementary regulations must reserve space for it. No modification of the advertising is allowed.

The organiser's optional advertising must be clearly indicated in the supplementary regulations. If the optional advertising is published in a bulletin, and should there be conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

Driver and co-driver names

Rear side windows

The initials of the first name and the names of the pilot and co-pilot, as well as the national flag of licensing country should be applied to both rear side windows below the competition number. The names must be written in:

- Helvetica, in white colour
- Capitalized for the initials and the first letter of each name and lowercase for the other letters;
- At a height of 6 cm and a line width of 1 cm

The name of the pilot is always at the top on both sides of the car.

(Art. 19.1. 2017 RACB BRCSR)

Additional identification

There will be an additional competition number – black numbers in a white square box, to be placed on the right upper corner of the windscreen as per French legislation.

Compulsory advertising (all competitors except MSA BRC registered teams/crews)

RACB Sport reserves the right for the publicity for the events that count towards the Belgian Rally Championship 2017. The location for this will be determined in the supplementary regulations of the rally. Every participant in a round of the Belgian Rally Championship is obliged to carry two stickers on the car. These stickers will be made available during the collection of materials and are part of the compulsory advertising of the event.

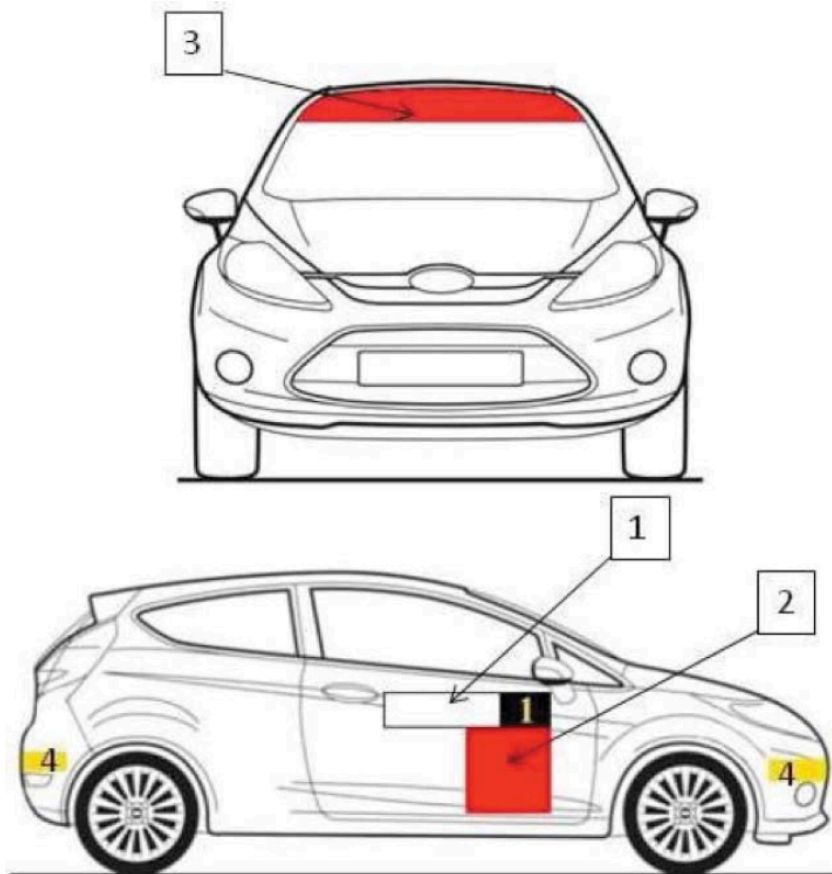
(Art. 18.10. 2017 RACB BRCSR)

**MSA British Rally Championship advertising (MSA BRC registered crews only)**

Competitors' cars registered for 2017 MSA BRC must display the official Championship decals at all times during the event, including shakedown which are held within the timetable of the rally.

1. Event Plate – supplied by each rally organiser
2. Championship sponsor door panel
3. Championship windscreen decal
4. Championship media partners

(Art. 9. 2017 MSA BRCSR)



Any cutting, damaging, or foreign advertising on door numbers or rally plates will give the following penalty: start refusal or disqualification.

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)

List of organiser's optional advertisers

ŠKODA

JUPILER – DUMA

CATERING VERKINDERE – GSI – STEPHAN TANGHE

QUOBU – TANGHE PRINTING

AAROVA - DECLERCQ – NOVOTEL

APPENDIX 5 – QUALIFYING STAGE WITH PRACTISE (ART. 30 2017 FIA RRSR V1)

30.1 GENERAL

30.1.1 A Practise / Qualifying Stage will be organised for all FIA Priority Drivers and Gold entries (driving RC2 or RGT cars), to establish the rally, start order until at least the first regroup following a 45-minute service, always subject to Art. 45.1. This stage will become a shakedown stage for other competitors after Qualifying is complete.

30.1.2 All FIA Priority drivers must participate in Qualifying

30.1.3 The Practise / Qualifying stage shall:

- be run as if it were a stage run during the rally and include all the appropriate safety measures,

- form part of the rally programme, but not part of the rally results,
- be representative of the rally,

30.2 RUNNING OF PRACTISE

30.2.1 A Practise stage will be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars.

30.2.2 The eligible drivers may complete a maximum of 2 passages of Practise following the start list and timecards published by the organisers. The start list will be posted at the time communicated by the organisers in the SR and timecards will be issued for the Practise and QS.

30.3 BREAKDOWN DURING PRACTISE

A competitor whose car is unable to complete the Practise stage will be required to wait for the organisers to transport the car to the end of the stage after the Practise session has finished.

30.4 DISCLAIMER

Any passenger on board the car during Practise who is not entered for the rally must have signed a disclaimer provided by the organiser and handed over at the administrative checks.

30.5 RUNNING OF THE QUALIFYING STAGE

30.5.1 After the 2 passages allowed for Practise, Priority drivers will start the Qualifying stage in reverse order of their start numbers with 1-minute interval between each car.

30.5.2 The driver and co-driver entered must be on board the car throughout the Qualifying stage.

30.5.3 Not applicable

30.5.4 Not applicable

30.5.5 In the event of a dead heat in Qualifying, the competitors concerned will be classified in the order of their start numbers.

30.6 NON-PARTICIPATION OR BREAKDOWN DURING QUALIFYING STAGE

30.6.1 Any car which breaks down during the Qualifying stage or during the following road section will be transported to the Parc Fermé by the organisers once the Qualifying stage has finished.

30.6.2 Any driver who does not participate or does not correctly complete the Qualifying stage will be seeded last on the start list. If more than one driver does not complete the stage, start positions will be chosen in the order of the start number.

30.7 PARC FERME AFTER THE QUALIFYING STAGE

Any service on a car once it has started the Qualifying stage is prohibited. All cars which participate in the Qualifying stage must immediately and directly be brought to the Parc Fermé designated by the organiser and remain there until released by the Stewards. After the release, they can join the Shakedown stage.

30.8 ATTRIBUTION OF STARTING POSITIONS

The top 15 competitors entered with cars of class RC2 or RGT will choose their start position for the rally according to the results of the Qualifying stage.

30.8.1 The fastest driver will choose his position first, then the second, followed by the third etc.

30.8.2 All other competitors will be seeded in the start list, in their respective classification of the Qualifying Stage.

30.8.3 Any driver who does not arrive on time to choose his position will automatically choose his position last.

30.8.4 The location and time of day of this procedure must be specified in the rally supplementary regulations.

30.9 LATE OR EARLY CHECK-IN

Any late or early check-in to the time control preceding the start of the Qualifying stage (TCQS) will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.10 FALSE START

Any false start during the Qualifying stage, particularly one made before the signal has been given, will be considered as an incorrect participation and Art. 30.6.2 will apply.

30.11 SERVICE

From the beginning of the timetable for Practise until the individual start time of the Qualifying stage service may only be carried out in the service park designated by the organizer for this purpose.

30.12 TECHNICAL REQUIREMENTS

For applicable cars, the engine, the complete transmission and the mechanical parts must be sealed.

APPENDIX 6 – EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND ANY OTHER SAFETY REQUIREMENTS

Helmets

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.

Conditions of use

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test (1), 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.

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.

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.

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.

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).

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).

Frontal Head Restraint (FHR)

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.

Conditions of use

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

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

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

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

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	

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 7 – SAFETY TRACKING SYSTEM

Collection

All cars must be fitted with a Safety Tracking System (STS) device provided by the organiser. The STS devices will be distributed during the material collection (see Art 3.2.) against the cash deposit of a € 200 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 € 200, in an envelope which will be sealed at the moment of the deposit.

Installation and inspection

Team/crew are personally responsible for mounting safety and tracking equipment. Same STS device must be used during reconnaissance and race. During reconnaissance device must be in a visible place, so Marshals or other Officials will be able to identify it. The STS device must be mounted and the sticker must be placed into the rally car before Practise, Shakedown and TC0. Officials, appointed by the Organiser, will inspect if the equipment has been fitted correctly and the informational sticker, containing contact phone number of the rally control centre, has been stuck to the dedicated area on co-driver's door. Team/crew, that has fitted the equipment incorrectly, must fit it correctly before start of the rally.

If the crew stops in the special stage, "SOS" or "OK" button must be pressed within 30 seconds. Team/crew that has stopped in the special stage must ASAP inform rally control concerning the reason of stopping. Contact number can be found on informational sticker.

In case the team/crew receives electronic Red Flag hazard signal (loud sound signal, and yellow led lights up), "OK" button must be pressed in hold for 1 sec in order to confirm message receiving to rally control centre. The crew must immediately reduce speed and follow the instructions of marshals.

For the infringement of usage of "SOS" and "OK" signals, the team/crew can be fined according by the Stewards. Any manipulation or disconnecting of the device will be considered as unauthorized reconnaissance and reported to the stewards by the Clerk of the Course.

Use

See Rally Guide 2 Appendix 5 "Safety Tracking System User's Guide".

Return

The competitors must dismount the complete STS device kit during the last Service H and return it to "Rally HQ" (Neermarkt, 8900 Ypres) at last on Sunday 25 June 01:00.

Tel.: +32 (0)57 221 345

No refunds will be made after this time limit.







In case of an earlier retirement the competitor must 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 STS device kit to Rally HQ (Neermarkt, 8900 Ypres) Friday 23 June 23:00 - 24:00 or Saturday 24 June 21:00 - 01:00.

APPENDIX 8 – 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 in case of heavy rain, on any road.
- In possession of a radar detecting device.

Foreign drivers must, pay the fine immediately on the spot. The vehicle will be seized on the spot when payment is refused.

			Vitesse maximale autorisée Maximum speed limit Maximum toegelaten snelheid	Retrait du permis de conduire à partir de Withdrawal of driving licence as from Intrekking van het rijbewijs vanaf
	Autoroutes Motorways Autosnelwegen		120 Km/h	160 Km/h
	Routes publiques Public roads Openbare wegen		70 Km/h	110 Km/h
	Aglomérations Urban zones Bebouwde kommen		50 Km/h	90 Km/h
	Zone 30		30 Km/h	50 Km/h