



BRC Rally Sporting Regulations



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GENERAL PRINCIPLES

1. GENERAL CONDITIONS

These BRC Rally Sporting Regulations contain static regulations **held under the FIA International Sporting Code including Appendices**. They serve as an appendix to the Event Supplementary Regulations. The BRC Rally Supplementary Sporting Regulations follow, where practical, the FIA Regional Rally Sporting Regulations. The Event Supplemental Regulations contain specific information relating to a specific event and should be reviewed in conjunction with this document.

1.1 APPLICATION

1.1.1 N/A.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the International Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

1.1.2 The clerk of the course is charged with the application of these regulations and the rally supplementary regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the rally supplementary regulations.

1.1.3 Anything that is not expressly authorised by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

The various documents, and in particular the Supplementary Regulations and any bulletins, must be written at least in English.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the BRC has the authority to make a decision as guided by the club rules, Supplementary Regulations and the International Sporting Code.

1.4 DATE OF APPLICATION

These regulations came into force on 1 April 2019.

2. DEFINITIONS

2.1 BEGINNING OF THE RALLY

The rally begins on the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally begins at the first time control.

2.2 BULLETIN

Official written document intended to modify, clarify or complete the supplementary regulations of the rally as detailed in the Supplementary Regulations.

2.3 COMMUNICATION

Official written or verbal communication of an informative nature that may be issued by either the clerk of the course or the Stewards.

2.4 CONTROL AREAS

The area between the first yellow warning sign and the sign with three transverse stripes is considered as the control area.

2.5 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, both member of the crew may drive during the rally and each one must hold an FIA driver's competition licence for the current year, which is valid for the rally. If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licenses.

- 2.6 DECISION**
A document issued by the Clerk of the Course or the Stewards to announce their findings following an enquiry, hearing or investigation.
- 2.7 BARBADOS MOTORING FEDERATION (BMF)**
Any mention to the BMF refers to the BMF General Assembly.
- 2.8 END OF THE RALLY**
The rally ends with the posting of the Final Official Classification. The competition element of the rally finishes at the final time control.
- 2.9 LEG**
Each competitive part of the rally as designated in the supplementary regulations. If Super Special Stages are organised on the evening before Leg 1, this shall be considered to be Section 1 of Leg 1.
- 2.10 MEDIA ZONE**
A zone that may be established for the media prior to the time control at the entrance of service parks, remote services or regroup parks.
- 2.11 NEUTRALISATION**
Time during which a crew is stopped by the organisers for whatever reason where parc fermé rules apply.
- 2.12 PARC FERMÉ**
An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.
- 2.13 PROHIBITED SERVICE**
The use or receipt by the crew of any manufactured materials (solid or liquid, unless if supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.
- 2.14 RECONNAISSANCE**
The presence on a special stage in any way whatsoever of an FIA priority driver and / or co-drivers at any time or of any non-priority crew member intending to enter a rally after the announcement of the itinerary.
- 2.15 REGROUP**
A stop scheduled by the organisers under parc fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.
- 2.16 ROAD SECTION**
The parts of an itinerary which are not used for special stages.
- 2.17 SECTION OF THE RALLY**
Each part of the rally separated by a re-group.
- 2.18 SERVICE**
Any work on a competing car except where limited in these regulations.
- 2.19 SUPER SPECIAL STAGE**
Any variation from the running of a special stage as described in these regulations and detailed in the rally supplementary regulations and/or a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.
- 2.20 TIME CARD**
A card intended for the entry of times recorded at the different control points scheduled on the itinerary.
- 2.21 TECHNICAL ZONE**
A zone separated by two time controls for the purpose of carrying out technical checks by the scrutineers.

2.22 N/A

When this notation is seen it indicated that the particular paragraph as contained within the FIA Regional Rally Sporting Regulations is Not Applicable. The numbering scheme has been maintained for ease of cross reference to future versions of the FIA regulations only.

2.23 ORGANISING CLUB

The member club of the BMF who holds the permit for the event.

OFFICIALS

3. OFFICIALS AND DELEGATES**3.1 STEWARDS**

The panel of stewards (the Stewards) shall always comprise three members. The Chairman shall be appointed by the BMF. The other team members shall be appointed by the club. There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the rally at least one of the Stewards must be in the vicinity of the rally HQ.

3.2 BMF DELEGATES

The following delegates may be appointed by the BMF and each of them will draw up a report covering his/her responsibilities at the rally:

3.2.1 BMF Sporting delegate

The BMF Sporting delegate will liaise with the clerk of the course and all other appointed BMF officials and delegates.

3.2.2 BMF Technical Delegate(s)

The BMF Technical Delegate(s) will liaise with the (rally) chief scrutineer regarding technical matters and may liaise with the clerk of the course in conjunction with the (rally) chief scrutineer.

3.2.3 BMF Safety delegate

The BMF Safety delegate is specifically responsible for monitoring the safety of the public and media. They have the power to delay the start of a special stage after consultation and mutual agreement with the (rally) clerk of the course and safety officer by a maximum of 30 minutes if they consider that the safety conditions are not satisfactory.

3.2.4 BMF Media delegate

The BMF Media delegate will be in charge of all the media matters that relate to the BMF including pre-rally and post rally FIA Press Conferences. Media matters relating to the local environment will be handled by the (rally) public relations officer.

3.2.5 BMF Medical delegate

The BMF Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

3.2.6 BMF Observer(s)

The BMF Observer(s) will review all aspects of the rally and complete the appropriate BMF report form.

3.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide non-regulatory information to competitors. There must be at least one at each rally. They must be easily identifiable by the competitors/crews and shall be present according to the CRO schedule.

ELIGIBLE CARS

4. CARS ELIGIBLE TO ENTER BMF STAGE RALLIES**4.1 SUMMARY**

Each organising club shall set out the eligible vehicles in the Supplementary Regulations.

4.2 CLASSES OF CARS

Shall be specified in the Supplementary Regulations.

4.3 ADDITIONAL PROVISIONS – N/A**4.4 NATIONAL/REGIONAL CARS – N/A**

CHAMPIONSHIPS & POINTS

5. CHAMPIONSHIP REQUIREMENTS

Championship requirements shall be set out in the Supplementary Regulations & Drivers' Championship Regulations.

5.1 ATTRIBUTION OF POINTS

As specified in the Supplementary Regulations & Drivers' Championship Regulations.

5.2 NUMBER OF RESULTS FOR THE FINAL CLASSIFICATION

As specified in the Supplementary Regulations

6. N/A

7. N/A

8. N/A

9. N/A

10. DEAD HEAT IN A CHAMPIONSHIP

10.1 DRIVERS AND CO-DRIVERS

For drawing up the final classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be as per the Championship Regulations.

10.2 MANUFACTURERS OR TEAMS (WHERE APPLICABLE)

10.2.1 –N/A

10.2.2 - N/A

10.2.3 - N/A

11. CRITERIA FOR PRIORITY DRIVERS

11.1 FIA PRIORITY DRIVERS

- Drivers who have been P1 in the FIA World Rally Championship in one of the three previous years.
- Drivers who have won the Production Car World Rally Cup, the WRC 2 Championship, the Super 2000 World Rally or the WRC 3 Championship in the previous three years.
- Drivers who have won an FIA Regional Rally Championship in the previous three years.
- Drivers who have won the FIA European Rally Trophy the previous year.

11.2 REPOSITIONING OF PRIORITY DRIVERS

The Stewards may reposition an FIA priority driver when he has entered in a car which, in the opinion of the Stewards, does not justify him benefiting from his priority in the initial starting order.

12. PROCEDURE CONCERNING THE CHOICE OF ITINERARY

12.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAMME

12.1.1 Except in a case of force majeure, the clerk of the course must ensure that the itinerary is respected.

12.1.2 No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the BMF Safety Delegate, (rally) Safety Officer and (rally) Clerk of the Course together.

13. RALLY CHARACTERISTICS

13.1 RALLY DURATION

The duration of a rally may vary as set out in the supplemental regulations. The appropriate duration will be detailed in the supplemental regulations.

There shall be no single special stage minimum or maximum distance. However, there must ideally be no more than 80 km of special stages between visits to service parks or remote service zones.

13.2 PROGRAMMES FOR THE RALLIES

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

13.2.1 The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the beginning of reconnaissance)
- Scrutineering
- Free Practice / Qualifying Stage (if applicable)
- Shakedown (if any)
- Ceremonial Start (if any)
- Rally
- Podium Ceremony (if any)
- Prize Giving

13.2.2 Rallies may competitively run over 1, 2 or 3 days, including section starts or section finishes.

13.2.3 N/A

13.2.4 Where applicable/practical the podium ceremony shall be held within 1 hour of the arrival of the first car into final service .

13.2.5 N/A

STANDARD DOCUMENTS AND BMF PERMIT

14. BMF STANDARDISED DOCUMENTS

14.1 GENERAL

- Supplementary regulations (electronic)
- Bulletins (electronic and printed format)
- Itinerary (electronic and printed format)
- Road book, (electronic and printed format)
- Time card (printed format)
- Entry form (electronic)
- Entry lists (electronic format)
- Start lists and results of the rally (electronic and printed format)
- Media safety book (electronic and printed format), optional

Amendments to the road book and supplementary regulations will be made available via bulletins to competitors and officials via posting on the organisers' web site and verbally in accordance with the supplementary regulations when time is not available for the issuing of bulletins or posting. Any documents which require BMF approval prior to publication shall not be amended without approval from the BMF.

14.2 ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagrams must be followed. Any deviation will be reported to the Stewards.

The Road Book defines the compulsory itinerary of the rally by the road direction diagrams and, between the road direction diagrams, by the defined roadway. Furthermore, on the special stages, the organisers may erect barriers or any other hindrances where they believe competitors have deviated from the roadway during reconnaissance or the first running of the stages.

Any deviation will be reported to the Stewards.

14.3 TIME CARDS

14.3.1 Each crew is responsible for:

- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

14.3.2 The appropriate marshal is the only person allowed to make entries on the time card, except for the sections marked "for competitor's use".

14.3.3 In case of the absence of a stamp/sticker or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control, the crew concerned will be removed from the classification. This information may be pronounced by the clerk of the course at the end of a section.

14.3.4 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the clerk of the course.

15. ISSUING OF A BMF VISA

N/A

INSURANCE

16. INSURANCE COVER

16.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the organisers. The amount covered should be expressed in BDS Dollars.

16.2 PUBLIC LIABILITY COVER

16.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).

16.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.

16.2.3 The insurance cover must at least be in effect during the shakedown or Free Practice and the Qualifying stage and then, for crews running within the itinerary of the rally, from the start of the first competition element until the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and re-started shall not be considered to have permanently retired.

16.3 EXCLUSION OF COVER

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the organisers, are not covered by the insurance policy of the rally.

CAR IDENTIFICATION

17. N/A

18. COMPETITION NUMBERS AND ADVERTISING

18.1 GENERAL

18.1.1 The organiser will provide each crew with the number identification, which must be affixed to their car in the stated positions as detailed in the Supplemental Regulations.

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

19. DRIVER'S AND CO-DRIVER'S NAMES

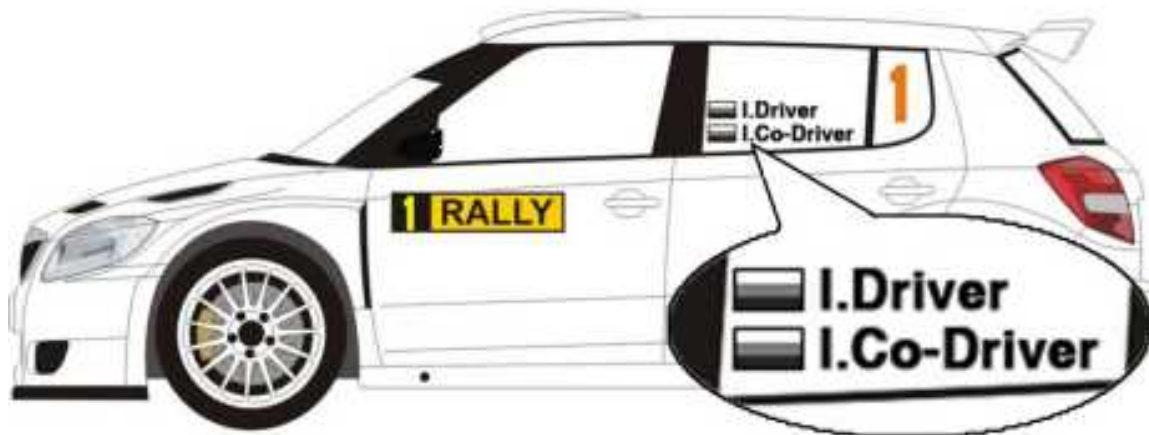
19.1 REAR SIDE WINDOWS

It is recommended that the first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- In 6 cm high (upper case letters) and with a stroke width of 1.0 cm.

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

19.2 DRIVERS' NAMES



DRIVING CONDUCT

20. BEHAVIOUR

20.1 GENERAL RULES

- 20.1.1** Crews must always behave in a sporting manner.
- 20.1.2** When cars are subject to parc fermé rules (Art. 42.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited or as otherwise permitted in these Regulations.
- 20.1.3** Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.
- 20.1.4** Crews must always drive in the direction of the special stage (except solely to effect a turn round).
- 20.1.5** On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty up to exclusion.

20.2 DURING RECONNAISSANCE

- 20.2.1** It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.
- 20.2.2** Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows:
Per km per hour over the speed limit: **all drivers \$50.**
- 20.2.3** Other traffic infringements during reconnaissance will incur a fine applied by the Stewards according to Art.20.4.4.
- 20.2.4** The amount of this fine will be unaltered by any fine imposed by the police.
- 20.2.5** The fine will be doubled in case of a second offence committed during reconnaissance in the same rally.

20.3 EXCESSIVE SPEED DURING THE RALLY

- 20.3.1** Speeding during a rally will incur a fine applied by the clerk of the course as follows:
Per km per hour over the speed limit: **all drivers \$50.**
- 20.3.2** The amount of the fine will be unaltered by any fine imposed by the police.

20.4 TRAFFIC LAWS

- 20.4.1** Throughout the rally, the driver must observe the national traffic laws. Infringements will be referred to the clerk of the course.
- 20.4.2** In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 20.4.3** Should the police or the official decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:
 - that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
 - that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise

- that the facts are not open to various interpretations.

20.4.4 For the first infringement other than speeding: a penalty may be applied by the Stewards.

20.4.5 For the second infringement: a minimum of 5 Minute penalty applied at the discretion of the Stewards

20.4.6 For the third infringement: exclusion applied by the Stewards.

ENTRIES

21. ENTRY PROCEDURE

21.1 GENERAL

Entries must be made according to Articles 3.8 – 3.20 of the Code.

21.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FIA competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations. An electronic entry application (Internet) may be accepted. If the application is sent by fax, by email or made electronically, the original duly signed entry form must reach the organisers within 5 days following the close of entries. The entry form must be accompanied by a copy of the valid competitor's licence. Organisers may accept late entries under exceptional circumstances.

21.3 AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

21.4 ASN AUTHORISATIONS

Foreign competitors, drivers and co-drivers, must present a valid FIA Competition License.

21.5 CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

A change of competitor is permitted up to the close of entries.

After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the Organising Club may authorise the replacement of both crew members or the competitor. After the commencement of the rally, only the co-driver may be changed, and only in exceptional circumstances and under conditions determined by the Stewards.

21.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these regulations and the supplementary regulations of the rally.

22. ENTRY CLOSING DATES

The closing date for entries will be stated in the supplementary regulations. Exceptionally the Organising Club may authorise late entries.

23. ENTRY FEES

23.1 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees or by a receipt issued by the organising club.

23.2 REFUND OF ENTRY FEES

Entry fees will be refunded in full:

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

23.3 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

24. CLASSES

24.1 CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the scrutineers.

RECONNAISSANCE

25. RECONNAISSANCE

25.1 RECONNAISSANCE CARS – N/A

25.2 TYRES FOR RECONNAISSANCE CARS – N/A

25.3 RESTRICTION OF RECONNAISSANCE – N/A

25.4 RUNNING OF RECONNAISSANCE – N/A

SCRUTINEERING CHECKS

26. BEFORE THE START OF THE COMPETITIVE ELEMENT OF THE RALLY

26.1 GENERAL

26.1.1 Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in supplementary regulations. The organisers may schedule scrutineering as an opportunity to present crews and their cars to the public. In this case, all crew members shall attend scrutineering according to a time window announced in the supplementary regulations or via a bulletin issued by the organisers.

26.1.2 At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device (FHR), intended to be used. Compliance with BMF safety regulations and BRC regulations.

26.1.3 N/A

26.1.4 Scrutineers may require the chassis and cylinder block to be marked.

26.1.5 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply, or may refuse the start.

26.2 TIMETABLE AND REGULATIONS RELATING TO THE SCRUTINERY CHECK

A timetable shall be issued in the supplementary regulations.

27. DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the car, may be carried out at any time during the rally including Shakedown, Free Practice / Qualifying Stage when applicable.

27.2 RESPONSIBILITY OF THE COMPETITOR

27.2.1 The competitor is responsible for the technical conformity of his car throughout the rally.

27.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

27.2.3 It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.

27.2.4 Any fraud discovered, and in particular identification marks presented as original which have been tampered with, will be reported to the Stewards.

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

After finish formalities, one or more cars may be placed in a parc fermé where they shall remain until released by the Stewards.

28.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course to the Stewards.

28.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks. For regional cars the corresponding original ASN documents must be available.

SHAKEDOWN

29. SHAKEDOWN REQUIREMENTS**29.1 GENERAL**

A shakedown stage may be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. It is optional for the organiser to include the shakedown in the rally programme.

29.2 RUNNING OF SHAKEDOWN

29.2.1 The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.

29.2.2 The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.

29.2.3 For the application of Art. 20.2, the shakedown is considered to be part of reconnaissance.

29.2.4 The surface of the shakedown should be the same as the surface of the majority of the special stages.

29.3 DISCLAIMER

Any passenger on board the car during shakedown who is not entered for the rally must have signed a disclaimer provided by the organiser.

29.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass scrutineering. For applicable cars, the engine block, the complete transmission and the mechanical parts mentioned in these regulations must be sealed.

29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start.

29.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During the shakedown, any person on board must wear a homologated crash helmet, all required safety clothing and equipment in compliance with BRC/BMF Safety and have their safety harness correctly fastened. Any infringement will be penalised.

29.7 SERVICE DURING SHAKEDOWN

Service may be carried out only in the main service park, unless otherwise permitted in the supplementary regulations of the rally.

30. FREE PRACTICE / QUALIFYING

For these regulations, please refer to the regulations of the relevant championship (if applicable).

CONTROLS

31. CONTROLS – GENERAL REQUIREMENTS

At the start of the rally each crew will be given a set of “Time Cards” on which the time allowed to cover the distance between two consecutive controls shall appear. Each crew is solely responsible for these cards, and is responsible for submitting them at the different controls, as well as for the accuracy of the information recorded upon them.

“**Transit Time**” is the time allowance given to each competitor for travelling between 2 named controls. Failure to adhere to the transit time will result in cumulative lateness being accrued to the total for that leg where late arrival at an SSA is noted; early arrival at an SSA will not be permitted except as described in the Supplementary Regulations.

Competitors are given a lateness allowance of 15:00 minutes in any one instance at an SSA and 30:00 minutes cumulatively within each route; surpassing either limit will incur an “**Over Time Limit**” (OTL) penalty as prescribed in the Supplementary Regulations.

31.1 **SIGNAGE OF CONTROLS**

All controls, i.e. passage and time controls, start and finish of special stages or regrouping shall be indicated by means of FIA-approved standardised signs.

31.2 **PROTECTIVE BARRIERS – N/A**

31.3 **STOPPING TIME IN CONTROL AREAS**

The stopping time within any control area is limited to the time necessary for carrying out control operations.

31.4 **READINESS TO WORK**

31.4.1 Controls shall be ready to function at least 15 minutes before the target time for the passage of the first competing car.

31.4.2 Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

31.5 **SEQUENCE OF CONTROLS AND DIRECTION**

31.5.1 Crews must check-in in the correct sequence of controls and in the direction of the rally route.

31.5.2 It is prohibited to re-enter a control area, unless instructed by an official to do so.

31.6 **MARSHALS' INSTRUCTIONS**

31.6.1 Crews are obliged to follow the instructions of the marshals of any control. Failure to do so will be reported to the Stewards. Marshals at these points will be Judges of Fact.

31.6.2 All control officials must be identifiable.

31.7 **MEDIA ZONES (WHEN APPLICABLE)**

A barriered media zone may be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to personnel holding the appropriate pass. Organisers may plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media zone.

31.8 **ON-BOARD CAMERA DATA EXCHANGE**

The organisers may require on-board camera data from a competitor. Such requests will be provided in writing from the Clerk of the Course and in accordance with the supplementary regulations.

32. **PASSAGE CONTROLS**

At these controls, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

33. **TIME CONTROL**

33.1 **OPERATION**

At these controls, the marshals shall enter the time on the Rally Tablets and mark on the time card the time at which the card was handed in.

Time Controls (other than SSA, SSS, SFF, SSF) will be used to record the time at which a competitor arrives at a certain point of the published route. These may be described in the schedule either as simple **Time Controls (TC)** or as **Master Controls (MC)** such as at the Start, Re-Start and Lunch/Dinner “Out” control points. TC controls will be simple checks to ensure no late arrival, whereas competitors will not be allowed to enter the MC before their due time but will receive penalties for entering after their due time.

Competitors shall visit controls and checks according to their prescribed arrival times. A control or check shall be deemed to extend for 50 meters around the actual point at which the officials are making their records, unless clearly visible signs are displayed to define a different area. These signs are highlighted on the Route Book. A competitor may, without threat of penalty, slow down or stop in any part of the course other than non-stop zones.

In all instances where a Competitor requires a Marshal to register an arrival time at a control, the competitor is required to present the Time Card to the Marshal directly which will trigger the recording of ‘arrival time’. The Marshal will also enter the time on the Rally Tablets.

After calculating a due arrival time, the competitor must register at the control within the minute in which the due time falls, whether on a :00s or a :30s interval. Marshals will record the exact arrival time on the Time Card when the competitor clocks in. This time will be transmitted electronically to Rally Control, where it will then be applied according to the due arrival interval (:00 or :30) for scoring.

The Organizers have established the distance between controls using standard GARMIN™ navigational GPS units. Competitors are encouraged to use similar units to confirm the calibration of their distance measuring devices, or to carry one with them as a navigational aid.

33.2 CHECK-IN PROCEDURE

Special Stage Arrival Control (SSA):

At this control the Marshal will enter the competitor's time of arrival and provisional start time for the special stage, which will be a minimum of 5 minutes after the arrival time, allowing the crew time to prepare to start the stage and come to the start line. The route of the rally will contain signs warning of an approaching SSA Control, followed by a sign marking the actual control point - competitors are only allowed to pass the SSA Warning point (yellow SSA board) to approach the SSA Control (red SSA board) when they expect to have their arrival registered electronically by the control Marshal; when the crew hands the Time Card to the SSA Marshal, the Marshal will enter the time of arrival on the Rally Tablet, enter their car number (activating the electronic transmission to Rally Control) and will then write the arrival time on the competitor's Time Card.

- a. Should a crew need to make repairs when in the area between the SSA control and the Special Stage Start Control, they may do so ONLY with tools and spares already present inside their competition vehicle. In the spirit of our competition, should another competitor wish to lend their own tools (not spares) from within their vehicle (while maintaining compliance with "no service crew assistance"), then they are free to do so with no threat of penalty to either the lending or receiving crew.
- b. Additionally, should a crew approach the start line and then discover a mechanical problem (including a flat tire), they will be allowed to retreat from the start line to repair the problem as above, and a new start time will be recorded on returning to the start line. The difference between the original start time and the 'new' start time may be added to accumulated lateness for that route.
- c. Competitors who are early for check in must wait outside the time control area (as marked by the YELLOW Control sign) until their due arrival time at SSA. At this point the competitor must move past the Yellow board and approach the RED control sign where the SSA Marshals are located, and will be given a time of arrival on presentation of the Time Card to a Marshal. The crew may have the Time Card signed by means of the navigator taking it to the Marshal, even though the car is not in front of the check-in point.
- d. Where a previous rally delay has occurred, an SSA Marshal may, under orders from the Clerk of the Course, advise competitors that they have been authorised to issue an "Early Arrival Time Waiver" form. This form will be presented to the competitors for signature of having received the information, and their arrival time will be recorded and sent electronically to Rally Control. Competitors arriving before their due time under this scenario will have no early penalties added to their score, however competitors arriving late to the control will still receive LATENESS penalties as prescribed in these SR's.
- e. Any Competitor arriving at the SSA Control of a stage 15 minutes or more after their due arrival time will be considered OTL, however they shall still be allowed to contest the stage and will have a time recorded. A competitor could conceivably record stage times for every stage, however still be OTL due to late arrival at SSA.
- f. Competitors electing to bypass a stage due to lateness are required to phone Rally Control, alert them of their situation, then proceed to the next available stage as agreed with Rally Control.
- g. SSA will attempt to remain OPEN until 15 minutes after the highest missing is due to arrive. As this highest car arrives, the closing time is recalculated based on the next lowest missing car. This procedure continues until closing time has been surpassed by the actual time of day (according to Rally Time). At this point the stage will be deemed closed and completed.
- h. Where spectator control cannot be maintained and the stage is forced to close before the last missing competitor arrives, that competitor shall still clock in at SSA however they will be given a time as prescribed in the regulations governing baulking, i.e. being prevented from contesting a stage through no fault of their own.

33.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE**Final Control – REFER TO SUPPLEMENTARY REGULATIONS****34. LATENESS – N/A REFER TO SUPPLEMENTARY REGULATIONS****34.1 MAXIMUM PERMITTED LATENESS – N/A****34.2 EARLY ARRIVAL – NA****34.3 NOTIFICATION OF LATENESS – NA****35. REGROUPING CONTROLS – N/A REFER TO SUPPLEMENTARY REGULATIONS****35.1 PROCEDURE AT A REGROUP****35.1.1 N/A****35.1.2 N/A****35.1.3 N/A****35.2 EXIT FROM A REGROUP****N/A****SPECIAL STAGES****36. GENERAL****36.1 TIMING****Stage (Competitive) Timing**

Stages will be timed to the nearest 100th of a second, and transits will be timed to the nearest second, using the BRC's primary timing system which consists of GPS based synchronized timing equipment.

Simple Time Control (TC) and Master Control (MC) times will be recorded by the Marshal running that control, by manual activation of the Rally Tablets as soon as the crew of the competition vehicle present their Time Cards to the Marshal in question. TC/MC will then enter the time and car number on the Rally Tablets and manually enter the car number and time on the competitor's Time Card. This time is then sent electronically to Rally Control for compilation into the results.

i. Backup timing Marshals will continuously record finish times for every vehicle that passes flying finish, all data will be kept as a backup.

ii. Clocks will be stopped manually as the car visibly crosses the finish beam.

iii. In the case of Primary system failure for one or several competitors only, backup times will be applied automatically by Rally Control for the stage in question.

d. Where a competitor is unfairly baulked (EITHER by premature stage closure OR by action during the course of contesting the stage) they will receive a time nominated by the Clerk of the course. This time will be awarded within the following guidelines:

i. The competitor's overall position in the previous stage will be used as a reference for awarding the baulk time in the current stage – for example, car 2 places 10th overall in SS1 but is baulked in SS2. Car 2 is awarded the same time as the 10th overall position in SS2.

ii. Where the competitor is baulked in the first stage of the rally, then the baulk time shall be drawn from comparison with the overall result of the following stage.

iii. Where the referenced position from the previous stage is derived from a Super Special Stage, then the baulked time will be calculated as per cii above, provided the following stage is not a Super Special Stage.

iv. 'Eligible time' in this situation only shall be defined as a time that is recorded by a competitor completing the stage (no DNS or DNF nominated times will be referenced).

d. For Item 16:4.c above, "Baulking" will be defined for the sake of this nominated time as:

i. Being prevented from contesting a stage due to premature closure (provided Competitor is still within time limits allowed for SSA check in) – including the cancellation of a stage AFTER at least two competitors have received a competitive time for that stage.

ii. Stopping during the course of a live stage to avoid spectators encroaching on the road and/or in dangerous spectating positions.

iii. Being stopped on a stage due to an accident blocking the road.

- iv. Being shown a red flag by a Marshal resulting in immediate stop.
- v. Stopping to assist any competitor involved in an accident, where the Medical Assistance board (S O S) is displayed OR no board is displayed at all but there is no immediate sign of crew activity, suggesting injury.
- vi. Where the timing equipment, or its operator, fails to record an accurate finish time for the competitor in question resulting in no stage time being recorded by rally control.
- e. All competitor claims for "balk times" (for example baulking not already reported by Officials to Rally Control) will have to be substantiated by Marshals on the courses who witness the baulk.
- f. The penalty for unfairly baulking another competitor is outlined in the Supplementary Regulations. This penalty will be applied if:
 - i. Any competitor involved in an accident is NOT injured, but fails to display an "O.K." sign to indicate no need for medical assistance, further causing another competitor to stop and confirm their status.
 - ii. Any competitor intentionally blocks another competitor from making forward progress, not necessarily including passing at competition speed. Marshals will report to rally control any competitor unfairly baulking the passing car by 'weaving' or otherwise blocking the passing car

37. SPECIAL STAGE ARRIVAL

Special Stage Arrival (SSA) times shall be recorded in exactly the same manner, when the crew physically present their Time Card to the Marshal.

SSA times will be sent electronically to Rally Control as soon as they are recorded.

38. SPECIAL STAGE START

Special Stage Start Control (SSS)

A Start Time will be automatically registered by the equipment as the Due Start Time of the competitor in question. This time will be sent electronically to Rally Control.

Start times are recorded from the time a competitor's car moves via GPS. Times recorded from breaking the start beam will be used as a backup to the primary GPS times.

The start time that is automatically transmitted to Rally Control contains the "Last time stationary" this is also used for the detection of jump starts.

At this control the Marshal will enter the ACTUAL stage start time on the Rally Tablet (which may not correspond with the provisional start time) in hours, minutes and seconds. The Marshal can allocate a different (later) start time if necessary, but not earlier than the provisional start time unless the Competitor is prepared at the start line and accepts the earlier start time.

a. Where a crew have approached the line later than their provisional start time, and the SSS Marshals have had no delays on the line but have been waiting for the Competitor to get to SSS from SSA, then the Start Marshal will call forward the next car and give it a start time, in effect allowing the stalling car to be passed within the control zone and without penalty to the passing car.

b. Special Stage Start Procedure:

- i. Competitors will approach the start line, they will hand their card to the Marshal requesting it.
- ii. A Start time will be confirmed with the Marshal in charge of the timing equipment. The marshal will enter the start time in the Rally Tablet and it will then be written on the Time Card, which will in turn be handed back to the crew of the vehicle along with verbal confirmation from the Marshal handing the card.
On both the Marshal's Rally Tablet and the competitor's RallySafe unit, the stage number, issued start and countdown to start are displayed. Competitors should confirm that the stage number is correct.
- iii. The car will be positioned at the start line in accordance with the directions of the Marshal responsible for this positioning. Cars will not be allowed to start from a position more than 12 inches behind this start line.
- iv. The time of day (Rally Time) will be shown on the electronic start display. 15 Seconds before the assigned start time, a red 'stop light' will appear on the upper left side of this display, indicating the competitor should prepare for a countdown.
- v. 10 seconds before the due start time, 5 yellow asterisks will appear in the centre of the display. At 4 seconds to go, the left-most asterisk will disappear, leaving 4 asterisks. This is repeated each second until the final asterisk disappears, and then a green START LIGHT will appear on the right side of the display, indicating to the crew to START the stage.
- vi. It will be the responsibility of the competitor to start the vehicle at the moment the light goes green – no rescheduled times will be given to drivers who fail to start at the green light.

vii. The start time that is automatically transmitted to Rally Control contains the “Last time stationary”. This is used for the detection of jump starts. Penalties may be applied for jump starts.

viii. Should the start Marshal need to halt the starting procedure at any point once it has begun, they will press “STOP” on their Rally Tablets and the display will revert to a RED STOP SIGN as at the beginning of the countdown procedure. Competitors should not, therefore, START the stage unless they observe the GREEN START LIGHT on the display.

39. SPECIAL STAGE FINISH

Special Stage Finish Controls (SFF and SSF)

Stage Finish Time will be recorded automatically as the competitor passes the finish coordinate.

Note: on screen the unit stays “On Stage” for a further 30 meters. The Flying Finish Marshal will also enter the vehicle number that registered the time recorded on the Rally Tablet.

On crossing the Flying Finish line (SFF), a Finish time will be recorded automatically as the competitor passes the finish coordinate.

On reaching the Stage Finish position (SSF), the Co-Driver should hand in their Time Card the SSF Marshal who will write the time onto the Time Card, tear it out and return the Time Card book to the competitor. Should the co-driver wish to query the correctness of the time being displayed (only in the case where it may not be the finish time for their vehicle) then they are entitled to write a query on their ‘query’ card and hand it to the Marshal. The competitor is required to move on as swiftly as possible in order to avoid a backlog of cars which could result in an accident.

- a. If a competitor has completed a stage but has been baulked during the run, they are required to make a note on their ‘query’ card for that leg before handing it in to Rally Control or the Clerk of the Course (or Competitor Liaison Officer) at the Service Park.
- b. In the case of failure of the primary system, a backup system of synchronized beam recorded times or manually activated stop clocks will be used to time to the nearest 10th of a second.
- b. Competitors are reminded of the signs posted on the stages which indicate the approach to Flying Finish, the actual Flying Finish line. The “3-2-1” slow down boards indicate that you should immediately slow down to approach the SSF control or “Stage Stop” sign. Please note that the 3-2-1 slow down boards are only in place as a secondary visual indicator that the competitor is approaching the Stage Finish, and the onus is on all competitors to register where SFF and SSF are located as per the route instructions.

39.1 N/A

40. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated a time by the clerk of the course a time which is judged the fairest. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

41. COMPETITOR SAFETY

41.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on any type of special stage, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with BMF Minimum Safety Regulations and have their safety belts correctly fastened. Any infringement will be penalised by the clerk of the course who may also refer the matter to the Stewards.

40.2 SOS/OK SIGNS

40.2.1 Each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign of a recommended size of at least 42 cm x 29.7 cm (A3).

40.2.2 In the case of an accident where urgent medical attention is required, when possible the red “SOS” sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

40.2.3 Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red “SOS” sign, shall immediately and without exception stop to render 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. All crews stopped by this procedure will be allocated a time according to Art. 39.

40.2.4 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.

- 40.2.5 If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other crews.
- 40.2.6 All crews are required to operate their RallySafe Unit in the event of an incident or other event as relevant as per the Unit's instructions contained within the 'Competitor User Manual' as issued in a separate document.
- 40.2.7 Any crew which is able but fails to comply with the above rules will be reported to the Clerk of the Course.
- 40.2.8 The road book shall contain a page giving the accident procedure.
- 40.2.9 Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.

40.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car, which must report this to the next radio point as specified in the road book and signed on the route. The laws of the country in which the rally is run must also be complied with in relation to procedures at accidents. All crews stopped by this procedure will be allocated a time according to Art. 39.

40.4 RED TRIANGLE

40.4.1 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the Stewards.

40.4.2 This triangle must be placed even if the stopped car is off the road.

40.5 USE OF FLAGS

40.5.1 Competitors are required to obey all warning flags shown by Marshals whilst on a 'live' course or stage; failure to comply will result in exclusion from the event. The flags that will be used in the event of an incident, or to otherwise warn competitors to adjust their speed are as follows:

- | | | |
|------------------------------|---|------------------------------------|
| a. Yellow Flag - Stationary. | - | Danger, proceed with caution. |
| b. Yellow Flag - Waved. | - | Great Danger, be prepared to stop. |
| c. Red Flag. | - | Complete and immediate stop. |

40.5.2 A crew which has been shown the red or yellow flag will be allocated a time according to Art. 39.

41. SUPER SPECIAL STAGES

41.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

41.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

41.1.2 The inclusion of a super special stage in the rally itinerary is optional.

41.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

41.3 SAFETY PLAN

41.3.1 A separate safety plan complying with the standard safety plan must be submitted to the BMF for approval.

41.3.2 To ensure safety, the car of a competitor who fails to complete the stage will be transported to the end of the stage by the organisers.

PARC FERME

42. RULES OF PARC FERME

42.1 APPLICATION

Cars are subject to parc fermé rules:

42.1.1 From the moment they enter a regroup park until they leave it.

42.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

42.2.1 As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.

42.2.2 Crews may enter the parc fermé 10 minutes before their starting time.

42.3 PUSHING A CAR IN THE PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorised to push a competing car inside a parc fermé.

42.4 CAR COVERS

Car covers may not be used.

42.5 TECHNICAL CHECKS

Technical checks may be carried out within the parc fermé by the scrutineers.

42.6 REPAIRS IN PARC FERME

42.6.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the BMF Technical Delegate & chief scrutineer and in the presence of a scrutineer the car may be repaired in the parc fermé. One team member will be allowed to repair, or exchange FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted on the car (i.e. seat belt, extinguisher,).

42.6.2 With the prior consent of the clerk of the course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

42.6.3 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 15 sec minute per minute or fraction of a minute.

42.7 PARC FERME AFTER THE END OF THE RALLY

Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the BMF Technical Delegate/Chief Scrutineer and under the control of the marshals.

STARTS AND RE-STARTS**43. CEREMONIAL START**

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

44. RALLY START**44.1 START AREA**

Before the start of the competitive element of the rally, the organisers may assemble all the competing cars in a starting area, into which cars must be driven before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations.

44.2 MAXIMUM LATENESS AT A START

Any crew reporting more than 15 minutes late at the start of a section may be allowed to start that section, with the permission of the Clerk of the course.

45. START ORDER AND INTERVALS**45.1 REVISED START ORDER REQUIREMENT**

The start order shall remain unchanged until at least 10% of the total distance of the special stages detailed in the final itinerary has been completed.

45.2 REPOSITIONING OF DRIVERS

The Clerk of the Course may, for reasons of safety and with the knowledge of the Stewards, reposition drivers or change the time interval between cars.

45.3 START ORDER LEG 1

The starting order of Leg 1 is as follows

- FIA priority drivers
- All the other competitors following a starting order left to the discretion of the organisers.

45.4 START ORDER FOR SUBSEQUENT LEGS

The start order for subsequent Legs may at the discretion of the organisers be based on the classification at the finish of the final special stage of the previous Leg excluding any super special stage if run at the end of the Leg. (For the purpose of enhancing the spectator or viewer experience, the organiser may request the running order of the cars to be changed at the end of a leg. This shall be subject to the approval of the Stewards.)

45.5 START INTERVAL

All cars will start at 30 second intervals unless specified otherwise in the rally supplementary regulations.

46. RE-START AFTER RETIREMENT - N/A REFER TO SUPPLEMENTARY REGULATIONS**47. REPAIRS PRIOR TO A RESTART - N/A REFER TO SUPPLEMENTARY REGULATIONS****SERVICE****48. REST STOPS, SERVICING & REPAIRS**

48.1 Rest stops will be advised through the Route Book as well as the rally schedule. A Route Book will be available to overseas entrants at Rally Headquarters and local competitors will be advised by e-mail of the location and date that they will be available.

48.2 Official Service Parks will be named in the Route Book, at the briefing meeting and or in the supplemental regulations.

48.3 Each crew may only be allowed ONE (1) service vehicle in each Service Park when space is limited or as stipulated in the Supplementary Regulations. Maps of each park will be provided indicating where the Service Parks are and in some cases where each competitor is to service. In the case of Teams, any member of the team is free to service within the space allocated to that team. The organisers will indicate which parks are restricted, if any, to one service vehicle per crew.

48.4 If a car is disabled and can be towed, "Chase cars" will be allowed to tow the car to the official Service Park.

48.5 Servicing of vehicles is allowed outside of the main service parks however there may be Prohibited Service zones. These will be identified in the supplemental regulations and/or via a bulletin if necessary. Competitors servicing within these zones will be immediately excluded from the event.

49. SERVICE PARKS – N/A REFER TO SUPPLEMENTARY REGULATIONS**50. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK**

When necessary as part of service, changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

- The work is carried out with the knowledge of the organiser.
- Fire extinguisher with operator on standby to be provided by the competitor.
- No other work is carried out on the car while the fuel circuit is open and/or during the emptying and/or refilling operation.
- A suitable safety perimeter is established around the car.
- Only sufficient fuel is added to reach the next refuel zone.

51. FLEXI-SERVICE - 45' – N/A**52. REMOTE SERVICE ZONES (RSZ) – N/A****53. SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS – N/A**

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

54.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

54.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally

54.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

54.2.3 Provisional Final Classification: classification published by the organiser at the end of the rally.

54.2.4 Official Final Classification: classification approved by the Stewards.

54.2.5 In the event of a start list and/or the Provisional Final Classification being delayed, a new time must be advised by a Communication on the official notice board(s).

54.3 DEAD HEAT IN A LEG OR RALLY

54.3.1 In the event of a dead heat in a Leg, the competitor who sets the best time on the first special stage of a Leg, which is not a super special stage, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.3.2 In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.4 FAIR AND IMPARTIAL COVERAGE

The organiser of a rally shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the rally.

54.5 PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Leg of a rally. Competitors may, however, refer in media releases to "winning" a Leg, provided there is no implication that the result relates to the entire rally.

55. PROTESTS AND APPEALS

55.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with Articles 13 and 14 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

55.2 PROTEST DEPOSIT

The protest deposit is \$50.00 for a non-technical matter and \$500.00 for a technical matter relating to the classification or eligibility of a vehicle.

55.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit must be specified in the supplementary regulations of the rally or will be specified by the Stewards upon a proposal of the BMF Technical Delegate & (rally) Chief Scrutineer.

55.4 EXPENSES

55.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

55.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

55.5 APPEALS

The supplementary regulations shall contain information on the National Appeal Deposit. The International Appeal Deposit will be published by the FIA annually.

56. RALLY PRIZE-GIVINGS – REFER TO SUPPLEMENTARY REGULATIONS**57. ANNUAL BMF PRIZE-GIVING – N/A****FUEL – REFUELLING****58. REFUELLING AND PROCEDURES****58.1 LOCATION**

Cars may be fueled in any area that service is not prohibited provided that:

- A fire extinguisher is present
- The engine is off

58.2 PROCEDURE IN RZ – N/A**58.3 PROCEDURE AT COMMERCIAL FILLING STATIONS – N/A****59. FUEL USE – N/A, REFER TO SUPPLEMENTARY REGULATIONS****TYRES AND WHEELS****60. GENERAL – N/A REFER TO VEHICLE CLASSIFICATION REGULATIONS 2019- 2021****61. tyre supply – n/a****62. tyre quality – n/a****MECHANICAL COMPONENTS****63. MECHANICAL COMPONENTS – N/A REFER TO VEHICLE CLASSIFICATION REGULATIONS 2019- 2021****63.1 ENGINE REPLACEMENT N/A****63.2 TURBOCHARGERS – N/A****63.3 TRANSMISSIONS – N/A****64. MECHANICAL COMPONENTS – MANUFACTURERS AND WRC TEAMS – N/A****65. Additional Car Requirements – N/A****TESTING****66. TESTING**

Applicable only for WRC and ERC.