



Regulations

Rally Norway - 12-15 February 2009

FIA World Championship for Drivers

FIA World Championship for Co-drivers

FIA World Rally Championship for Manufacturers

FIA Production Car World Rally Championship



Environmental goals for Rally Norway AS

OVERALL GOAL

Rally Norway shall be an environmentally effective organisation and encourage a productive and pleasant working environment.

The organisation will also be creative and an environmentally responsible partner arranging an event with least possible damage to the environment.

The event will focus on environmental challenges facing motor sport as a whole and encourage creative solutions for wider environmental responsibility.

SPECIFIC GOALS

- 1. Abide by laws and Regulations concerning the event*
- 2. Work towards increased environmental responsibility from employees in the organisation and volunteers*
- 3. Aim for better use of resources including energy to benefit the environment*
- 4. Prevent harmful emissions to the air, water and earth*
- 5. Reduce waste and sort the waste that is generated*
- 6. Present environmental requirements to the participating teams with regards to pollution, waste and the handling of industrial waste (for example oil, petrol, batteries etc)*
- 7. Focus on environmental procurement policies*
- 8. Continuous evaluation of private car use and encouraging the use of public transport and logistics where possible*
- 9. Influence and support partners and suppliers to adopt improved environmental practice*
- 10. Work towards preserving the environment's natural beauty.*

WASTE INSTRUCTION FOR RALLY NORWAY

WE WANT TO PREVENT CREATION OF WASTE BY:

- Requiring that the teams do not pollute with chemicals or other waste*
- Encourage minimal packaging from suppliers*
- Keep disposable or single use goods to a minimum*
- Train officials and volunteers in environmental matters*
- Inform spectators*
- Use e-mail instead of letters*
- Responsible handling of waste*
- Store and handle industrial waste according to regulations*
- Sort waste by material in the provided containers which are clearly marked*
- At the Special Stages, take waste to environment stations goals.*

We all have a responsibility to maintain Rally Norway's environmental goals



RALLY NORWAY 12-15 FEBRUARY 2009

Supplementary regulations

This rally will be held under the present International Sporting Code (and its appendices), the regulations for the FIA World Rally Championship 2009 (FIA WRC) applicable National regulations and these Supplementary Regulations.

The FIA WRC Regulations are published on www.fia.com.

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These supplementary Regulations are published both in English and Norwegian. In case of any dispute concerning the interpretation, the English text will be binding.

Changes to these Supplementary Regulations will be announced to all entrants by numbered and dated bulletins (issued by the Organiser or the Stewards).

Additional information to specific articles in these Supplementary Regulations will be published in Rally Guide 2 (RG 2), issued on 16 January 2009.



1. Programme

1.1 Schedule before the Rally Week

DATE	TIME	ACTIVITY
Sat. 13 Dec		Supplementary Regulations and Entry Form published on: www.rallynorway.com
Tue 6 Jan	15:00	Closing time for entries (incl. co-driver details) Closing date for order of extra facilities in Service Park Closing date for order of extra material. Order form published on www.rallynorway.com
Wed 14 Jan		Closing date for accreditation requests from national media
Fri 16 Jan		Road Books, Maps, Rally Guide 2 published and sent to all entrants
Wed 21 Jan		Closing date for accreditation requests from international media
Thu 22 Jan		List of entries published Last date for order of FIA fuel
Thu 1 Feb		Last date for helicopter registration

1.2 Schedule during the Rally Week

DATE	TIME	ACTIVITY	LOCATION
Mon 9 Feb	16:00	Opening of the Service Park for WRC teams	Service Park
	16:00-20:00	Option 1: Recce Check-in + Administrative Control WRC teams at pre-booked times with the secretary of the rally.	Hamar, HQ
	16:00-19:00	Collection of GPS trackers for the reconnaissance (nominated drivers)	Hamar, HQ
Tue 10 Feb	07:00-09:00	Option 2: Recce Check-in + Administrative Control	Hamar, HQ
	08:00-20:30	Day 1 Reconnaissance	Hamar, HQ
	14:00	Opening of Media Centre and Media Accreditation	Hamar, HQ
	17:00-20:00	Collection of material for the rally Collection of FIA Safety Tracker Rally Systems	Hamar, HQ

DATE	TIME	ACTIVITY	LOCATION
Wed 11 Feb	08:00	Opening of the servicepark for P3 and non-priority drivers	Service Park
	08:00-17:00	Day 2 Reconnaissance	
	14:00-18:00	Collection of material for the rally	Hamar, HQ
	10:00-14:00	Scrutineering incl. marking and sealing (Manufacturers Cars)	Service Park
	15:00 - onwards	Scrutineering incl. marking and sealing (P2, P3 and Non-priority drivers)	Service Park
	16:00	Team Managers Briefing (Manufacturer)	Hamar, HQ
Thu 12 Feb	08:00-10:00	Shakedown P1 and P2 drivers	Nydalen
	10:00-12:00	Optional Shakedown for P1, P2 and P3 drivers	Nydalen
	12:30-14:00	Shakedown for Non-Priority drivers	Nydalen
	13:30	FIA Press Conference	Hamar, HQ
	15:00	Stewards first meeting	Hamar, HQ
	16:00	Publication of start list for SSS1	Hamar, HQ
		Publication of start list for Day 1	Hamar, HQ
	19:00	Helicopter Pilots briefing	Hamar, HQ
	19:00	Rally Show SSS Oslo	Oslo
	20:04	SSS 1 Oslo	Oslo
Fri 13 Feb		Day 1 - See Itinerary Appendix A1	Hamar, HQ
	21:00	Publication of start list Day 2	
Sat 14 Feb		Day 2 - See Itinerary Appendix A1	Hamar, HQ
	20:00	Publication of start list Day 3	
Sun 15 Feb		Day 3 - See Itinerary Appendix A1	Service Park
	15:15	Prize-giving - Podium	
	16:00	FIA Press Conference	
	16:00	Final Scrutineering	
	18:00	Publication of Final Provisional Classification	





2. ORGANISATION AND DESCRIPTION

2.1 FIA Titles for which the Rally counts

FIA World Rally Championship for Drivers
FIA World Rally Championship for Co-drivers
FIA World Rally Championship for Manufacturers
FIA Production Car World Rally Championship

2.2 VISA numbers - FIA and ASN

FIA visa no:	2WRC/151208	issued on: 2008.12.15
ASN visa No:	ARRA 09.3237	issued on: 2008.10.08.

2.3 Organiser's Name

Rally Norway AS

2.4 Address and Contact Details

Postal and Visitors address:

Rally Norway AS
Haslemoen, N-2346 Våler, Norway
+47 6242 1890
+47 6242 1891
mail@rallynorway.com
www.rallynorway.com

Telephone:

Telefax:

E-mail:

Internet:

2.5 Organisation Committee

Even Wiger, Stig Rune Kjernsli, Bertil Klarin, Erling Hagen, Torstein Bårdsgeng,
Vera B. Andresen, Sissel Tidemandsen, Roy Rogstadmoen, Vidar Julien.

2.6 Stewards of the Meeting

Chairman (Appointed by FIA)

FIA Steward (Appointed by FIA)

ASN Steward

Secretary of the Stewards

Ms. Waltraud Wünsch (DE)
Mr. João Passos (P)
Mr. Roar Forgaard (N)
Ms. Yvonne Gilli (I).

2.7 Observers and Delegates

FIA Observer :

FIA Safety Delegate:

FIA Medical Delegate

FIA Technical Delegate:

FIA Assistant to Technical Delegate

FIA Media Delegate:

Mr. Christos Kyriakides (CY)
Mr. Jacek Bartos (PL)
Mr. Jean Duby (FR)
Mr. Jérôme Toquet (FR)
Mr. Cronge Norstedt (S)
Ms. Hayley Gallagher (GB)



2.8 Senior Officials

General Manager
Clerk of the Course
Deputy Clerk of the Course
Assistant Clerk of the Course

Secretary of the Rally
Administrative Secretary
Chief Safety Officer
Deputy Safety Officer
Ass. Chief Safety Officers
Chief Route Officer
Route & Safety Advisor
Service Park Co-ordinator
Chief Scrutineer
Chief Medical Officer
Results Officer
Helicopter Co-ordinator
National Press Officer

Mr. Even Wiger
Mr. Stig Rune Kjernsli
Mr. Bertil Klarin (SE)
Mr. Erling Hagen
Mr. Anders Trådstadkjølen
Ms. Vera Bakke Andresen
Ms. Sissel Tidemandsen
Mr. Torstein Bårdseeng
Mr. John Erik Nilsen
Mr. Jarle Redalen
Mr. Roy Rogstadmoen
Mr. Bruno Berglund (SE)
Mr. Adam Magnusson (SE)
Mr. Håkan Andersson (SE)
Dr. Thomas Heggelund
Mr. Øystein Landsgård
Mr. Henning Ringsvold
Mr. Vidar Julien

2.9 Road Surface

Snow, ice and/or frozen gravel.

2.10 Location of HQ

Scandic Hotel Hamar, Vangsveien 121, 2318 Hamar.

2.11 Location of overnight Parc Fermé

Location of the overnight and Final Parc Fermé:

Statens Hus
Parkgt. 36, Hamar

3. ENTRIES

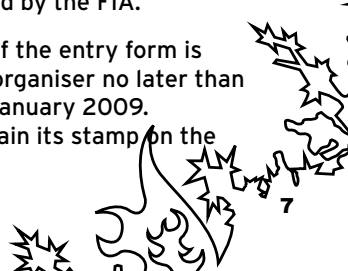
3.1 Entry Procedure

Those wishing to take part in Rally Norway 2009 must send the entry form duly completed (including co-driver details) to the Rally Office (address details in Art.2.4) before closing of entries Tuesday 6 January 2009 at 15:00.

Manufacturers registered for the FIA World Rally Championship and drivers registered for the FIA Production Car World Rally Championship make their entries using the standard entry form for their championship supplied by the FIA.

The entry form must be accompanied by the total entry fee. If the entry form is sent by fax or e-mail the original entry form must reach the organiser no later than one week after the closing date for entries, i.e. on Friday 16 January 2009.

Foreign drivers must hold an authority from their ASN or obtain its stamp on the entry form.





3.2 Number of Entrants accepted and Classes

3.2.1. Numbers of Entrants accepted

The maximum number of entrants will be 90.

Entry applications outside the FIA contingent (WRC and PWRC) cannot be confirmed definitely until after the entry closing date. The organiser will establish a so-called "waiting list" if necessary. Corresponding criteria will assist in determining the order of the crews on this waiting list. It is strongly recommended to submit the official entry application form accompanied by the entry fee and the driver's results in due time. The application will be examined by a special committee made up of three members of the organisation. A reserve list made up of five crews will additionally be prepared if more than 90 entry applications are received. These five crews may be admitted to replace eventual crews which have been accepted but withdraw their entry.

3.2.2. Classes

Entrants will be divided into 4 categories (in accordance with the present FIA regulations); Priority 1, Priority 2, Priority 3 and Non-priority.

The classes for the non priority drivers will be divided as follows:

Production Cars (Group N) including Super 2000 Cars

N1 - up to and including 1400cc

N2 - over 1400cc up to and including 1600cc

N3 - over 1600cc up to and including 2000cc

N4 - over 2000cc

Touring cars (group A) including World Rally Cars

A5 - up to and including 1400cc

A6 - over 1400cc up to and including 1600cc

A7 - over 1600cc up to and including 2000cc

A8 - over 2000cc.

Cars entered in a class with less than 5 entrants will be transferred to the next class in the same group.

3.3 Entry Fees and Entry Packages

3.3.1. WRC teams

WRC registered Manufacturers and Manufacturer Teams and teams registered for the FIA Production Car World Rally Championship: according to FIA agreement for the year 2009



3.3.2. Other teams

Legal entrant = The competing car entered by a team (not a Manufacturer), a company or other legal entity (with legal entrant's licence).

Private Entrant = The competing car is entered by the driver or the co-driver.

	Legal Entrants	Private Entrants
Entry Fee:	€ 5 100	€ 3 500
Service Park Area:	10x10m	10x10m
Package:		
Vehicle Plates	0	0
Guest Plates:	2	2
Service Plates:		
Auxiliary Plates:	1	0
Administration Regulations:	1 (1)	1 (1)
Road book sets:	3 (1)	2 (1)
Rally Guide 2:	2 (1)	2 (1)
Route Maps:	5 (1)	3 (1)
Programme:	4	2
Result Books:	2	2
Passes		
Team guest passes:	0	0
Team passes:	10	6

() = Number of copies that will be sent to the correspondence address 1 month before the start of the rally

3.4 Payment Details

The Entry Fee must be paid to the following bank account:

IBAN: NO16 1822 1858 995

BIC address: SHEDNO22

Account Holder: Rally Norway AS, Haslemoen, 2436 Våler i Solør

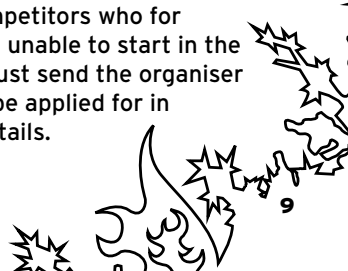
Bank Address: Sparebanken Hedmark, Bankplassen, 2436 Våler i Solør, Norway

3.5 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 50% of the entry fee to those competitors who for reasons of "force majeure" (duly certified by their ASN) were unable to start in the rally. With any request for entry fee refund the competitor must send the organiser a certificate of "force majeure" given by his ASN. This must be applied for in writing giving reasons for the claim and bank and account details.



4. INSURANCE

The Norwegian Traffic Damage Act is enforced.

4.1 Traffic Insurance

All cars participating in the rally must have a valid obligatory traffic insurance towards third parties. In Norway the "Green Card" (International Motor Insurance Card) system is applied. For cars coming from countries outside the Green Card system and EEA-countries, a Nordic frontier insurance must be taken at the border. Traffic insurance guarantees competitor's cover for civil responsibility towards third parties on road sections.

4.2 Accident Insurance on special stages

The organiser will issue third party insurance cover valid on special stages for all cars. Competitors and organizers property is excluded.

4.3 Insurance Amounts

The maximum compensation in case of third party damage is unlimited (personal damage).

Maximum compensation regarding organiser liability insurance is NOK 10 000 000 per each damage (property damage).

5. ADVERTISING AND IDENTIFICATION

5.1 Restrictions

Advertising of tobacco, tobacco products, smokers' requisites and alcoholic beverages is forbidden in Norway.

These laws apply to competing cars, service cars, equipment and clothing.

5.2 The Organiser's Advertising

The organisers' advertising will be published in a bulletin, if applicable.

5.3 Identification

Competition numbers and rally plates will be issued according to the present FIA regulations. These must be affixed to the car before scrutineering and be visible for the duration of the rally. Details concerning the numbers and rally plates can be found in Appendix 3.

6. TYRES

Pirelli has been nominated by the FIA as the single tyre supplier to distribute the tyres for the rallies in the Championship. All drivers entering a 4WD must use the tyres specified by the FIA. Should competitors have any inquiries concerning the tyres, please contact Rally office or Pirelli at:

Pirelli Pneumatici S.p.A.
Attention: Mr. Mario Isola
Motorsport Director
Viale Sarca, 222
I- 20126 Milano - Italy

telephone: +39 02 6442 79 16
fax: +39 02 64429291
e-mail: mario.isola@pirelli.com

For type of tyres, see FIA WRC, App. V

6.1 Studded Tyres for Reconnaissance

Studded tyres may be used during reconnaissance. They must be in conformity with the following regulations (see also Appendix 5):

- The studs shall be solid, cylindrical and flat-cut.
- The length of the stud is limited to 15 millimetres.
- The weight of the stud is limited to 2.5 grams.
- The maximum overhang is limited to 2.0 millimetres.
- The studs must be mounted into the tyre from the outside.
- The number of studs must not exceed 250 per tyre.
- The body of the stud must be solid.

Any infringement to this rule will be reported to the Stewards.



6.2 Studded Tyres during the Event

Studded tyres may be used during the event. They must be in conformity with the following regulations (see also Appendix 6):

- The studs shall be solid, cylindrical and flat-cut.
- The cross section of the studs must form a full circle at every point.
- The stud is not allowed to be tubular at any point.
- The body of the stud must be homogenous and is not allowed, under any circumstances, to form a tube or hole.
- Maximum diameter of the flange is 9 millimetres.
- Minimum diameter of the metal core in the middle of the stud is 2.5 millimetres. It must be cylindrical, homogenous and flat-cut.
- The length of the stud is limited to 20 millimetres.
- The weight of the stud is limited to 4 grams.
- The studs must be mounted into the tyres from the outside.
- The number of studs must not exceed 20 per any decimetre of the wheel circumference.

Any infringement to this rule will be reported to the Stewards.

6.3 Method for checking the Number of Studs

Measurement will be carried out with a pattern on a non-pressured part of the tyre. The length of the pattern is 30 cm, and within the pattern there must not be more than 60 studs. If the number of studs is more than 60 in a 30 cm section, a further check will be carried out in the next 30 cm section and the total number of studs in both sections must be maximum 120.

7. FUEL

7.1 Fuel

All drivers are required to use FIA Fuel. The supplier appointed by the FIA for 2009 is Petrochem Carless which has authorised Vital Equipment Ltd to carry out fuel ordering, fuel supply and refuel services.

For environmental and safety reasons, all competitors must use the centralised refuelling (no refuelling from cans, drums or similar).



7.2 Order Procedure / Cost of FIA Fuel

All competitors using FIA fuel must place their fuel order directly with Vital Equipment Ltd no later than Wednesday 21st January 2009.

Fuel order:

Vital Equipment Ltd Fax: + 44 1981 241169
Email: wrcfuelorder@vitalequipment.co.uk

The order form issued by Carless/Vital Equipment is available on the event website (www.rallynorway.com) The cost of the fuel, including refuelling services is €4.56 per litre dispensed into rally cars. It is a condition of supply that payment must be made in full before delivery can be made. The balance for any unused fuel will be refunded after the rally.

Competitors should note that the above is subject to the exclusive fuel supply contract to be concluded between the FIA and Petrochem Carless and will be confirmed in Rally Guide 2 or by official bulletin.

The FIA fuel and refuel service will be located at the following places:

Thursday	12 Feb	Shakedown	Service Park, Hamar
Friday	13 Feb	Day 1	Service Park, Hamar
			Refuelling zone, Kirkenær
Saturday	14 Feb	Day 2	Service Park, Hamar
			Refuelling zone, Lillehammer
Sunday	15 Feb	Day 3	Service Park, Hamar
			Refuelling zone, Elverum

7.3 Fuel Couplings

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



8. RECONNAISSANCE

See also FIA WRC Art 28.

8.1 Procedure for Registration

Location: Rally HQ, Hamar

Date and Time: Monday 9 February, 16:00 - 20:00
Tuesday 10 February, 07:00 - 09:00.

P2, P3 and non priority drivers: Both crew members must be present at the registration as the administrative checks for these categories will be carried out at the same time (see also Art. 9.1).

P1 and P2 drivers may send a representative (duly assigned in writing) to the registration for reconnaissance (administrative checks for P1 and P2 entered by a Manufacturer will not be carried out at this time).

When registering for reconnaissance and signing for material the competitor must give the organiser an information sheet (available on the website www.rallynorway.com) including details of the reconnaissance car, mobile phone number and/or place where the competitor is accommodated. Identification numbers, given at the registration shall be affixed on the car (rear side windows) and kept visible for the whole duration of the reconnaissance period.

8.2 Schedule

Reconnaissance must be carried out in accordance with the given recce time schedules: one issued for priority 1 and priority 2 drivers, and one schedule for priority 3 and non priority drivers. The schedules are published in Appendix 2.

8.3 Specifications, National Restrictions and Speed limits

8.3.1. Passages

Competitors are authorised to drive a maximum of two times through each different special stage, except SSS1 Oslo where we allow one passage in each lane. All passages are only allowed in the same direction as the rally, at a reduced speed and fully respecting the Traffic Laws. Competitors must always enter and leave the special stages through the start and stop control. Competitors must have in mind that the special stages are not closed to public or residential traffic during reconnaissance.

All passages through the special stages will be recorded by the marshals and signed by the competitors. Time cards will not be used.



8.3.2. Speed limits

The maximum speed allowed during reconnaissance is 70 km/h on special stages unless otherwise indicated by traffic signs or by written instructions in the Road Book (or in bulletins). The police will check the speed on the special stages and the road sections using speed checking equipment. Note! Use of radar or laser detector is forbidden in Norway.

8.3.3. Speeding offences during reconnaissance

According to FIA WRC Art. 23.2.

8.3.4. Reconnaissance car

Cars used during reconnaissance must conform to the specifications in FIA WRC Art. 28.

8.3.5. Service during reconnaissance

Service during reconnaissance must conform to the specifications in FIA WRC Art. 28.4.

8.3.6. Participation in reconnaissance only

Any driver wishing to take part in reconnaissance only must respect the regulations on reconnaissance in their entirety. The driver must complete an application form which will be available on www.rallynorway.com, and pay the fee of € 1000 for taking part in this reconnaissance. The form should be returned before Thursday 1 February 2009

8.4 Fitment of Speed Control Checking Devices

The FIA will require a certain number of competitors to install a tracking system in their vehicles during the reconnaissance. Competitors will be advised prior to the event if they are required to carry a tracking device during reconnaissance, and may have to pay a fee for this equipment. Further information will be given to all competitors in a bulletin.

8.5 Comment on Tyres

For reconnaissance tyre regulation, (see Art 6.1 and Appendix 5 of these regulations).



9. ADMINISTRATIVE CHECKS

9.1 Documents to be presented

The following will be checked at the administrative check:

- Driver's and co-driver's competition licence
- Driver's and co-driver's road licence
- Entrant's licence
- Authorisation from the drivers' ASN to take part in the rally
- Information given on the entry form
- Insurance cover (third parties) for the rally car
- Documents and registration papers for the rally car.

10. SCRUTINEERING INCLUDING MARKING & SEALING

See also (FIA WRC, Art. 29)

10.1 Equipment in the Car

Competing cars must be equipped with two snow shovels, two first aid kits and one reflective triangle.

10.2 Drivers' equipment

Driver's helmets, overalls and flame-resistant clothing (homologate to FIA 8856 - 2000 Standard) will be checked at scrutineering. Drivers and co-drivers are permitted to wear shoes, which do not comply with FIA 8856-2000 Standard. Drivers wearing shoes not complying with the standard may wear shoes adapted to the conditions. Such shoes are subject to the control of the Scrutineers.

Reminder: (extract from FIA Regulations App.L Chapter III, Art.2) All drivers and Co-drivers must wear overalls as well as gloves (optional for Co-drivers), long underwear, a balaklava, socks and shoes homologated to FIA 8856-2000 Standard, during special Stages as well as during Shakedown.

10.3 FIA Safety Tracking System)

All competitors must make provision in their car for the installation of the FIA Safety Tracking System and the emergency button. Installation instructions will be available on www.rallynorway.com. The correct functioning and installation of the equipment will be checked at scrutineering.

11. FEATURES OF THE RALLY

11.1 Start of the rally

There is no ceremonial start; the official start of the rally will be at SSS1, Oslo. A Rallyshow will be arranged and will start 19:00.

A start assembly area will be established before SSS1, Oslo. This area will be open from 18:30, and all P1, P2 and top 3 drivers of PWRC (plus all Norwegian and Swedish PWRC drivers) must arrive before 19:30.

At 19:45 these crews must be present at a "line up" on the trotting track where they will be presented to the audience.

All other cars and crews must arrive no later than 15 minutes before their starting time at SSS1.

Any car reporting outside these times may be penalized € 300, FIA WRC Art. 47.1.

11.2 Starting System of Special Stages

On the special stages the start will be given using the standard ISC-T starting equipment. At 30 seconds to go an amber light will illuminate. At each of the last five seconds before the start a red light illuminates. At 0 seconds all lights will extinguish, which is the signal to start.

A photocell trap placed 40 cm in front of the starting line will be used to detect jump starts. Should the ISC-T start system fail the start will be given as specified in Art 19.5 of the FIA General prescriptions with the use of a start flag to give the signal to start.

11.3 Early Check-in at the End of a Day

Crews are authorised to check in early without incurring a penalty at TC 9D (end of Day 1) and TC 17D (end of Day 2).

11.4 Identification of Officials

The post chiefs and other officials will be identified as follows:

Stage Commander:	Red tabard
Stage Safety Officer:	Green tabard
Time Control Officer:	Blue tabard
Safety Marshals:	Yellow or orange tabard
Doctor:	White tabard
Yellow flag Marshal:	Yellow tabard with blue radio point symbol
Competitors' Relations Officer:	Red jacket.

11.5 Super Special Stage

SSS1, Oslo, will be run under Super Special Stage regulations (FIA WRC Art. 43). At this super special stage two cars will start at the same time at parallel positions, but on opposite side of the stage. After two laps they will cross the finish line at the position where they started.

A timecard will be issued at the start TC for the SSS only, not the subsequent road section. All stage times will be given at the stop controll after the SSS

If the running of the SSS1 is interrupted, this will be signalled to the drivers by yellow flashing lights. When given this signal, the driver must immediately reduce speed and follow the instructions of any marshals or other officials. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

After completing SSS1 the cars shall be driven to the loading area. They may then be driven or transported to the overnight Parc Ferme at Hamar.

For all classified cars the Parc Ferme closes at 02:30.

11.6 Remote Service

During Day 1 there will be a remote service in Kongsvinger organised according to FIA WRC Art. 56.

The fitting of extra lights is permitted. The extra lights may be transported in the service car.

11.7 Finish Procedures

The Finish of the Rally is at TC 23C. From there on, competitors must follow officials' instructions over the finish ramp and into the final Parc Fermé. Further information on the finish procedures will be given in Rally Guide 2.

11.8 Change of Time Card during the Rally

Time cards will be collected and/or issued at:

SSS1 Start, SSS1 Finnish, TC 1A, TC 5B, TC 9D, TC 9E, TC 13B, TC 17D, TC 17E, TC 20B, TC 23C.

11.8.1. Retirement and re-entering

See FIA WRC Art. 50.1.1

When retiring, crews are obliged to give their time card to the next TC or to the Sweeper car.

Priority drivers (P1, P2 and P3) who intend to re-enter Day 2 or Day 3 will, at the Parc Fermé zone at the Service Park, be given a new time card for the maximum 3h service (including the end of leg 45 min flexi service and the 15 min maximum lateness between two TCs). All cars (including non priority drivers re-entering the rally) have to be present in overnight Parc Fermé at the latest 4 hours before the start of the next day.

13. PRIZES

GENERAL CLASSIFICATION (WRC & A8):

1. Overall winner
2. 2nd overall
3. 3rd overall.

MANUFACTURER

1. Winning manufacturer.

PRODUCTION CAR WORLD RALLY CHAMPIONSHIP CLASSIFICATION

1. Winner
2. 2nd
3. 3rd.

OTHER CLASSIFICATIONS:

Prizes will also be given in the classes A7, A6, A5, N4, N3, N2 and N1 provided there are minimum 5 entrants in each class. Cars entered in a class with less than 5 entrants will be transferred to the next class in the same group.

1. Winner of the class
2. 2nd in the class
3. 3rd in the class.

14. FINAL CHECKS AND PROTESTS

14.1 Final Checks - Attendance and Location

The final check will take place at Sulland Gruppen, Hamar Sunday 15 February at 16:00

Cars subject to final checks (decision by the Stewards and announced to the competitor concerned at the finish TC) must have one representative for the entrant as well as mechanics (in case of dismantling) present at the final check.

14.2 Protest Fees

The protest fee is: € 1 000.

14.2.1. Additional Fees

For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc.): € 1 000

14.3 Appeal Fees

Sum for an international appeal fee (FIA) € 6 000.





NOTES

APPENDIX 1

ITINERARY/TIDSSKJEMA - DAY 1

DAY 1 THURSDAY 12 FEBRUARY 2009							Section 1
TC/SS	Location	SS dist.	Liasion dist.	Total dist.	Target time	First car due	
SSS 1	Oslo	1,92				20:04	Section 1
	Technical Zone, Loading area, Oslo		0,73	2,65			
	Parc Fermé IN, Statens Hus, Hamar						
	All cars must be returned to Parc Fermé no later than					02:30	
DAY 1 FRIDAY 13 FEBRUARY 2009							Section 2
TC/SS	Location	SS dist.	Liasion dist.	Total dist.	Target time	First car due	
RE-START DAY 1 - Statens Hus, Hamar							Section 2
TC 1A	Parc Fermé OUT					07:00	
TC 1B	Service IN		3,52	3,52	0:10	07:10	
Service A (Viking ship)					0:15		
TC 1C	Service OUT					07:25	Section 2
	Refuel RZ 1	1,92	4,25	6,17			
	Distance to next refuel	22,62	97,10	119,72			
TC 2			85,14	85,14	1:37	09:02	
SS 2	Opaker 1	14,62				09:05	Section 2
TC 3			8,51	23,13	0:31	09:36	
SS 3	Kirkenær 1	8,00				09:39	
	Refuel RZ 2	22,62	97,10	119,72			
	Km to next refuel	48,94	85,67	134,61			Section 2
TC 4			15,70	23,70	0:37	10:16	
SS 4	Finnskogen 1	20,87				10:19	
TC 5			23,86	44,73	0:51	11:10	
SS 5	Kongsvinger 1	13,45				11:13	Section 2
TC 5A	Regrouping and Technical Zone IN		11,55	25,00	0:34	11:47	
TC 5B	Regrouping Out/Remote Service IN				0:13	12:00	
Remote Service B (Kongsvinger)					0:15		
TC 5C	Remote Service (Kongsvinger) OUT					12:15	Section 2
TC 6			22,35	22,35	0:33	12:48	
SS 6	Opaker 2	14,62				12:51	
	Refuel RZ 3	48,94	85,67	134,61			
	Km to next refuel	42,32	75,25	117,57			Section 2
TC 7			27,90	42,52	0:57	13:48	
SS 7	Finnskogen 2	20,87				13:51	
TC 8			23,86	44,73	0:51	14:42	
SS 8	Kongsvinger 2	13,45				14:45	Section 2
TC 9			35,60	49,05	0:58	15:43	
SS 9	Kirkenær 2	8,00				15:46	
	Refuel RZ 4	42,32	75,25	117,57			
	Km to next refuel		98,68	98,68			Section 3
TC 9A	Parc Fermé and Technical Zone IN		96,59	104,59	2:03	17:49	
TC 9B	Parc Fermé Out/Service IN				0:03	17:52	
Flexi Service C (Viking ship)					Max 0:45		
TC 9C	Service OUT					18:37	Section 3
TC 9D	Parc Fermé IN, Statens Hus, Hamar		2,02	2,02	0:10	18:47	
	All cars must be returned to Parc Fermé no later than					22:30	
DAY 1 totals		115,80	357,33	473,13			

APPENDIX 1

ITINERARY/TIDSSKJEMA - DAY 2

DAY 2		SATURDAY 14 FEBRUARY 2009				
TC/SS	Location	SS dist.	Liasion dist.	Total dist.	Target time	First car due
START DAY 2 - Statens Hus, Hamar						
TC 9E	Parc Fermé Hamar OUT					06:20
TC 9F	Service IN		3,52	3,52	0:10	06:30
Service D (Viking ship)					0:15	
TC 9G	Service OUT					06:45
	Refuel RZ 5		98,68	98,68		
	Km to next refuel	31,03	79,49	110,52		
TC 10			49,17	49,09	1:05	07:50
SS 10	Mountain 1	24,36				07:53
TC 11			29,89	54,25	1:02	08:55
SS 11	Lillehammer 1	6,67				08:58
	Refuel RZ 6	31,03	79,49	110,52		
	Km to next refuel	28,44	65,01	93,45		
TC 12			39,30	45,97	0:57	09:55
SS 12	Ringsaker 1	27,29				09:58
TC 13			20,58	47,87	1:03	11:01
SS 13	Hamar 1	1,15				11:04
TC 13A	Regrouping and Technical Zone IN		5,56	6,71	0:20	11:24
TC 13B	Regrouping Out/Service IN				0:13	11:37
Service E (Viking ship)					0:30	
TC 13C	Service OUT					12:07
	Refuel RZ 7	28,44	65,01	93,45		
	Km to next refuel	31,03	79,49	110,52		
TC 14			49,17	49,17	1:05	13:12
SS 14	Mountain 2	24,36				13:15
TC 15			29,89	54,25	1:02	14:17
SS 15	Lillehammer 2	6,67				14:20
	Refuel RZ 8	31,03	79,49	110,52		
	Km to next refuel	28,44	70,98	99,42		
TC 16			39,30	45,97	0:57	15:17
SS 16	Ringsaker 2	27,29				15:20
TC 17			20,58	47,87	1:03	16:23
SS 17	Hamar 2	1,15				16:26
TC 17A	Parc Fermé and Technical Zone IN		5,56	6,71	0:20	16:46
TC 17B	Parc Fermé Out/Service IN				0:03	16:49
Flexi Service F (Viking ship)					Max 0:45	
TC 17C	Service OUT					17:34
TC 17D	Parc Fermé IN		2,02	2,02	0:10	17:44
	All cars must be returned to Parc Fermé no later than					21:30
DAY 2 totals		118,94	294,54	413,48		

Section 4

Section 5

APPENDIX 1

ITINERARY/TIDSSKJEMA - DAY 3

DAY 3			SUNDAY 15 FEBRUARY 2009			
TC/SS	Location	SS dist.	Liasion dist.	Total dist.	Target time	First car due
START DAY 3 - Statens Hus, Hamar						
TC 17E	Parc Fermé Hamar OUT					06:20
TC 17F	Service IN		3,52	3,52	0:10	06:30
Service G (Viking ship)					0:15	
TC 17G	Service OUT					06:45
	Refuel RZ 9	28,44	70,98	99,42		
	Km to next refuel	43,34	68,27	111,61		
TC 18			32,56	32,56	0:46	07:31
SS 18	Våler 1	30,03				07:34
TC 19			21,99	52,02	0:58	08:32
SS 19	Elverum 1	13,31				08:35
	Refuel RZ 10	43,34	68,27	111,61		
	Km to next refuel	19,74	38,79	58,53		
TC 20			19,79	33,10	0:45	09:20
SS 20	Budor 1	19,74				09:23
TC 20A	Regrouping and Technical Zone IN		32,59	52,33	1:04	10:27
TC 20B	Regrouping Out/Service IN				0:13	10:40
Service H (Viking ship)					0:30	
TC 20C	Service OUT					11:10
	Refuel RZ 11	19,74	38,79	58,53		
	Km to next refuel	43,34	68,27	111,61		
TC 21			32,56	32,56	0:46	11:56
SS 21	Våler 2	30,03				11:59
TC 22			21,99	52,02	0:58	12:57
SS 22	Elverum 2	13,31				13:00
	Refuel RZ 12	43,34	68,27	111,61		
	Km to next refuel	19,74	38,79	58,53		
TC 23			19,79	33,10	0:45	13:45
SS 23	Budor 2	19,74				13:48
TC 23A	Technical Zone IN		32,59	52,33	1:04	14:52
TC 23B	Service IN				0:03	14:55
Service I (Viking ship)					0:10	
TC 23C	Service OUT - Finish holding control IN					15:05
DAY 3 Totals		126,16	217,38	343,54		

Section 6

Section 7

TOTALS OF THE RALLY				
	SS	Liaison	Total	%
Day 1 - 9 SS	115,80	357,33	473,13	24,50 %
Day 2 - 6 SS	118,94	294,54	413,48	28,80 %
Day 3 - 6 SS	126,16	217,38	343,54	36,70 %
Total - 23 SS	360,90	869,25	1230,15	29,30 %

APPENDIX 2

RECONNAISSANCE SCHEDULE / GJENNOMKJØRINGSSKJEMA

Day 1, priority 1 and 2:

Stage		Allowed Time	SS km	Tot SS km x 2	Finish to start	To next stage	Total
11/15	Lillehammer	08:00 - 09:15	9,20	18,40	6,10	50,00	74,50
10/14	Mountain	09:15 - 11:00	24,36	48,72	35,00	13,70	97,42
12/16	Ringsaker	11:00 - 13:00	28,55	57,10	18,00	21,00	96,10
13/17	Hamar	12:45 - 15:00	1,25	2,50	1,50	28,00	32,00
20/23	Budor	13:30 - 16:00	12,76	25,52	8,00	126,00	159,52
1	Oslo	15:30 - 18:00	2,00	4,00	0,50		

Day 2, priority 1 and 2:

Stage		Allowed Time	SS km	Tot SS km x 2	Finish to start	To next stage	Total
19/22	Elverum	08:00 -	13,60	13,60		7,40	21,00
18/21	Våler	08:15 -	30,03	30,03		19,3	49,33
19/22	Elverum	- 11:00	13,60	13,60		7,40	21,00
18/22	Våler	- 11:30	30,03	30,03		51,30	81,33
2/6	Opaker	11:15 - 13:00	14,98	29,96	13,00	8,30	51,26
3/9	Kirkenær	12:15 - 14:15	8,50	8,50	6,30	15,60	38,90
4/7	Finnskogen	13:00 - 15:00	24,80	49,60	14,80	21,10	85,50
5/8	Kongsvinger	14:30 - 16:45	12,80	25,60	6,20	108,30	140,10

APPENDIX 2

RECONNAISSANCE SCHEDULE / GJENNOMKJØRINGSSKJEMA

Day 1, priority 3 and non priority:

Stage		Allowed Time	SS km	Tot SS km x 2	Finish to start	To next stage	Total
19/22	Elverum	08:00 -	13,60	13,60		7,40	21,00
18/21	Våler	08:15 -	30,03	30,03		19,3	49,33
19/22	Elverum	- 11:00	13,60	13,60		7,40	21,00
18/22	Våler	- 11:30	30,03	30,03		51,30	81,33
2/6	Opaker	11:15 - 13:00	14,98	29,96	13,00	8,30	51,26
3/9	Kirkenær	12:15 - 14:15	8,50	8,50	6,30	15,60	38,90
4/7	Finnskogen	13:00 - 15:00	24,80	49,60	14,80	21,10	85,50
5/8	Kongsvinger	14:30 - 16:45	12,80	25,60	6,20	108,30	140,10
1	Oslo	18:00 - 20:30	2,00	4,00	0,50		

Day 2, priority 3 and non priority:

Stage		Allowed Time	SS km	Tot SS km x 2	Finish to start	To next stage	Total
11/15	Lillehammer	08:00 - 09:15	9,20	18,40	6,10	50,00	74,50
10/14	Mountain	09:15 - 11:00	24,36	48,72	35,00	13,70	97,42
12/16	Ringsaker	11:00 - 13:00	28,55	57,10	18,00	21,00	96,10
13/17	Hamar	12:45 - 15:00	1,25	2,50	1,50	28,00	32,00
20/23	Budor	13:30 - 16:00	12,76	25,52	8,00	126,00	159,52

APPENDIX 3

COMPETITORS' RELATIONS OFFICERS / DELTAKERKONTAKTER



JACKY JUNG

France

(Languages: French, English, German)



SVEND MADSEN

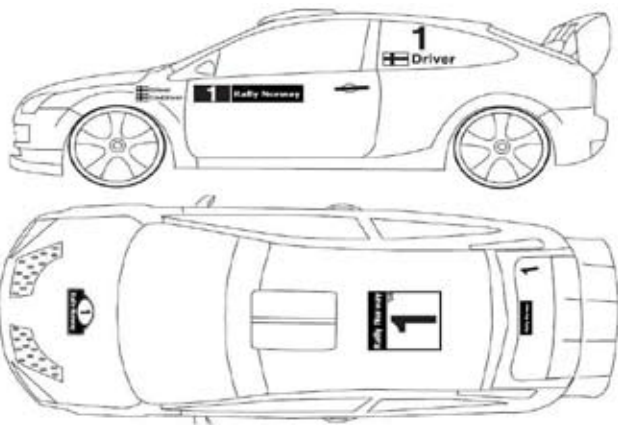
Norway

(Languages: Norwegian, English)



APPENDIX 4

COMPETITION NUMBER AND RALLY PLATES



2 X DOOR PLATES WITH COMPETITION NUMBER

67 cm wide and 17 cm high. The top of the plate shall be placed between 7 cm and 10 cm below the bottom window line. No other sign shall be placed within 10 cm of the plate. Advertising: Rally Norway

1 X ROOF PANEL WITH COMPETITION NUMBER

50 cm wide and 52 cm high. Placed on the roof with the top towards the front of the car. Advertising: Rally Norway

1 X REAR WINDOW PLATE AND COMPETITION NUMBER

30 cm wide and 10 cm high. Placed at the top of the rear window and centred.

RALLY PLATE WITH STARTING NUMBER FOR BONNET

43 cm wide and 21.5 cm high.

REAR SIDE WINDOWS

2 x competition Nos 25 cm high - shall be placed at the top of the rear side windows.

The name of the driver with his/her passport nationality national flag must appear on the rear side window of both sides of the car (under the starting Nos).

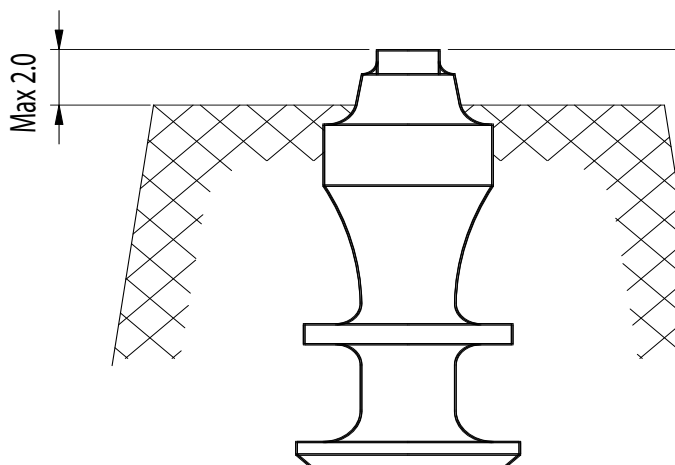
FRONT WINGS

The names of the driver and co-driver, with their national flags, must appear on the front wings.

For further details, see Art 3.6 in the FIA WRC Regulations.

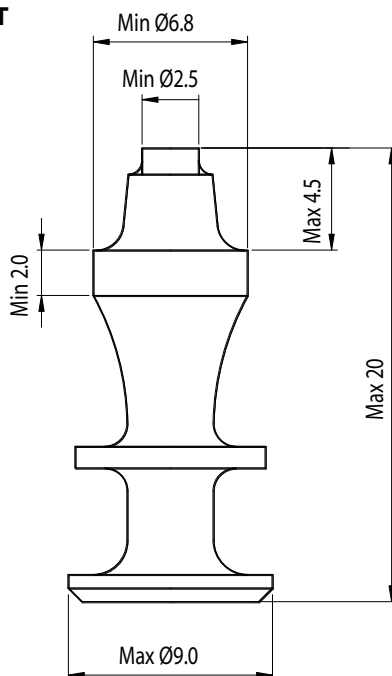
APPENDIX 5

STUDS RECONNAISSANCE / PIGGER - GJENNOMKJØRING



APPENDIX 6

STUDS RALLY / PIGGER - LØPET



Welcome to Rally Norway 2009



WINTER WONDERLAND

