



GEKO YPRES RALLY 24-26 JUNE 2010

FIA European Rally Championship for Drivers
FIA European Rally Championship for Co-Drivers
FIA 2-WD European Cup
FIA International Series "IRC" Intercontinental Rally Challenge for Teams & Manufacturers
FIA International Series "IRC" Intercontinental Rally Challenge for Drivers & Co-Drivers
FIA International Series "IRC" Intercontinental Rally Challenge for 2WD Teams & Manufacturers
FIA International Series "IRC" Intercontinental Rally Challenge for 2WD Drivers & Co-Drivers
Belgium Rally Championship
Belgium Rally Championship for Drivers (A & N)
Belgium Rally Championship for Makes
"Citroën Racing Trophy Benelux"
"Clio R3 European Trophy"
"Ford Fiesta Sport Trophy"

SUPPLEMENTARY REGULATIONS

INDEX

1. INTRODUCTION	5
1.1. Introduction	5
1.2. Road Surface	5
1.3. Overall SS Distance and Total Distance of the Itinerary	5
2. ORGANISATION	5
2.1. FIA and other Titles for which the Rally counts	5
2.2. Visa numbers – FIA and ASN	5
2.3. Organisers Name / Permanent Secretariat, Address and Contact details	5
2.4. Organisation Committee	5
2.5. Stewards of the Meeting	6
2.6. FIA Delegates and Observer	6
2.6.1. National Observer	6
2.6.2. National Technical Delegate	6
2.6.3. Time Keeper Coordinator	6
2.6.4. Official Scrutineer of the Clio R3 European Trophy	6
2.7. Senior Officials	6
2.7.1. Major Officials	6
2.8. HQ Location and Contact Details	7
3. PROGRAMME	7
4. ENTRIES	8
4.1. Closing Date for Entries	8
4.2. Entry Procedure	8
4.2.1. Acceptance of Entry Form	8
4.3. Number of Entrants accepted and Classes	8
4.3.1. The maximum number of entries accepted will be 90	8
4.3.2. Classes	8
4.3.3. Additional Provisions	9
4.4. Entry Fees	9
4.4.1. Entry Packages	9
4.5. Payment Details	10
4.6. Refunds	10
5. INSURANCE	10
5.1. Description of Insurance Cover	10
5.1.1. Behaviour in case of Accident	10
5.2. Public Liability Cover	11
6. ADVERTISING AND IDENTIFICATION	11
6.1. Identification	11
6.2. Failure to comply with any regulations concerning the plates and identification numbers will be sanctioned as follows:	11
6.3. Driver's and Co-driver's Names	11
6.3.1. Driver's Surname on Rear Side Window	11
6.3.2. Driver's and Co-driver's Name on the front Wings of the Car	11
7. TYRES	11
7.1. Tyres specified for use during the Rally	11
7.2. Tyres for use on Reconnaissance	11
7.3. National Laws or Special Requirements	11
8. FUEL	12
8.1. Ordering Procedure	12
8.2. Closing Date for ordering FIA Fuel	12
8.3. Distribution for non-priority Drivers	12

9. RECONNAISSANCE.....	12
9.1. Procedure for Registration	12
9.2. Specific and/or National Restrictions – Speed Limit on the Liaison and Special Stages.....	12
9.3. Installation of Speed Control Checking Devices	12
10. ADMINISTRATIVE CHECKS	13
10.1. Documents to be presented:	13
10.2. Timetable	13
11. SCRUTINEERING, SEALING AND MARKING	13
11.1. Scrutineering Venue and Timetable.....	13
11.2. Mud flaps (Appendix J Article 252.7.7)	13
11.3. Windows/Nets (Appendix J Article 253.11).....	13
11.4. Driver's Safety Equipment	13
11.5. Noise Level	13
11.6. Special National Requirements	14
11.6.1. Two-way Radio Communication	14
11.6.2. National General Technical Regulations.....	14
11.7. Installation of Safety Tracking System	14
12. OTHER PROCEDURES	14
12.1. Ceremonial Start procedure and order	14
12.2. Finish Procedure (only if different from the Regulations).....	14
12.3. Permitted early Check-in.....	14
12.4. Super Special Stage Procedure and Running Order	14
12.4.1. Starting system of special stages	14
12.5. Any special Procedures / Activities including the Organisers' Promotional Activities	15
12.5.1. Contact Number.....	15
12.5.2. Accident Reporting.....	15
12.5.3. The Use of on-board Yellow Flag System	15
12.5.4. SOS and OK Sign	15
12.5.5. Reflective Triangle	15
12.5.6. Other points	15
12.6. Official Time used during the rally.....	16
13. IDENTIFICATION OF OFFICIALS	16
14. PRIZES	16
14.1. Overall Classification	16
14.2. Group Classification	16
14.3. Class Classification	16
14.4. Ladies Cup.....	16
14.5. Other awards	16
14.6. Other Classifications	16
14.6.1. Details concerning the other Classifications	16
14.7. Establishing and Publication of Results	17
15. FINAL CHECKS	17
15.1. Final Checks – who is to attend from teams, plus location	17
15.2. Protest Fees	17
15.3. Deposit.....	17
15.4. Appeal Fees	17
16. APPENDIX 1 – ITINERARY	18
17. APPENDIX 2 – RECONNAISSANCE SCHEDULE.....	21
18. APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO'S	21
19. APPENDIX 4 – ADVERTISING, COMPETITION NUMBERS AND DRIVER'S NAMES	22

19.1. Obligatory Advertising, Competition Numbers	22
19.2. Optional Advertising	22
19.3. Driver and Co-Driver Names.....	22
19.4. IRC advertising (see Appendix 8)	22
19.5. List of Organiser's Advertisers	23
20. APPENDIX 5 – SPEED LIMIT	23
21. APPENDIX 6 – SAFETY TRACKING SYSTEM.....	24
21.1. Collection	24
21.2. Installation.....	24
21.3. Inspection.....	24
21.4. Use.....	24
21.5. Return	24
22. APPENDIX 7 – 2010 INTERCONTINENTAL RALLY CHALLENGE SPORTING REGULATIONS.....	25
22.1. Promoter, Organiser, ASN	25
22.2. Events	25
22.3. Eligible Drivers	25
22.4. Eligible Cars	25
22.5. Points	26
22.6. On-Board Camera.....	26
22.7. Awards	26

1. INTRODUCTION

1.1. Introduction

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2010 FIA Regional Rally Championship Sporting Regulations, the National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations. These General Prescriptions are available at your ASN and as well for reading in our Rally Office (see page V.3) or with our Competitor Relation Officers (CRO) during the rally.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the Organiser, the Stewards or the Clerk of the Course for changes or amendments concerning Itinerary or Final Posting Time).

Additional information will be published in the Rally Guide, issued on Thursday 27/05/2010. The 2010 FIA Regional Rally Championships Sporting Regulations can be found at www.fia.com > Sport > Regulations > FIA Rally Championships > Regional Championships > "2010 FIA Regional Rallies Championships (english) – published on 25.01.2010".

1.2. Road Surface

All stages will be run on asphalt/tarmac.

1.3. Overall SS Distance and Total Distance of the Itinerary

293,98 Km special stages (44,95%)

19 special stages (10 different stages)

422,22 Km liaison distance (717,80 Km total distance)

2 Days, 6 Sections

2. ORGANISATION

2.1. FIA and other Titles for which the Rally counts

FIA European Rally Championship for Drivers

FIA European Rally Championship for Co-Drivers

FIA 2-WD European Cup

FIA International Series "IRC" Intercontinental Rally Challenge for Teams & Manufacturers

FIA International Series "IRC" Intercontinental Rally Challenge for Drivers & Co-Drivers

FIA International Series "IRC" Intercontinental Rally Challenge for 2WD Teams & Manufacturers

FIA International Series "IRC" Intercontinental Rally Challenge for 2WD Drivers & Co-Drivers

Belgium Rally Championship

Belgium Rally Championship for Drivers (A & N)

Belgium Rally Championship for Makes

"Citroën Racing Trophy Benelux"

"Clio R3 European Trophy"

"Ford Fiesta Sport Trophy"

2.2. Visa numbers – FIA and ASN

FIA visa N°: 4CER/050510 issued on 05/05/2010

ASN visa N°: B10-R5-GYR issued on 28/04/2010

2.3. Organisers Name / Permanent Secretariat, Address and Contact details

SuperStage vzw	tel: +32 (0)56 43 28 81
Vlamingstraat 4	fax: +32 (0)56 43 28 61
B-8560 Wevelgem	e-mail: info@ypresrally.com
Belgium	web: www.gekoypresrally.com

2.4. Organisation Committee

Chairman	Dirk VAN DER SLUYS
Managing Director	Alain PENASSE
Secretary	Christophe VERMEERSCH

2.5. Stewards of the Meeting

Chairman	Anita PASSALIS (GR)	FIA
	Tomas KUNC (CZ)	FIA
	Yves BACQUELAINE (B)	ASN
Secretary to the Stewards	Liliane LASURE (B)	

2.6. FIA Delegates and Observer

Observer	Jordi PARRO VIDAL (E)
Technical Delegate	Lionel CARRE (F)
Assistant to Technical Delegate	Jerome TOQUET (F)

2.6.1. National Observer

Etienne MASSILLON	RACB Sport
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2.6.2. National Technical Delegate

Xavier SCHENE	RACB Sport
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2.6.3. Time Keeper Coordinator

Patrick MENTEN	RACB Sport
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2.6.4. Official Scrutineer of the Clio R3 European Trophy

Sylvain ALANORE	Renault Sport Technologies
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2.7. Senior Officials

Clerk of the Course	Ignace BECQUART	FIA license nr: 13
DCOC / Rally Manager	Alain PENASSE	FIA license nr: 2619
ACOC / Chief Safety Officer	Jan VERVISCH	FIA license nr: 2617
ACOC Route	Denis DUJARDIN	FIA license nr: 2540
Event Secretary	Emilia KIVIMÄE	FIA license nr: 2764
Competitors Relations Officer	Clément MASCLEF / Jean BROECKX / Joost DEMEESTER / Roger JAMOUL	

2.7.1. Major Officials

Service Park Manager	Christophe VERMEERSCH	
Relations Authorities	André BOSTYN / Annick COOPMAN	
Time Card Officer	Annick COOPMAN	
Spectator Management	Frederik DEBRUYNE	
Marshal Coordinator	Jean Pierre DELEERSNIJDER	
Ceremony Master	Patrick BOSTYN	
Administration	Katrien NEYT	
Timing & Result Communication	Vincent ROUSEU / Chris DESCHILDERE	
Chief Medical Officer	Dr. Jan CREUPELANDT	
Deputy C.M.O.	Dr. Luc HATSE	
Medics Coordinator	Diego GOUWY	
Press Officers	Stefaan BRACKX	
Media Accreditation Officer	Dirk VAN DER SLUYS	
Equipment Officer	Roland DEKNOCK / Dorine BOUTEN	
HQ Communications Officers	Peter DECKMYN / Pierre LACANTE	
Rally HQ Manager	Peter DECKMYN	
Safety Tracking System Manager	Denis DUJARDIN	
Survey Helicopter Officer	TBC	
Intervention Helicopter Officer	TBC	
Timing Equipment Coordinator	Georges DE GROOTE	
Special Stages Coordinator	Patrick DUMORTIER / Werner ROOM	
Special Stage Chiefs	Chris D'HONDT	SS Hollebeke
	Kathy DEKNOCK	SS Westouter
	Rik DESIMPEL	SS Mesen-Sauvegarde
	Jurgen DEBRUYNE	SS Proven-Vleteren
	Sebastiaan WYFFELS	SS Watou
	Patrick DUMORTIER	SS Kemmelberg
	Piet OOSTVOGELS	SS Langemark
	Jean Pierre DELEERSNIJDER	SS Dikkebus

Special Stage Safety Chiefs	Frederik VANHOOREN	SS Heuvelland
	Boudewijn BARTSOEN	SS Lille-Eurométropole
	Danny VERFAILLIE	SS Hollebeke
	Dorine BOUTEN	SS Westouter
	Davy VERCAEMER	SS Mesen-Sauvegarde
	Jeroen DEMEULENAERE	SS Proven-Vleteren
	André BONTE	SS Watou
	Günter ARCHIE	SS Kemmelberg
	Jean Pierre VAN DEN BERGH	SS Langemark
	Marc DOORNAERT	SS Dikkebus
Course Cars 0 / 00	Björn VANDECASTEELE	SS Heuvelland
	Jean Pierre BERGER	SS Lille-Eurométropole
	Bart DHULSTER / Louis VANROEY	
	Francis SOETE	
	Boudewijn BARTSOEN	
Parc Fermé & Regroup Officer		
Superrally and Retirement Officer		

2.8. HQ Location and Contact Details

Rally HQ from Thursday 24/06 until Sunday 27/06

Cloth Hall "Foyer" tel: +32 (0)57 20 84 84

Grote Markt 34 fax: +32 (0)57 42 48 46

8900 Ypres

COC private emergency number will be printed on the backside of the timecards.

Rally Office from Saturday 12/06 until Wednesday 23/06

"Ieshalles Marktkafé" tel: +32 (0)56 43 28 81

Grote Markt 35 fax: +32 (0)56 43 28 61

8900 Ypres

Rally Office opening hours:

12/06/2010 10h00 – 12h00 / 14h00 – 19h00

14-19/06/2010 09h00 – 12h00

20/06/2010 17h00 – 20h00

21-23/06 2010 10h00 – 20h00

3. PROGRAMME

DAY	DATE	TIME	ACTIVITY	LOCATION
THU	27/05	-	Route map and Rally Guide published	Rally Office, www.gekoypresrally.com
FRI	28/05	-	Official Notice Board	Rally Office, www.gekoypresrally.com
SAT	12/06	-	Issuing of the Road Book	Rally Office
FRI	18/06	-	Closing date for order of extra services in service park	service.park@ypresrally.com
SUN	20/06	17h00 – 20h00	Collection of materials and documents	Rally Office
MON	21/06	10h00 – 20h00	Collection of materials and documents	Rally Office
		14h00	Collection of rally safety tracking system	"Council Room", Cloth Hall, Ypres
			Pre-event Press Conference	
TUE	22/06	07h00 – 22h00	Start of reconnaissance (1 st day)	Special Stages
WED	23/06	07h00 – 22h00	Reconnaissance (2 nd day)	Special Stages
		14h00	Opening of media centre and media accreditation	Novotel, Sint-Jacobsstraat 15, Ypres
THU	24/06	08h00 – 16h00	Administrative Checks	Peugeot "Duran", A.Dehemlaan 3, Ypres
		08h30	Scrutineering – sealing & marking components	Cloth Hall, Ypres
		10h00	IRC/ERC team managers meeting on invitation	Cloth Hall "Foyer", Grote Markt 34, Ypres
			Rally HQ opening	
			Official Notice Board	
		18h00 – 19h00	Shakedown reconnaissance	Nieuwkerke
		19h00 – 20h30	Shakedown: first 25 starting numbers	
		20h30 – 23h00	Shakedown: all competitors	

DAY	DATE	TIME	ACTIVITY	LOCATION
FRI DAY1	25/06	10h00 13h00 13h30 16h00	First Stewards meeting Publication of start list for Day 1 Helicopter pilots' briefing Rally start	"Council Room", Grote Markt 34 Official Notice Board Rally HQ Podium, Market Place, Ypres
SAT DAY2	26/06	08h00 23h00 23h00 – 01h00 23h30 24h00	Publication of start list for Day 2 Podium Ceremony / Prize-giving Return of rally safety tracking system Final Scrutineering Post-event Press Conference	Official Notice Board Podium ramp, Market Place, Ypres Rally Welcome, Cloth Hall, Ypres TBC Media Centre
SUN	27/06	01h30 02h30	Publication of Provisional Final Classification Rally HQ closing	Official Notice Board -

Details of Locations:

Rally Office "Ieshalles Marktkafé", Grote Markt 35, Ypres (Market Place)
Rally HQ The Cloth Hall "Foyer", Grote Markt 34, Ypres (Market Place)
Media Centre "Novotel", Sint-Jacobsstraat 15, Ypres

4. ENTRIES

4.1. Closing Date for Entries

All entry forms must be received before the closing of entries on Friday 11/06/2010 at 24h00 (GMT+2).

4.2. Entry Procedure

Any FIA competition license-holder wishing to take part in Geko Ypres Rally 2010 must send the due entry fee and the completed entry form, to the rally secretariat before the closing date (Article 18.2. 2010 FIA Regional Rally Championships Sporting Regulations - FRRCSR). Details of the co-driver may be submitted up to 24/06/2010 (signing-on).

If this application is sent by fax or e-mail, the original must reach the Organiser by 18/06/2010.

4.2.1. Acceptance of Entry Form

An entry application will be accepted only when fully completed, duly signed and accompanied by the total entry fees or by a receipt issued by the competitor's ASN. Payment of the entry fees will only be accepted by bank transfer.

For foreign competitors, drivers and co-drivers, authorization must be given by their ASN according to Article 70 of the Code (Article 18.4. FRRCSR).

4.3. Number of Entrants accepted and Classes

4.3.1. The maximum number of entries accepted will be 90.

If more than 90 entries are received, the Organisers reserve the sole right to decide which entries among the non-priority drivers will be accepted.

4.3.2. Classes

- Group A Cars (A5, A6, A7)
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned
- Group R1, R2 and R3 cars
- Group N cars (N1, N2, N3, N4)
- Super 2000 cars

Group R cars shall enter events as Group A or Group N cars as:

GROUP A/N – GROUP R EQUIVALENCES	
GROUP A/N	GROUP R
Group N1: up to 1400cc	R1A: up to 1400cc
Group N2: over 1400cc and up to 1600cc	R1B: over 1400cc and up to 1600cc
Group A6: over 1400cc and up to 1600cc	R2B: over 1400cc and up to 1600cc
Group A7: over 1600cc and up to 2000cc	R2C: over 1600cc and up to 2000cc
	R3C: over 1600cc and up to 2000cc
	R3T: up to 1600cc
	R3D: up to 2000cc (nominal)

(Articles 4.1. and 4.2. 2010 FRRCSR)

4.3.3. Additional Provisions

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.
(Article 4.3. 2010 FRRCSR)
- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.
- The FIA 2WD European Cup is reserved for Group A cars (A5, A6, A7), Group A Kit cars as described in Article 4 of the FRRCSR, Group R cars (R1, R2, R3) and Group N cars (N1, N2, N3).
(Article 4.3. 2010 FRRCSR V1 – FIA European Rally Championship/Cup)

4.4. Entry Fees

Legal Entries € 2,500 with Organisers proposed advertising
€ 3,000 without Organisers proposed advertising

Legal entrants are competing cars entered by a team, a company or other legal entity with an entrant's license.

Private Entries € 1,800 with Organisers proposed advertising
€ 2,300 without Organisers proposed advertising

Private entrants are competing cars where the entrant is either the driver or co-driver or RACB registered Drivers Club of the Belgian crews.

Trophies Entries € 1,600 with Organisers proposed advertising
€ 2,000 without Organisers proposed advertising

Trophies entries are only valid after confirmation of participation of following cups:

- "Citroën Racing Trophy Benelux"
- "Clio R3 European Trophy"
- "Ford Fiesta Sport Trophy"

There is a discount of € 500 for all entries if the full amount is paid before 31/05/2010.

4.4.1. Entry Packages

PRODUCT	LEGAL ENTRANTS	PRIVATEERS	TROPHIES
Service Park Service area	130 m ² for 1 car 200 m ² for 2 cars 250 m ² for 3 cars	80 m ²	50 m ²
Vehicle Plates Guest Service Auxiliary	2 2 1	0 1 0	0 1 0
Passes Competitor Team Guest Refuelling armband	2 6 2	2 0 2	2 0 2
Administration Regulations Recce Material Road Book (sets) Rally Guide 2 Route Maps Programme	3 1 2 3 2 6	1 1 1 1 1 2	1 1 1 1 1 2

- Additional Auxiliary plates can be purchased at € 150 each.
- For Privateers and Trophies entries 1 additional Service plate can be purchased at € 350 each.

4.5. Payment Details

Entries fees must be paid by bank transfer to the following bank account:

Bank Name: ING België
 Account nr: 3200 0624 4042
 Account Name: SuperStage vzw
 IBAN: BE77 3200 0624 4042
 BIC: BBRUBEBB

- Please note that the above IBAN and BIC number should be used on all foreign payments.
- Any bank charges incurred must be paid by the entrant.
- Competitors must fax details to the Organiser to certify payment (+32 (0)56 43 28 61).
- Please ensure that the entrants name and "GYR10" are included as a reference on bank transfers.

4.6. Refunds

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted
- In the case of the rally not taking place

Partial refund of entry fees:

- The Organiser may refund 50% of the entry fee to those competitors who for reasons of "force majeure" (duly certified by their ASN before the Scrutineering) were unable to start the rally. The application for a refund must be submitted in writing to the Organisers (alain.penasse@ypresrally.com), stating the reason for not starting by the 24/06/2010 (scrutineering). Bank account details must be included.

5. INSURANCE

5.1. Description of Insurance Cover

The Organisers have contracted an Insurance, which covers the civil liability of organizers and participants (entrants and crews) according to Chapter 2/Art. 5 of the National Sporting Rules and the Belgian Law of 21 November 1989 (liability amount of € 12,395,000). The insurance covers the participants as long as they are in participation of the event.

Service and auxiliary vehicles are excluded from the Organisers insurance cover.

The Organiser's insurance cover for the rally will come into effect from the start of the rally and will cease at the end of the rally or at the Time Control of the retirement or exclusion.

A minimum of third party insurance is compulsory for all cars taking part in the rally. As proof that the competitor has a traffic insurance for Belgium, confirmation is required in form of an International Motor Insurance Card (Carte Internationale d'Assurance Automobile). This card should be in the competitor's home country (Green Card).

5.1.1. Behaviour in case of Accident

In case of an accident with material damage only, the competitor has the absolute Obligation to report verbally at the next Time Control and by a detailed report in writing before the end of the "Day" at the Clerk of the Course's office (Retirement Officer). Lack of declaration of material damage, will be sanctioned with a € 500 penalty. Furthermore in case of physical damage, the driver must immediately inform the qualified police authorities.

If a driver taking part in a rally is involved in an accident in which a member of the public, or anyone else, sustains physical injury, the second next following driver must report this to the next radio point as specified in the road book and signposted on the Route. If he fails to observe this rule, the Stewards may impose on the crew a penalty, which may go as far as exclusion. 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.

- If a competitor leaves the road and goes off on a spot where spectators, neighbours, marshals or any other persons are standing, he has to stop to verify if nobody has been hit and injured by his vehicle.
- If nobody has been injured, the competitor may leave and the incident will be considered as a race fact, remaining understood that the above-mentioned report has to be made in the same conditions by the competitor.
- If somebody has been injured, the competitor has to wait on the spot for the arrival of the rescue and police forces (information will be given by the marshals and or officials on the spot) before continuing eventually the event.
- Inobservance of the here above mentioned will be automatically sanctioned with the exclusion of the competitor who furthermore is risking legal penalties in the country where the event takes place.
- Competitor's accident and safety procedures will be also inserted in the Road Book.

In the case of retirement, the competitor has to hand over his time card at the following Time Control or at the Rally Head Quarters to the Retirement Officer together with his retirement report in writing. Inobservance of this rule will be sanctioned with a 250€ penalty.

5.2. Public Liability Cover

Maximum compensation is unlimited for physical damage and €100.000.000 for material damage per case. Maximum compensation regarding organiser liability insurance is € 5.000.000 per case for physical, material and non-materials damages.

6. ADVERTISING AND IDENTIFICATION

6.1. Identification

Competitors will be required to carry mandatory rally identification plates and competition numbers during the whole rally. Those will be issued by the Organisers and must be affixed to the car prior to scrutineering and maintained during the whole event as specified in 2010 FIA Regional Rally Championships Sporting Regulations. See Appendix 4 of these regulations for details concerning the affixing of rally plates and competition numbers.

The advertising space on the competition numbers and the rally plates belong to the Organiser. The advertising is obligatory and described in Appendix 4. Any cutting, damaging, or foreign advertising on competition numbers or rally plates will give the following penalty: start refusal or exclusion.

6.2. Failure to comply with any regulations concerning the plates and identification numbers will be sanctioned as follows:

- One missing Rally Plate or Competition Number: cash penalty of € 100
- Competition Numbers or Rally Plates are missing at the same time: exclusion
- Rally Plates failing to be visible or partially covering license plate: cash penalty of € 100
- Missing Organizers Optional Advertising: Payment of Entry Fee without Advertising

6.3. Driver's and Co-driver's Names

6.3.1. Driver's Surname on Rear Side Window

The driver's surname, together with the national flag of his license, must appear on the rear side window on both sides of the car, below the competition number. The driver's surname must be:

- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
- In white on a clear background.
- 10 cm high and with a stroke width of 1.5 cm.

In addition to what is required under 6.3.1 the Co-Driver's name must also be placed below the Driver's name, in the same typeface but to a maximum size of 50mm, plus the national flag of the country of the ASN from which he/she has obtained his/her license.

6.3.2. Driver's and Co-driver's Name on the front Wings of the Car

In addition to what is required under 6.3.1, the names of the driver and co-driver, together with their national flags of their license, must also appear on the front wings of the car.

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

Service / Auxiliary plates and other plates must be affixed to the upper side of the windscreen on the passenger side.

7. TYRES

7.1. Tyres specified for use during the Rally

In addition to complying with the 2010 Regional Rally Championships Sporting Regulations, the quantities of tyre confirmed for use: no limitation.

7.2. Tyres for use on Reconnaissance

Only homologated commercial road tyres are allowed.

7.3. National Laws or Special Requirements

The use of studded tyres is not allowed.

8. FUEL

8.1. Ordering Procedure

The use of FIA fuel is not obligatory. All competitors have to use a fuel in accordance with Art.9 Appendix J art. 252.

8.2. Closing Date for ordering FIA Fuel

Not applicable

8.3. Distribution for non-priority Drivers

All competitors may only refuel in the refuelling zone. There will be **two** refuelling zones (see Road Book).

For safety reasons and competitors' comfort guarded fuel storage containers will be available in the refuelling zone for all competitors (not available in Mesen refuelling zone). More information concerning this container will be available at the Permanent Secretariat and with the Refuelling Officer. It is forbidden to use the competition car for transportation of fuel and personnel between Service Park and refuelling. To access the refuelling zone each service crew member will have to wear the armband provided with the service pack.

9. RECONNAISSANCE

9.1. Procedure for Registration

The registration for reconnaissance will take place as following:

Sunday 20/06 17h00 – 20h00

Monday 21/06 10h00 – 20h00

Location: Rally Office "Ieshalles Marktcafé"

Grote Markt 35, 8900 Ypres

For ERC registered and IRC teams materials may be collected by a team member duly designated in writing. Other crews will be obliged to attend in person.

9.2. Specific and/or National Restrictions – Speed Limit on the Liaison and Special Stages

Competitors are permitted a maximum of 3 passages over each special stage. A reconnaissance control card will record each competitor's passage over the stages. The reconnaissance pass must be posted on the top right of the front windscreen of the reconnaissance car.

All reconnaissance's of the rally route has to be done at reasonable speed in accordance to the traffic rules. Under no circumstances may competitors' drive in the opposite direction of the rally traffic, unless instructed by an official of the event. The maximum speed set for the reconnaissance of special stages is 90km/u, except for those cases in which there are speed limit signals and in built-up areas (50km/h or 30 km/h).

Competitors are reminded that the roads are not closed for reconnaissance and vehicles will be travelling in the opposite direction of the rally reconnaissance traffic.

Reconnaissance Vehicle: RRCSR rules applied.

Any infringement or reported case of dangerous behaviour will result in a penalty as ruled by Article 153 of the International Sporting Code:

- 1st infringement: convocation by the Clerk of the Course
- 2nd infringement: a cash penalty of € 500,00
- 3rd infringement: a cash penalty of € 1000,00 with a transfer of a file to the RACB Sport (2 & 3 are cumulative)
- 4th infringement: decision by the stewards of the meeting

9.3. Installation of Speed Control Checking Devices

Speed controls will be done by the police with multanova radar devices and speed-guns during the reconnaissance as well as during the rally.

Belgian Speed Rules: See Appendix 5.

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

Reconnaissance schedule see Appendix 2.

10. ADMINISTRATIVE CHECKS

10.1. Documents to be presented:

- Entrants license
- Driver and Co-driver competition license
- Driver and Co-driver passports or identifications
- Driver and Co-driver driving license
- ASN authorization, for all foreign competitors
- Verification of all details on the entry form
- Car insurance cover certificate
- Car registration papers

10.2. Timetable

Date: Thursday 24/06

Time: 08h00 – 16h00 (See detailed timetable in 11.1.)

Location: Peugeot Duran

Albert Dehemlaan 3, 8900 Ypres

11. SCRUTINEERING, SEALING AND MARKING

11.1. Scrutineering Venue and Timetable

Location: Peugeot Duran

Albert Dehemlaan 3, 8900 Ypres

Any crew taking part in the rally, or their representative, duly designated in writing must arrive at the scrutineering and present the car in accordance with the following timetable:

THURSDAY 24/06/2010			
TIME	NUMBER – GR1	NUMBER – GR2	NUMBER – GR3
08h00 – 09h00	91 / 90 / 89 / 88 / 87 / 86	61 / 60 / 59 / 58 / 57 / 56	31 / 30 / 29 / 28 / 27 / 26
09h00 – 10h00	85 / 84 / 83 / 82 / 81 / 80	55 / 54 / 53 / 52 / 51 / 50	25 / 24 / 23 / 22
10h00 – 11h00	6 / 5 / 4	14 / 12 / 11	21 / 20 / 19 / 18
11h00 – 12h00	10 / 9 / 8 / 7	3 / 2 / 1	17 / 16 / 15
12h00 – 13h00	BREAK		
13h00 – 14h00	67 / 66 / 65 / 64 / 63 / 62	37 / 36 / 35 / 34 / 33 / 32	49 / 48 / 47 / 46 / 45 / 44
14h00 – 15h00	73 / 72 / 71 / 70 / 69 / 68	43 / 42 / 41 / 40 / 39 / 38	79 / 78 / 77 / 76 / 75 / 74
15h00 – 16h00	RE-CONTROL		

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 Article and Belgian Traffic laws.

“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.”

11.4. Driver's Safety Equipment

Whenever a car is in motion on a special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment and have their safety belts fastened (Article 36.1. 2010 RRCSSR)

11.5. Noise Level

FIA rules (Appendix J Article 252.3.6) it is obligatory to respect the Belgian Traffic Laws.

For all cars max noise level = 94 dBA

If the car does not comply with this rule, the following penalties will be given:

- Before the start: the crew concerned will not be allowed to start.
- During the rally: on base of the report of the scrutineers, the panel of the stewards of the meeting will decide the penalty, which may go as far as exclusion.

11.6. Special National Requirements

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

11.6.1. Two-way Radio Communication

The approved GSM (mobile) telephones are exempted from licensing. Every other 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 brochures liable for legal procedures and if their frequencies interfere with the Organisation network, immediate sanctions will be requested.

11.6.2. National General Technical Regulations

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

11.7. Installation of Safety Tracking System

In FIA Regional Championship events all cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each Organiser. (Article 36.7. 2010 FRRCSR) For information concerning Safety Tracking System – **Collection, Installation and Return, see Appendix 6.**

12. OTHER PROCEDURES

12.1. Ceremonial Start procedure and order

Not applicable

12.2. Finish Procedure (only if different from the Regulations)

Following the final service at Market Place in Ypres all crews will continue to the end of rally podium finish at TC 19D. The finish of the rally will be at TC 19D, from there, competitors must follow instructions of the officials to drive over the finish ramp. After the finish podium ceremony cars will be driven to the final Parc Fermé under the control of the Organisers. This may be done by a representative of the entrant.

Prize giving: Podium ramp, Market Place in Ypres, Saturday 26/06 at 23h00 at the arrival of the cars.

12.3. Permitted early Check-in

Crews are authorised to check in early, without incurring a penalty, at TC 6D (end of Day 1) and 19D (end of Day 2).

In this case, the time entered on the time card shall be the scheduled time of the rally, not the actual time. (Article 29.2.11. 2010 FRRCSR)

12.4. Super Special Stage Procedure and Running Order

Not applicable

12.4.1. Starting system of special stages

Starts of special stages will be given as follows:

When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the special stage time card. He will hand this document back to the crew. The start of the stage will

be given by an electronic countdown system, (TAG Heuer HL 920) counting down by the seconds. This system will be linked to a start line detection device that records any situation where a car leaves the start line ahead of the signal. Additionally an analogue clock will be visible to the crew. At the Finish, time is taken at 1 /10 second by photocell. The distance between this jump-start detection device and the start line will be 40 cm.

12.5. Any special Procedures / Activities including the Organisers' Promotional Activities

12.5.1. Contact Number

At the signing on, all crews will have to declare the number of the mobile phone, which they will carry with them on board and keep connected during the whole event.

12.5.2. Accident Reporting

The road books shall contain a page giving the accident procedure. This procedure has to be respected by all competitors. Any crew retiring from a rally must report this to the Organisers (Retirement Officer) as soon as possible. All competitors retiring from the event have to hand in their time card at the nearest control point. Be lacking, a penalty of minimum € 250 will be applied.

The Emergency Phone nr of the event will be printed on the backside of the time cards.

12.5.3. The Use of on-board Yellow Flag System

Through the security tracking device the clerk of the course can transmit a warning to the crews, which could encounter any obstruction in the special stage by means of a yellow flag device mounted on the dashboard of the car. All competitors running this particular special stage in the area before that particular obstruction will receive a yellow flag warning through the on-board yellow flag device which will light up. The light will extinguish after the next security post following the obstruction or danger zone. Cars having received yellow flag warning are automatically registered and reported by the system. The driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters.

12.5.4. SOS and OK Sign

Each Road Book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign. In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew, which has the red "SOS" sign displayed to them or sees a car, which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to give assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew, which is able to but fails to comply with this rule, will be reported to the stewards who may impose penalties in accordance with the International Sporting Code. In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leaves the vehicle area, the "OK" sign must be displayed so that it is clearly visible to other competitors.

12.5.5. Reflective Triangle

Each competing car must carry a red reflective triangle, which in the event of the car stopping or being involved in an accident in a special stage, must be placed at the side of the road in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews 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.

12.5.6. Other points

During a special stage any assistance is forbidden. Any breach of this rule will result in the guilty competitor being automatically excluded from the rally by the panel of the stewards of the meeting.

All assistance is forbidden outside the Service Park (see Road book and Appendix 1 – Itinerary).

There will be Tyre Marking and –Tyre Checking Areas and Two Refuelling zones:

- One Refuelling Area situated at the exit of the Service Park and followed by the Tyre Marking Area (During the whole event)
- One Remote Refuelling Area during Section 4 between SS12 and SS13 (see Road Book)

"Judges of fact" (ISC Art 149) 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 Area₁ (Article 43.3. & 52.2.2. of the RRCSR)

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

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

Outside Assistance Parks, all repairs must be carried out exclusively by the crew using only equipment carried aboard the competing car. (Article 42.1.2. 2010 FIA RRCSR)

Only one of the two service vehicles per crew and one auxiliary vehicle are allowed in each service park. Nearby park area will be available for the other registered vehicles (Service and/or Auxiliary) (Article 44. 2010 FIA RRCSR)

Infringement to assistance rules are penalised by the stewards in accordance with Article 152 & 153 of the International Sporting Code.

12.6. Official Time used during the rally

Official time throughout the rally will be GMT+2, DCF clock (Frankfurt Radio tower).

13. IDENTIFICATION OF OFFICIALS

OFFICIAL	TABARD
Safety Officer	orange
Safety Marshal	orange
Post Chief	blue
Marshal	blue
Stage Commander	red
Stage Assistant	red
Competitor Relations Officer – C.R.O.	red
Scrutineers	black
Doctor	white
Paramedic	white
Radio	yellow with blue mark
Media	green

14. PRIZES

14.1. Overall Classification

Trophies will be presented to the first three crews in overall classification.

14.2. Group Classification

Trophies will be presented to the first crew in each group.

14.3. Class Classification

Trophies will be presented to the first crew in each class.

14.4. Ladies Cup

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

All cups can be cumulated.

Cups (drivers & co-drivers)

14.5. Other awards

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

14.6. Other Classifications

In addition to the overall results of the rally other classifications will be drawn up. Separate Classifications for ERC Championship and IRC Series will be drawn and published.

Separate Classifications will be drawn for the different single makes Cups and Trophies.

14.6.1. Details concerning the other Classifications

In addition to the general overall results of the rally an independent classification for Amateurs will be included, including:

- All drivers not seeded by the FIA and entered in their own name or in name of their RACB licensed drivers club (for Belgian Licensed Nationals only), the car belonging to them-selves (proving documents have to be introduced at the scrutineering) and stated in the entry form.
- The list of crews included in this classification will be drawn up before the start.
- Any disputes shall be examined by the panel of the stewards of the meeting whose decision shall be final.

A separate Classification will be drawn up for:

- “European Rally Championship – ERC”
- “Intercontinental Rally Challenge – IRC”

(see Appendix 7)

14.7. Establishing and Publication of Results

The overall results will be established following Article 47 of 2010 FIA RRCSR. Partial Unofficial Classification will be published at the end of each Day. The location and time of posting - see programme.

The partial unofficial results determine the starting order for the following Day.

15. FINAL CHECKS

15.1. Final Checks – who is to attend from teams, plus location

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

Time: Saturday 26/06 at 23h30

Location: TBC

15.2. Protest Fees

The protest fee is € 500.

15.3. Deposit

If the protest requires the dismantling and re-assembly of a clearly defined part (engine, transmission, steering, braking, system, electrical installation, bodywork etc) of the car, the claimant must pay an additional deposit as following:

- phase 1: € 150
- phase 2: € 150
- phase 3: € 300 Group N / € 600 Group A
- phase 4: € 1,200 Group N / € 2,400 Group A

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).

15.4. Appeal Fees

National Appeal Fee (ASN): € 2,000

International Appeal Fee (FIA): € 6,000

16. APPENDIX 1 – ITINERARY

APPENDIX 1 - ANNEXE 1 - BIJLAGE 1

11/05-final

ITINERARY "GEKO YPRES RALLY 2010"

Start DAY 1		(Sunrise 05h30 - Sunset 22h00)		Friday 25.06.2010		
TC	Location	SS	Liaison	Total	Target	First
SS		Dist.	Dist.	Dist.	Time	Car Due
0	Ieper Start Park Out / Podium / Service IN					16:00
	Service A (Ieper Rally Center)				0:10	
0A	Ieper Service OUT					16:10
RZ	Refuel All competitors					
1	Distance to next refuel	(49,66)	(44,49)	(94,15)		
1	Voormezele Sint Elooi	-	6,84	6,84	0:16	16:26
SS 1	Hollebeke 1	28,82	-	-		16:29
2	De Zon		15,96	44,78	0:48	17:17
SS 2	Westouter 1	6,04	-	-		17:20
3	Mesen - Messines	-	19,92	25,96	0:37	17:57
SS 3	Mesen - Sauvegarde 1	14,80	-	-		18:00
3A	Regroup & Technical Zone IN	-	8,61	23,41	0:25	18:25
	Ieper Market Place Regroup				1:00	
3B	Regroup OUT / Ieper Podium / Service IN					19:25
	Service B (Ieper Rally Center)	(49,66)	(51,33)	(100,99)	0:20	
3C	Ieper Service OUT					19:45
RZ	Refuel All competitors					
2	Distance to next refuel	(49,66)	(44,49)	(94,15)		
4	Voormezele Sint Elooi	-	6,84	6,84	0:18	20:03
SS 4	Hollebeke 2	28,82	-	-		20:06
5	De Zon	-	15,96	44,78	0:48	20:54
SS 5	Westouter 2	6,04	-	-		20:57
6	Mesen - Messines	-	19,92	25,96	0:37	21:34
SS 6	Mesen - Sauvegarde 2	14,80	-	-		21:37
6A	Parc Ferme / Technical Zone IN	-	8,61	23,41	0:25	22:02
6B	Parc Ferme OUT / Podium / Flexi Service IN				0:03	(22:05)
	Flexi Service C (Ieper Rally Center)	(49,66)	(51,33)	(100,99)	0:45	
6C	Flexi Service OUT					22:50
RZ	Refuel All competitors					
3	Distance to next refuel	(.)	(5,46)	(5,46)		
6D	Picanol Zone Proferro Overnight Parc fermé IN	-	3,03	3,03	0:15	23:05
	All cars must be returned to Park Ferme no later than					01:05
	DAY 1 Totals	99,32	105,69	205,01		
OVERNACHT PARC FERME						

DAY 2		(Sunrise 05h31 - Sunset 20h00)		Saturday 26.06.2010		
TC SS	Location	SS Dist.	Liaison Dist.	Total Dist.	Target Time	First Car Due
6E	Picanol Zone Proferro Overnight Regroup OUT					10:20
6F	Ieper Podium / Service IN	-	2,43	2,43	0:10	10:30
Service D (Ieper Rally Center)			(5,46)	(5,46)	0:10	
6G	Ieper Service Out	-	-	-		10:40
RZ 4	Refuel All competitors Distance to next refuel	37,36	46,09	83,45		
7	De Lovie	-	16,17	16,17	0:30	11:10
SS 7	Proven-Vleteren 1	14,80	-	-		11:13
8	Couthof	-	2,03	16,83	0:15	11:28
SS 8	Watou 1	12,33	-	-		11:31
9	Kemmel Dries	-	15,75	28,08	0:38	12:09
SS 9	Kemmelberg 1	10,23	-	-		12:12
9A	Regroup & Technical Zone IN	-	12,14	22,37	0:29	12:41
Ieper Market Place Regroup					0:20	
9B	Regroup Out / Ieper Podium / Service IN					13:01
Service E (Ieper Rally Center)		(37,36)	(46,09)	(83,45)	0:20	
9C	Ieper Service Out	-	-	-		13:21
RZ 5	Refuel All competitors Distance to next refuel	58,96	68,35	127,31		
10	Wieltje	-	7,98	7,98	0:17	13:38
SS 10	Langemark 1	18,84	-	-		13:41
11	Ieper Frezenberg	-	10,21	29,05	0:32	14:13
SS 11	Dikkebus 1	11,32	-	-		14:16
12	Douvebeek	-	9,20	20,52	0:24	14:40
SS 12	Heuvelland 1	28,80				14:43
RZ 6	Remote Refuel All competitors Distance to next refuel	0,00 1,66	3,95 48,11	32,75 49,77		
13	Wasquehal Show	-	40,96	69,76	1:10	15:53
SS 13	Lille-Eurométropole	1,66	-	-		15:56
13A	Wasquehal Regroup IN	-	0,36	2,02	0:04	16:00
Wasquehal Regroup					0:20	
13B	Regroup OUT					16:20
13C	Podium / Service IN		47,75	47,75	1:00	17:20
Service F (Ieper Rally Center)		(60,62)	(116,46)	(177,08)	0:20	
13D	Ieper Service OUT					17:40
RZ 7	Refuel All competitors Distance to next refuel	37,36	46,09	83,45		
14	De Lovie	-	16,17	16,17	0:30	18:10
SS 14	Proven-Vleteren 2	14,80	-	-		18:13
15	Couthof	-	2,03	16,83	0:15	18:28
SS 15	Watou 2	12,33	-	-		18:31
16	Kemmel Dries	-	15,75	28,08	0:38	19:09
SS 16	Kemmelberg 2	10,23	-	-		19:12
16A	Regroup & Technical Zone IN	-	12,14	22,37	0:29	19:41
Ieper Market Place Regroup					0:20	

16B	Regroup OUT / Ieper Podium / Service IN					20:01
	Service G (Ieper Rally Center)	(37,36)	(46,09)	(83,45)	0:20	
16C	Ieper Service OUT	-	-	-		20:21
RZ	Refuel All competitors					
8	Distance to next refuel	58,96	40,92	99,88		
17	Wieltje	-	7,98	7,98	0:17	20:38
SS 17	Langemark 2	18,84	-	-		20:41
18	Ieper Frezenberg		10,21	29,05	0:32	21:13
SS 18	Dikkebus 2	11,32				21:16
19	Douvebeek	-	9,20	20,52	0:24	21:40
SS 19	Heuvelland 2	28,80	-	-		21:43
19A	Wulvergem Holding Park IN		0,28	29,08	0:22	22:05
19B	Wulvergem Holding Park OUT				0:03	22:08
19C	Ieper Service IN	-	13,25	13,25	0:22	22:30
	Service H (Ieper Rally Center)	(58,96)	(40,92)	(99,88)	0:10	
19D	Finish Holding Area TC IN					22:40
	Finish Day 2 / END OF RALLY					
	DAY 2 Totals	194,30	251,99	446,29		

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% SS
DAY 1 - 6 SS	99,32	105,69	205,01	48,45%
DAY 2 - 13 SS	194,30	251,99	446,29	43,54%
Total - 19 SS	293,62	357,68	651,30	45,08%

SPECIAL STAGES	
NR OF DIFFERENT STAGES	10
TOTAL NR OF STAGES	19
TOTAL NR TC	45

DIFFERENT SERVICE LOCATIONS	
IEPER	1
10 min	3
20 min	4
45 min	1

17. APPENDIX 2 – RECONNAISSANCE SCHEDULE

TUESDAY 22/06/2010			
Stage number	Stage name	All competitors	
SS 10/17	Langemark	07:00	22:00
SS 11/18	Dikkebus	07:00	22:00
SS 2/5	Westouter	07:00	22:00
SS 8/15	Watou	07:00	22:00
SS 7/14	Proven – Vleteren	07:00	22:00

WEDNESDAY 23/06/2010			
Stage number	Stage name	All competitors	
SS 9/16	Kemmelberg	07:00	22:00
SS 12/19	Heuvelland	07:00	22:00
SS 3/6	Mesen – Sauvegarde	07:00	22:00
SS 13	Lille Eurométropole	07:00	22:00
SS 1/4	Hollebeke	07:00	22:00

It is strictly forbidden to recce at any other times. Checks will be done by authorities and the Organiser.

18. APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO'S



Clément MASCLEF
Competitors Relations
Officer
Lic nr: 9632



Jean BROECKX
Competitors Relations
Officer
Lic nr: 2077



Joost DEMEESTERE
Competitors Relations
Officer
Lic nr: 118



Roger JAMOUL
Competitors Relations
Officer
Lic nr: 1879

19. APPENDIX 4 – ADVERTISING, COMPETITION NUMBERS AND DRIVER'S NAMES

The advertising of the Organisers optional advertiser's list will be applied to: to be announced by Bulletin.

19.1. Obligatory Advertising, Competition Numbers

A1 – door numbers (2 per car): Two rectangular panels measuring 67x17cm (TOTAL GYR cutting not allowed) for both front doors of the car with the number facing the front of the car (7 to 10cm of the bottom line of the side window)

A2 – rear window (1 per car): One competition number 14cm for the rear window, to be placed on the upper right hand side of the window and one advertising panel 30x10cm (cutting not allowed) to be placed on the upper left hand side of the rear window (as shown in the drawing)

A3 – rear side windows (2 per car): Two competition numbers measuring 25cm high, one for each rear side window in conjunction with the driver's name (see Article 5 - 9.1.5 2010 FIA RRCSR)

A4 – roof number (1 per car): One rectangular panel measuring 50x52cm (TOTAL GYR cutting not allowed) placed on the roof with top facing towards front of the car

A5 – front plate (bonnet, 1 per car): One front plate measuring 43x21.5cm (TOTAL GYR) placed on the bonnet of the car

19.2. Optional Advertising

B1 – front wings: 1 sticker on wings up to competitor's choice from organizer's list

B2 – rear wings: 1 sticker on wings up to competitor's choice from organizer's list

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

19.3. Driver and Co-Driver Names

C1 – Driver's name with their national flag of license + Co-Driver's name (max 50mm) according to RRCSR 16, under the competition number (rear side windows)

C2 – Driver's and Co-Driver's names with their national flags

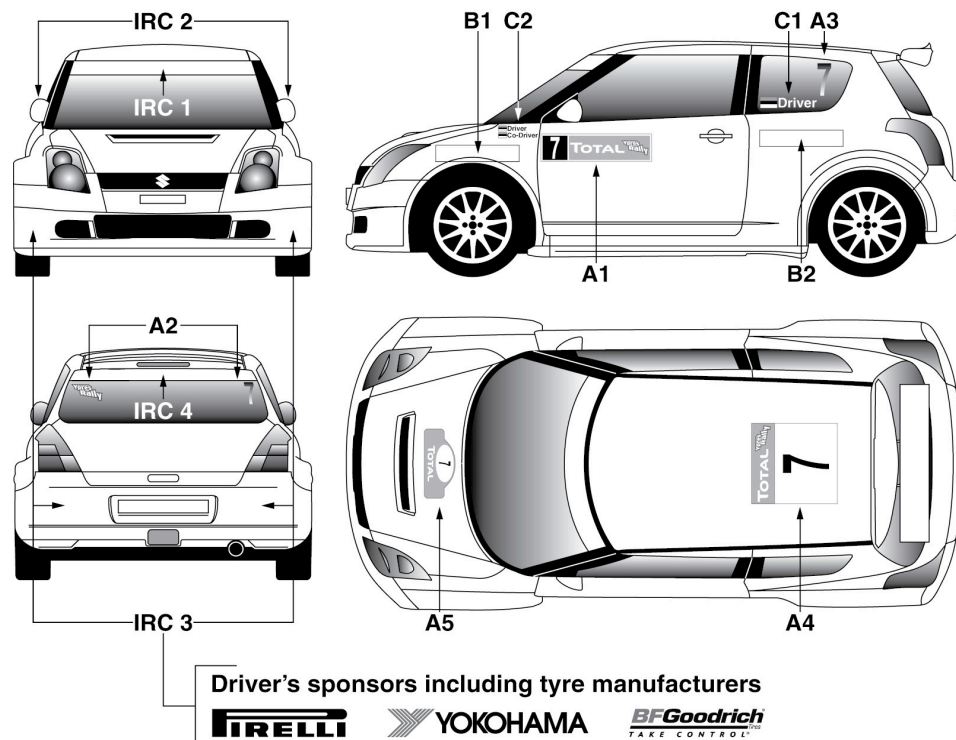
19.4. IRC advertising (see Appendix 8)

IRC 1: windscreen stripe – Intercontinental Rally Challenge

IRC 2: backdrop outside the car side mirrors – TBC

IRC 3: bumper stickers, front and rear** – TBC

IRC 4: rear window stripe upper part – Intercontinental Rally Challenge



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

The optional advertising cannot be removed, or displaced; any infringement will be penalised by payment of the entry fee "without optional advertising". (Article 4.4)

19.5. List of Organiser's Advertisers

GEKO WOONWERELD - TOTAL - PEUGEOT - COCA COLA

WASQUEHAL - LILLE METROPOLE COMMUNAUTE URBAINE - BAVIK - DOMINO - TVH

VERKINDERE - GSI - RALLYEMERCHANDISE - STEPHAN TANGHE - EXQI PLUS

AUTONEWS - COMBELL - EUROSPOORT - GEODYNAMICS - TANGHE PRINTING







DECLERCQ - NOVOTEL - ON-EVENT - CLUBFM - RADIO CONTACT - SOMATI

20. APPENDIX 5 – SPEED LIMIT

General rule: Immediate withdrawal of the driving licence for 15 days + fine of € 550 up to € 2.750 in case of:

- Exceeding the maximum speed limit in whatever the circumstances on any road (see table below)
- Exceeding the maximum speed limit in very bad weather conditions, i.e. in the event of fog or snowfall reducing visibility to less than 100m, and also in case of heavy rain, on any road by 20 Km/h.
- In possession of a radar detecting device.

Foreign drivers must, besides the withdrawal of the driving licence, pay the fine immediately. The vehicle will be confiscated on the spot when payment is refused.

	Vitesse maximale autorisée Maximum speed limit Maximum toegelaten snelheid	Retrait du permis de conduire à partir de Withdrawal of driving licence as from Intrekking van het rijbewijs vanaf
 Autoroutes Motorways Autosnelwegen 	120 Km/h	160 Km/h
Routes publiques Public roads Openbare wegen	90 Km/h	130 Km/h
 Agglomérations Urban zones Bebouwde kommen 	50 Km/h	90 Km/h
 Zone 30 	30 Km/h	50 Km/h

21. APPENDIX 6 – SAFETY TRACKING SYSTEM

21.1. Collection

The competitors must collect the GPS/GPRS kit at the location and date of the collection of material and documents as mentioned in the supplementary regulations.

- The competitors have to pay a cash deposit of € 1,000. This deposit will be refunded after returning the GPS/GPRS kit in good working condition. This kit will also be checked on external damage and completeness of its components.

21.2. Installation

The GPS/GPRS kit requires the installation of special equipment in each car competing the event. This equipment has to be previously installed and connected before presenting the car at the administrative checks and scrutineering (see Rally Guide 2 Appendix 5 “Safety Tracking System User’s Guide”).

21.3. Inspection

During the scrutineering Safety Tracking technicians will control the correct functioning of the GPS/GPRS kit and offer support and/or assistance if installation problems occur.

All components need to be easily accessible and removable if problems may occur.

21.4. Use

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

21.5. Return

The competitors must dismount the complete GPS/GPRS kit during the last Service H and return it to “Rally Welcome, Cloth Hall” (Grote Markt 34, 8900 Ypres at last on Sunday 27/06/2010 01h00).

Tel.: +32 (0)477 968 807

No refunds will be made after this time limit.

In case of an earlier retirement the competitor has to contact the Rally HQ on the emergency telephone number mentioned in the Road Book or on the back of the timecards. The competitor must return the complete GPS/GPRS kit to Rally HQ, Cloth Hall” (Grote Markt 34, 8900 Ypres, as soon as possible.

22. APPENDIX 7 – 2010 INTERCONTINENTAL RALLY CHALLENGE SPORTING REGULATIONS

The Intercontinental Rally Challenge wishes to give new opportunities to young or amateur rally drivers competing in recognized regional and international rallies, while offering organisers an innovative TV format concept, created by Eurosport Events.

22.1. Promoter, Organiser, ASN

22.1.1. The Intercontinental Rally Challenge (IRC) for drivers, co-drivers, teams and manufacturers is promoted and organised by SRW Ltd. It is an international series subject to the FIA authorization as defined by article 24b of the FIA International Sporting Code.

22.1.2. The IRC will follow the Code and its appendix. It will use the FIA Sporting and Technical Regulations that are applicable for each event.

22.1.3. The IRC is presented to FIA by Auto Sport Suisse Sàrl.

22.1.4. The series promoter address is:

SRW Events

55 Drury Lane WC2B5SQ London (UK)

Tel: +44 2074687746

Fax: +44 2074680023

e-mail: xgavory@eurosport.com

22.2. Events

The IRC will be contested over the qualifying events in 2010 as follows:

ROUND	DATE	COUNTRY	EVENT
01	19-23/01	Monaco	Rallye Monte-Carlo
02	04-06/03	Brazil	Rally Internacional de Curitiba
03	19-21/03	Argentina	Rally Argentina
04	29/04-01/05	Spain	Rally Islas Canarias
05	04-06/06	Italy	Rally d'Italia Sardegna
06	24-26/06	Belgium	Geko Ypres Rally
07	15-17/07	Portugal	Sata Rally Acores
08	05-07/08	Portugal	Rally Vinho Madeira
09	27-29/08	Czech Republic	Barum Czech Rally Zlin
10	23-25/09	Italy	Rally San Remo
11	14-16/10	Great Britain	RAC MSA Rally of Scotland
12	04-06/11	Cyprus	Fx Pro Cyprus Rally

22.3. Eligible Drivers

Any driver entered in an Event with a car produced by a registered IRC manufacturer is eligible to score points subject to complying with the advertising rules as specified in appendix 4 and A.

Manufacturer enquires concerning the IRC registration and commercial matters should be directed to SRW Events.

22.4. Eligible Cars

- Eligible cars:
- Group N (including S2000, R2 and R3)
- Group A up to 2000cc
- Kit cars will be only accepted if agreed by FIA and IRC

Technical details:

A series Technical delegate will be appointed for the IRC for every round of the IRC.

The current FIA Regional Rally Championship Sporting regulations and the Variation 1 – FIA European Rally Championship/Cups sporting regulations will be applied for all IRC participants by all the rallies counting for the IRC. All the IRC drivers will be considered as Priority Drivers concerning the seal of the mechanical parts.

22.5. Points

22.5.1. For each event in the IRC, a classification of the IRC eligible drivers and co- drivers will be drawn-up from the general classification as published and the standard FIA points system will be applied.

22.5.2. For each Event in the IRC, a classification of the IRC 2WD eligible drivers and co-drivers will be drawn-up from the general classification as published and the standard FIA points system will be applied.

22.5.3. Manufacturer points will be awarded to the best 2 finishing cars of each make. Non-scoring cars will not be taken into account for the purpose of the IRC.

22.5.4. For drivers, co-drivers awards, the best 7 results shall count. Ties will be resolved with the standard international FIA procedures. For manufacturer awards the best 7 results shall count, a maximum of 6 European events within the 7 scoring rounds.

22.6. On-Board Camera

Any Driver entered in an Event with a car produced by a registered IRC manufacturer could be submitted to host an on-board camera and a Radio Frequency equipment system for TV broadcast.

22.7. Awards

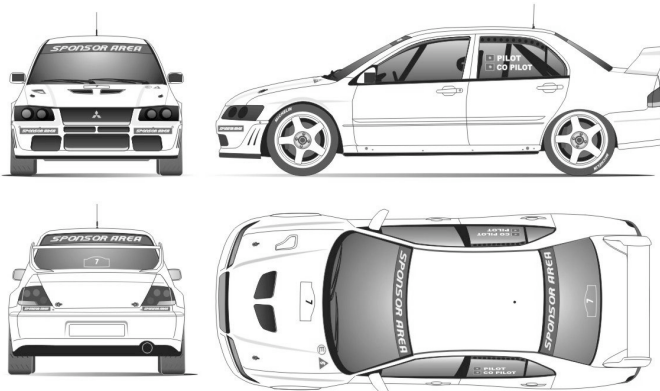
The IRC awards for each Qualifying Event and overall will be provided by SRW as follows:

IRC (Intercontinental Rally Challenge)

- Manufacturer: 1st, 2nd, 3rd
- Driver: 1st, 2nd, 3rd
- Co-Driver: 1st, 2nd, 3rd

IRC 2WD Cup:

- Manufacturer: 1st, 2nd, 3rd
- Driver: 1st, 2nd, 3rd
- Co-Driver: 1st, 2nd, 3rd



Appendix A

The following areas are exclusively reserved for IRC and competitors are not permitted to advertise on:

- windscreen stripe
- rear window stripe upper part
- bumper stickers, front and rear**
- backdrop outside the car side mirrors

** The spaces on the front and rear bumpers of the racing car cannot be used to sport the logo of any tyre manufacturers apart those who have a commercial agreement with SRW.