



2005 GENERAL REGULATIONS for RALLIES

NASA Rally Sport General Regulations for Rallies
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2005 EDITION
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RALLY SPORT
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**NASA Rally Sport would like to thank the Canadian Association of Rallysport and Motorsports
New Zealand for the use of their regulations as a source for this regulatory document**

2005 Calendar



March 18 – 19	Cherokee Trails International Rally
May 6 - 7	Subaru Rim of the World Rally
September 30 – October 1	International Rally New York
December 2 – 4	Ramada Express International Rally



January 22	SandBlast Rally
March 19	Cherokee Trails International Rally
April 16	Rally New York
September 3 – 4	Rally Tennessee
September 30 – October 1	International Rally New York

Remaining 2005 Schedule and Series Affiliation

March 5 – 6	Doo Wops Rally Series	WSRC/NWRC
June 18	Baldwin Stages	Mid-West Challenge
August 20	Gorman Ridge Rally	WSRC/California Rally Series
September 10	Manistee Forest Rally	Mid-West Challenge
October 8	Prescott Rally	WSRC/California Rally Series

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GENERAL PREFACE

OFFICIAL NOTICE OF DISCLAIMER

Motorsports is dangerous and accidents causing death, bodily injury, disability and property damage can and do happen. NASA Rally Sport makes an effort to provide participants with a safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death cannot occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact a NASA Rally Sport office or the National Auto Sport Association (NASA) office prior to participating at an event.

MISSION & PURPOSE

National Auto Sport Association Rally Sport: Mission Statement

National Auto Sport Association-Rally Sport is a sanctioning body created to encourage the growth of stage rallying in the United States by providing a customer driven organization offering safe, fair competition, and affordable events for the stage rally competitor, volunteer, organizer, and sponsor.

NASA Rally Sport management board controls both business and sporting decisions allowing for coherent sporting regulations and a solid business plan that is ever mindful of the costs borne by the competitors and organizers. Using the NASA business model, NASA Rally Sport will maintain a streamline structure dedicated to not repeating the mistakes of the past.

MOTTO

Providing SAFE, FAIR, AFFORDABLE COMPETITION for competitors while providing, SAFE, REWARDING, ENJOYABLE events for organizers.

Definition and Purpose of the NASA Rally Sport – General Regulations for Rallies, hereafter referred to as the GRR. NASA Rally Sport has established this publication in order to set standards, rules, and guidelines that will function to govern NASA Rally Sport sanctioned stage rally activities in order to help promote safety and fairness in competition. The term GRR includes the appendices to the NASA Rally Sport General Regulations for Rallies, published addendums, and published rule updates found in *Stage Rally News* at www.nasarallysport.com, the official National publications of the National Auto Sport Association Rally Sport.

1.0 GENERAL PRINCIPALES

1.1 Introduction and History

The National Auto Sport Association (NASA) was formed in 1991. The mission of NASA is to deliver high quality motorsports events to enthusiasts at major racing venues throughout the nation. NASA has created programs that allow owners of both racecars and high-performance street-driven vehicles to experience the excitement of putting their cars on the racetrack in a safe and controlled environment.

NASA Rally Sport was formed in 2003. The mission of NASA Rally Sport is to encourage the growth of stage rallying in the United States by providing a customer driven organization offering safe, fair competition, and affordable events for the stage rally competitor, volunteer, organizer, and sponsor.

1.2 Exercise of the Power of NASA Rally Sport

Judicial powers and functions, such as the hearing of protest and appeals or the determination of the penalty to be inflicted for a breach of these Regulations, may be exercised by the NASA Rally Sport Management Board, a stewarding group or other (whose number shall be not less than three) so appointed. The decisions of such groups shall be final and not subject to review except on appeal in accordance with these Regulations. No member of a judicial board shall have taken part, except as a Steward, in the competition concerned about which a decision is to be given or if he/she has already participated in a decision on the matter in question or if he/she is directly or indirectly concerned in such matter.

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1.3 Notices

Any communications required under these GRRs to be sent to any entrant or competitor shall be sent to the address on the entry form or, if the competitor is the holder of a license issued by NASA Rally Sport, to the address on the license. Any communications to be sent to a Promoter or Organizer shall be sent to the address on the relevant application for sanction. Any communications to be sent to an appellant under these GRRs shall be sent to the address shown in the notice of appeal or the appeal itself.

All notices and deliveries required or permitted to be made hereunder shall be effective when delivered to the recipient and shall be sent by certified or registered mail, return receipt requested (which shall be effective upon depositing in the U.S. Mail), postage prepaid, or by nationally recognized express courier service (providing evidence of receipt or refusal, shall be the date on which said notice is deposited with such express courier service for overnight delivery). If the last day within which the Notice required or permitted to be given under the GRRs falls on Saturday, Sunday or a holiday, the time for giving such Notice shall be extended until the next business day.

1.4 Alteration of Rules and Regulations

The NASA Rally Sport Management Board reserves to itself the right at any time to alter its GRRs or to publish and enforce special rules in emergency.

1.5 Applications of these Regulations and Order of Precedence in Application of the GRRs

These Regulations and applicable Regional Championship Rally Regulations shall govern all Events sanctioned by NASA Rally Sport.

The following defines the order of precedence of these rules and regulations:

- a. These General Regulations for Rallies;
- b. NASA Rally Sport Bulletins;
- c. Regional Championship Rally regulations;
- d. Championship Supplementary Regulations (if applicable); and
- e. Event Supplementary Regulations.

1.6 Nomenclature and Definitions

The following nomenclature, definitions, and abbreviations shall be used in this publication and any appendices, addendums, updates, entry forms, acceptance letters, and general use. Terms, phrases, abbreviations, and proper names that appear in any official NASA Rally Sport publication that is not defined or specified in any other NASA Rally Sport official publication shall be considered commonly known in the context of motorsports and/or pertaining to automobiles. It is the responsibility of the entrants, drivers, participants, and competitors involved to educate themselves as to the appropriate meaning of any aforementioned items when viewed in the context of their activity or sport. If an official clarification is needed, it is solely the competitor's responsibility to contact the NASA Rally Sport National office for a written statement of definition.

1.6.1 Championship

Means a Championship, Series, Cup, Trophy or Challenge, which is sanctioned by NASA Rally Sport or a single event sanctioned by NASA Rally Sport. A championship may be a series of events or a single event.

1.6.2 Competitor

Means any person, firm or corporation whose entry is accepted for or who competes in any Series, Meeting, or Event, whether as an Entrant, Driver, co-Driver, member of the crew or passenger.

1.6.3 Driver

Means any person who is entered for and drives in an Event.

1.6.4 Duration of a rally

Every event starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the car) and ends upon the expiration of one of the following time limits, whichever is the later:

- a. Time limit for protests or appeals; or
- b. The End of the administrative checking and post-event scrutineering carried out in accordance with the GRRs; or
- c. End of the prize giving.

1.6.5 Entrant

Means any person, firm, or corporation who enters a competing vehicle in that Series or Event.

1.6.6 Event

Means either a non-competitive Event or a single Competition with its own results in which an automobile takes part, which has a competitive nature or is given a competitive nature by the publication of results.

1.6.7 FIA

Means the Federation Internationale de l'Automobile.

1.6.8 Force Majeure

Means any cause of delay beyond the reasonable control of the party liable to perform unless conclusive evidence to the contrary is provided and shall include unavailability of materials or personnel, delays in shipping or transportation, fire, explosion, strike, lockout, storm, flood, earthquake, subsidence, and other Acts of God.

1.6.9 International Sporting Code

Means the International Sporting Code drawn up by the FIA and in force from time to time and at any time and which, as the context may require, shall be deemed to be incorporated into and made a part of these Regulations.

1.6.10 Leg

Means each part of the Rally, separated by a fixed minimum stopping time as defined in Article 2.9.

1.6.11 License

Means a certificate of permission to compete issued by NASA Rally Sport to any person, firm, or corporation.

1.6.12 Meeting

Means an organized assembly of Competitors and Officials and including one or more competitive or non-competitive Events taking place within a defined period at the same venue.

1.6.13 National Court of Appeals

Means the Court of Appeals established by NASA Rally Sport from time to time in accordance with these Regulations.

1.6.14 National Sporting Calendar

Means the Sporting Calendar maintained by NASA Rally Sport.

1.6.15 National Event

Means a Meeting or an Event open to Competitors holding National Rally License issued by NASA Rally Sport and USAC.

1.6.16 Neutralization

Means the time during which the crews are stopped by the Organizers, under the control of marshals for whatever reason.

1.6.17 New Competitor

Means a member of a competing crew who has participated as a competitor in less than three Rallies.

1.6.18 Official

Means any of the persons designated an official by NASA Rally Sport.

1.6.19 Official Bulletin

Means any document advising important information to Competitors in a Meeting or Event, which must be signed by either the Clerk of the Course or the Secretary of the Meeting and:

- a. Is an official written communication;
- b. Which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the latter;
- c. The bulletins must be numbered and dated; and
- d. The entrants (or member of the crews) must confirm receipt thereof by signature.

The bulletins are issued:

- a. By the Organizers, up to the commencement of scrutineering;
- b. By the stewards of the meeting (the Stewards) throughout the competition except with regard to modifications to the itinerary for which bulletins may be issued by the Clerk of the Course;
- c. If issued more than one week before the commencement of the Meeting or Event, must be mailed, faxed or delivered to each Entrant so as to be received by each Entrant prior to the commencement of the Meeting or Event; or
- d. If issued less than one week before commencement or after the commencement of the Meeting or Event, must be communicated to each Competitor which, if reasonable in the circumstances, may be by placing it on an official notice board at the Meeting or Event; and, which shall thereupon be deemed to be a part of the Supplementary Regulations of the Meeting or Event.

1.6.20 Official Interpretation

Means NASA Rally Sport's interpretation of any provision of these Regulations or any provision of an Appendix of these Regulations, which is published by NASA Rally Sport.

1.6.21 Parc ferme

This is the place to which the competitor is obliged to bring his or her car(s) as scheduled by the Supplementary Regulations. Inside the parc ferme, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorized by the same officials. The Supplementary Regulations of the competition shall specify the place where the parc(s) ferme(s) will be set up. The parc ferme shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure. Timing control areas are considered parc ferme. No repairs or assistance may take place within the control area.

1.6.22 Pace Notes

Means a set of notes designed and prepared by the competitor during official recce to supplement the Road Book and to assist a competitor in traversing a special stage. Pace Notes are different from Stage Notes as Pace Notes can dictate the pace or speed the competitor may want to transverse a special stage.

1.6.23 Public Roads

Means the area from shoulder to shoulder, which encompasses the carriageway (sealed or unsealed) of a road that is identified on any map and is legally open for use by members of the public.

1.6.24 Rally

Means an Event, which is constituted either by a single itinerary, which must be followed by all cars, or by several itineraries converging on the same rallying-point fixed beforehand, and followed by a common itinerary the route of which may include one or several special stages.

1.6.25 Reconnaissance

Means the traveling over of roads to be used as special stages in an Event by a competitor entering that event only during the prescribed date and time of the reconnaissance as published in the event supplementary regulations.

1.6.26 Regroup

Means a stop scheduled by the Organizers under Parc Ferme conditions that has a time control at the entrance and exit to enable the schedule to be followed on the one hand, and on the other, to close up the gaps between the cars still in the rally. The stopping time may vary from crew to crew.

1.6.27 Section

All the parts of a rally between:

- a. The start and first regrouping halts;
- b. Two successive regrouping halts; or
- c. The last regrouping and the finish of the leg of the rally.

1.6.28 Series

Means a single Event or a series of Events the results of which are aggregated to form a single result and includes:

- a. An Event or series of Events the winner of which is awarded the title of "Champion" or some other title in the style of "Champion;"
- b. A Championship;
- c. A Series;
- d. A Cup;
- e. A Trophy; or
- f. A Challenge.

1.6.29 Service Crew

Means persons in support of the crew of the competing car who ensure the competing vehicle is maintained in a competitive and road worthy state at the servicing points established throughout the event and gather information as to the times recorded on the event special stages.

1.6.30 Stewards

Means the Stewards of the Meeting appointed by NASA Rally Sport for a Meeting or an Event and includes the Stewards of the Meeting when acting in relation to the conduct of a Sanctioned Series of which such Meeting or Event was a round.

1.6.31 Supplementary Regulations

Means the regulations issued by the organizer of a Meeting or Event pursuant to these Regulations.

1.6.32 Special Stage

Means a timed speed test on roads closed to other traffic.

1.6.33 Stage Notes

Means a set or sets of computer generated notes specifically provided for the event by the NASA Rally Sport officially recognized note provider. Such notes being designed to provide assistance to the competitor in traversing the special stages with information that supports and is additional to the event Road Book.

1.6.34 Target Time

Target Time means a time given the competitor for covering the distance between 2 consecutive time controls. The target time shall appear on the on the time card, the route book and the event itinerary.

1.6.35 Time Card

Means the card or cards intended for the entry of times recorded at the different control points scheduled on the Rally.

1.6.36 Transit

Means a section of a rally event not closed to other traffic. The main purpose of a transit section is to route competitors from one special stage to another, or from or to special stage to or from a service park. All local, State and Federal vehicular laws and regulations must be adhered to.

2.0 SPORTING REGULATIONS

Each contestant must become familiar with, and accept these Regulations prior to entering an event. Entry and participation in a NASA Rally Sport event constitutes acceptance of these Regulations.

2.1 Rally Competitions Covered by These Regulations

2.1.1 Stage Rally

In this type of rally, two person teams, a driver and navigator (co-driver), compete against the clock in specially prepared vehicles on roads that are closed to normal traffic, called "special stages". Teams arrive at starting control points at pre-determined times and are released onto the special stages at one or two minute intervals. The rally cars travel between special stages on roads that are open to normal traffic and are called "transit sections." Since the rally cars share the road with regular traffic they are required to be licensed for the street, and must obey all traffic laws when on a transit stage.

2.1.2 Rally Sprint

Rally sprints are events for rally cars that are held on short courses. Typically rally sprints do not require a navigator, do not have the same logistical demands of a full stage rally, and provide easier spectating. Due to the compact nature of rally sprints, several drivers can take turns driving the same car. Rally sprints provide opportunities for competitors to experience the thrill of controlling a rally car at speed while keeping associated costs to a minimum. Unless specifically stated in event supplemental regulations, the regulations governing the conduct of a rally sprint will be the same as those governing a stage rally.

2.1.3 Rally-X

The Rally-X regulations are in Appendix C of these Regulations and are exclusive to these events. Rally-X events are open to experienced rally teams in fully prepared rally cars, and to persons with no previous experience in completely stock cars. The ideal Rally-X course is laid out on a smooth, flat, unpaved lot; maximum straightaway speed should not exceed 45 mph. Rally-X courses are similar to auto cross courses in that cones define the course. Knocking down or moving cones while negotiating the course results in a penalty being assessed. The primary emphasis in a Rally-X is driving skill and vehicle control rather than outright speed.

US style Rally-X is not to be confused with European style rallycross, which involves wheel-to-wheel competition on a closed circuit.

2.2 Insurance

2.2.1 Event Insurance

All events must be insured for liability and participant accident coverage.

2.2.2 Competitor Auto Insurance Coverage

Each vehicle involved in a NASA Rally Sport event (including service vehicles) is required to carry valid automobile liability insurance coverage. This includes competition vehicles and all support vehicles. This insurance coverage must be through a recognized insurance carrier and be valid in the United States of America. The liability limits for this coverage must be a minimum of \$100,000 per person, \$200,000 per accident, \$50,000 for property damage. Each entrant is required to present proof of insurance coverage as a part of his or her entry package and at time

of registration. Proof of insurance must be carried in the competing vehicle at all times during an event.

2.2.3 Accident Reporting

Any participant involved in an accident or incident, which results in personal injury or property damage of any kind, is required to report the incident to an official immediately on the prescribed accident form. Failure to report an accident or incident will result in the forfeiture of all deposits, entry fees, prizes or awards payable to the involved entrants, and may result in permanent ejection from NASA Rally Sport.

2.3 Supplemental Regulations

The Supplementary Regulations apply to all Rallies. Drafts of such regulations shall be submitted to the appropriate NASA Rally Sport office for approval at least two weeks prior to their intended publication date. Refer to Appendix A Schedule A (1) for the standard document.

Supplementary Regulations are compulsory for all rallies and must be available to competitors one month prior to the event.

After approval of the Supplementary Regulations NASA Rally Sport shall issue the event sanction, which will be provisional until, the event safety plan has been submitted and approved. Supplementary Regulations will be those Regulations issued by individual Organizers.

2.3.1 Supplementary Regulations, fees and schedules:

- a. Entry fee and closing date of entries;
- b. Prize monies (where applicable);
- c. Details of the event;
- d. Officials of the Meeting including method of identification;
- e. Time & venue of Scrutineering & Documentation;
- f. Stage descriptions;
- g. Route and speed schedule and general, route map highlighting service areas;
- h. Seeding order;
- i. Location and time of Drivers Briefing (specifically with reference to new competitors);
- j. Entry refund policy with applicable dates; and
- k. Course closing times and/or Maximum Permitted Lateness procedures.

2.3.2 Supplementary Regulations, names:

- a. Steward(s);
- b. Event Chairperson (when appointed);
- c. Clerk of the Course, and Assistant Clerks of the Course;
- d. Judges;
- e. Competitor Relation Officer;
- f. Chief Scrutineer; and
- g. Other Officials, as relevant.

2.3.3. Supplementary Regulations, “Cancellation of the Rally”

The Organizers must state that they reserve the right to cancel the event should less than the minimum number of entries specified in the Supplementary Regulations be received by the closing date.

2.4 Entry Requirements

2.4.1 Entry Form

Entry forms for all events are available on-line at www.nasarallysport.com. Printed entry forms are available by request. Entry forms must be submitted within the time limits required by the specific events. Intentionally providing any incorrect or falsified information on an entry is grounds for disqualification and may result in the forfeiture of all rights under these Regulations and forfeiture of all deposits, entry fees, prizes and awards.

2.4.2 Driver and Co-driver

Each competing vehicle will carry two and only two member of the crews. The primary duties of each member of the crew will be listed on the entry form. If member of the crews switch duties during a competitive portion of the event (special stage), awards and/or points based on driver classification will be determined by the member of the crew with the highest driving ranking and all points and/or awards will be given to the highest ranking driver. The listing of a primary driver solely for the purpose of gaining an advantage in starting position or seeding is not allowed. Both members of the crews must occupy the vehicle at all times during competition on the event. Neither members of the crew may be replaced or substituted at any time. If a member of the crew is substituted or replaced during an event, the team will be allowed to continue but will be scored as DNF (Did Not Finish) and are ineligible for prizes, awards, or points based on their finishing position.

2.4.3 Right of Refusal

NASA Rally Sport retains the right to refuse any entry.

2.4.4 Competitor Eligibility

All competitors must be at least 18 years of age to compete in stage rallies and rally sprints. All competitors must be at least 16 years of age to compete in Rally-Xs. Competitors under the age of 18 must have a waiver signed by his/her parent or guardian. All competitors from the United States must have a valid driver's license from the state in which they reside. Foreign competitors must have a valid driver's license from their home country and any additional permits, licenses and documents required to allow them to legally operate their vehicle in the United States.

2.4.5 Competition Licenses

All competitors may compete in their first NASA Rally Sport event without obtaining a NASA Rally Sport Competition License, but will be required to have such license at subsequent events.

No competition license is required for Rally-X.

2.4.5.1 National License

To compete in the United States Rally Championship competitors are required to be members of NASA Rally Sport and hold a valid USAC/NASA National Rally License. Forms are available at www.usrallychampionship.com and www.nasarallysport.com

2.4.5.2 Regional License

All other NASA Rally Sport sanctioned events require a Regional Rally License. Forms are available at www.nasarallysport.com

2.4.6 Medical Requirements

All competitors requesting a competition license must submit the “License form and Medical questionnaire” available on www.nasarallysport.com or at a NASA Rally Sport office. If the applicant responds “yes” to a question, a NASA “Physical Examination” form must be filled out by a Medical Doctor, unless waived by the NSASA rally Sport Medical Director, and submitted for review by the NASA.

2.4.7 Membership Requirements

Stage rally and rally sprint competitors must be members of NASA Rally Sport. NASA membership is not required to participate in Rally-X events.

2.4.8 First Time Competitors

Competitors new to motor sport competition or not familiar with rally competition are required to participate in a recognized rally school and/or rally orientation prior to competing in their first event. Orientations will be presented at many events immediately prior to the event. It is the competitor’s obligation to see that this requirement is satisfied. Any question regarding this eligibility should be discussed with officials prior to entry into an event.

2.4.9 Mental and Physical Eligibility

All competitors must warrant that they are physically and mentally competent to compete in a demanding motor sport event. Further, the competitor must warrant that they are not under a doctor’s care or taking medication for any condition (including pregnancy) making them physically or mentally at risk of endangering themselves, the public, or other competitors. Any competitor exhibiting or having a record of any mental or physical impairment endangering them, the public or other competitors will not be allowed to compete. Physical impairment will not be used to exclude anyone fully adapted and/or rehabilitated from his or her impairment provided a medical doctor given written release for competition. If during the running of an event, any competitor should become mentally or physically impaired so as to endanger themselves, the public or other competitors, they will be excluded from the event at the discretion of the event Steward or Clerk of the Course.

2.5 Registration

Competitors must present themselves at registration for the checking of valid competition licenses and public driver’s license, club membership and vehicle logbook. Logbooks shall be presented to and signed off by the Chief Scrutineer or the nominated deputy.

The organizer, at the organizers sole option and if so noted in the event Supplementary Regulations, may retained logbooks until the end of the event in order to obtain an event review survey from the competitor. Under such conditions, the competitor may retrieve the logbook, upon the submittal of a completed event review survey, to the event Secretary.

2.6 Officials and Their Duties

With the exception of the steward(s) of the event, the following event structure is an outline of a recommended event organization. We have included this information, courtesy of the Canadian Association of Rallysport and Motorsports New Zealand, as a guide to event organizers and promoters. An event organizer and or promoter may choose, at its sole discretion, to use other names to replicate these positions or may choose to make up any combination names and positions. This is only a guide.

2.6.1 Stewards

2.6.1.1 Required Steward(s)

At least one NASA Rally Sport appointed steward must be available for all or part of each NASA Rally Sport sanctioned event.

2.6.1.2 Authority & Duties of the Steward(s)

The Steward(s) of the meeting shall be responsible solely to NASA Rally Sport for the enforcing compliance with the regulations governing the event.

They shall settle any claim, which might arise during the event, under reserve of the right of appeal.

If NASA Rally Sport appoints more than one steward, one of the stewards appointed shall be the Chairman of the panel of Stewards and as such, will have a casting vote as well as a deliberative vote. The Chairman of the Stewards is, in particular, responsible for assigning stewarding duties, planning and holding meetings.

The Stewards of the Meeting have power in accordance with these Regulations to:

- a. Settle any protest or dispute arising during an event, subject to the right of appeal;
- b. Inflict penalties of reprimand, fine, time or exclusion;
- c. Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
- d. Exclude from the event any one competitor or from the event any competitor who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice;
- e. Penalize and/or order the removal from the rally and its boundaries any competitor who refuses to obey the order of a responsible official;
- f. With the consultation of the Clerk of the Course, the event Steward, in the case force majeure and or for reasons of safety, may postpone, abandon, or stop a competition or stage. If a competition or stage is stopped, the Steward(s) may declare it "no contest" and arrange for it to be restarted or alternatively declared the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
- g. Appoint a temporary substitute or substitutes to replace any Steward not able to perform his/her duties;
- h. Enquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to NASA Rally Sport for hearing;
- i. Authorize amendments to the event Supplementary Regulations for reasons of safety or force majeure;
- j. Accept or refuse any correction proposed by a Judge of Fact;
- k. Authorize the change of driver or automobile; and
- l. Authorize the amendment of the results of a competition based on a correction by the Results Officer to take into account a penalty assessed against a competitor.

2.6.1.3 Steward's Report

As soon as practicable after the conclusion of an event, the Senior Steward shall compile, sign and send a Steward's report to:

- a. The organizer; and
- b. The Regional NASA Rally Sport Office.

The report must give the results, together with the particulars of all protest lodged, action taken thereon, and penalties imposed together with recommendations in respect of such cases.

The report shall also contain the Steward's general comments on the organization of the event and the exercise of their own powers in relation thereto and other observations as to the conduct of the event, which they consider, should be made to NASA Rally Sport.

The report shall also contain a copy of the senior steward's instructions to the organizer and details of accidents in which personal injury or property damage are believed to have occurred, detailing names and address of those involved.

2.6.2 Chairman

The ability of the Chairman is the key to the success of the whole event. Ideally the chairman should hold no other position except perhaps that of Clerk of the Course or Assistant Clerk of the Course. The Chairman needs to be fully aware of the individual tasks of the personnel appointed to each task and needs to be able to direct when necessary and advise on the requirements. The Chairman, in this situation, is the taskmaster the person who sets the tasks and then makes sure they are done. The financial aspects of any rally are very important and the Chairman, in association with the treasurer, should set a fully detailed budget, which is as accurate as possible. A regular check should be kept on actual expenses incurred or committed against this budget. Pay particular attention to the arrangements for ancillary services being provided by non-motorsports persons who may not fully realize what they are getting themselves into.

2.6.3 Secretary/Treasurer

The Secretary/Treasurer is another key position. This official has the responsibility for:

- a. Maintaining records of all meetings;
- b. Attending to all correspondence;
- c. Ensuring that all of the paperwork is organized properly and efficiently;
- d. Attending to all financial matters;
- e. Banking;
- f. Payment of accounts;
- g. Maintaining accurate records of income and expenditure on event competitor documentation; and
- h. Insuring that appropriate insurance and sanction documentation has been secured for the event.

The special requirements for the Secretary of the Event include:

- a. Receiving and recording entries;
- b. Preparing the acceptance of entry letter and sending it out;
- c. Ensuring that Stewards, Technical Officers (when appointed) and Observers are on the mailing list for information;
- d. Organizing documentation prior to the event; and
- e. Organizing the copying of Final Results and sending these out to all entrants, etc.

An Assistant Secretary or Event Secretary may be appointed to handle all of the duties directly related to the event such as:

- a. Receiving and acknowledging entries;
- b. Organizing documentation; and
- c. Sending out results to all competitors.

2.6.4 Clerk of the Course

The entire running of the event is under the direction and responsibility of the Clerk of the Course who shall be authorized by NASA Rally Sport to hold this position and adhere to the Duties and Responsibilities as detailed in the GRR. With the exception of the Stewards, Technical Officers or any other specific official all officials of the event are responsible to the Clerk of the Course. A number of Assistants should be appointed and allocated to the various controls and other official venues to oversee proceedings. The Clerk of the Course and the Assistants must be totally aware of all aspects of the event and have an absolute knowledge of the route and its alternatives.

2.6.5 Judges

- a. The organizer of any Meeting or Event may, in the Supplementary Regulations, appoint the following judges:
 - i. Starting Judges appointed to supervise the starts who shall immediately point out to the Clerk of the Course any false starts, which may have occurred;
 - ii. Finishing judges, for any Event where the order in which Competitors pass the finishing line must be determined, appointed to make such a decision who may refer to the chief timekeeper prior to giving their decision;
 - iii. Judges of fact, in an Event where a decision has to be given as to whether a Competitor has touched or passed a given line or upon any other similar act which has been laid down in the rules or regulations for the Event, who shall be responsible for one or several of these decisions;
 - iv. Technical Judges (who must be either the Chief Scrutineer of the Meeting or Event, or the Series Scrutineer) who shall be responsible for inspecting competing vehicles for eligibility for the Meeting or Event and reporting their inspections to the Clerk of the Course and who shall, in the absence of manifest error, be judges of fact as to the weight and measurement of competing vehicles inspected and all parts thereof;
 - v. Noise Judges appointed, for any Event where there are noise emission limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded;
 - vi. Tire Judges appointed, for any Event where there are tire limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded;
- b. All judges referred to in paragraph a. of this Article must be nominated in the Supplementary Regulations for a Meeting or an Event or published in an Official Bulletin concerning that Meeting or Event;
- c. The facts to be judged by any judge or judges nominated in accordance with paragraph a. of this Article must be specified in the Supplementary Regulations, Sanctioned Series Articles or Official Bulletin appointing the judges provided however, that no judge may be appointed in respect of facts which are not set out in this Article of these Regulations;
- d. No protest shall be admitted against the decision of any judge appointed in accordance with this Article, provided however that if any judge considers that a mistake has been made by themselves or by another judges, they may with the consent of the Stewards, correct such mistake; and
- e. At the close of the Meeting or Event each judge shall send to the Clerk of the Course a report as to his or her decisions made during the course of the Meeting or Event.

2.6.6 Chief Safety Officers

A chief safety officer shall be appointed and take part in the devising of the safety plan.

During the rally the chief safety officer shall be in permanent communication (by telephone or radio) with rally control, the chief medical officer and the start of each special stage.

Note: *The Chief Safety Officer may also be involved with or responsible for the recruitment and pre event training of the spectator marshals.*

2.6.7 Special Stage Safety Officer:

Each special stage will have a safety officer who will assist the chief safety officer. This could be an Assistant Clerk of the Course or Post Chief. On stages with designated spectator locations organizers may also appoint additional safety officers to oversee the safety plan for that area.

2.6.8 Chief Medical Officer

The Chief Medical Officer shall arrange medical services in compliance with the Event Safety Plan, which includes:

- a. Arranging adequate and reliable medical support crews;
- b. Preparing a schedule of locations and report times; and
- c. Briefing medical services personnel on what is expected of them.

2.6.9 Results Officer

The Results Officer's duties include:

- a. Organizing a competent results team;
- b. Arranging a suitable results program or system;
Note: *Ideally this program should allow for progress results to be promptly updated onto a website throughout the event.*
- c. Organizing for results data to be communicated back to base;
- d. Organizing the results calculation system usually on computer;
- e. Set up Time Cards;
- f. Collecting competitor time cards progressively and checking to speed up final results;
- g. Ensuring up to date progress results are available throughout event and at the finish;
- h. Ensuring provisional results are prepared and posted as planned and that they are signed and 'timed' by the Clerk of the Course; and
- i. Preparing Final Results.

2.6.10 Communications Officer

The Communications Officer shall:

- a. Coordinate with the Clerk of the Course and develop a schedule of all vehicles and locations requiring communications;
- b. Arrange adequate and reliable transport for all communications crews;
- c. Prepare a schedule of locations and report times;
- d. Brief radio personnel on what is expected of them; and
- e. Carry out radio tests to ensure communication can be achieved from all control points.

2.6.11 Chief Marshal

The Chief Marshal's duties are:

- a. Coordinate with plotter to determine the number of stage crews needed;
- b. Make sure time schedule allows sufficient time for stage crews to travel between stages and designates scheduled arrival times on site and set up time for equipment;
- c. Organize stage crews:
 - i. A minimum of 4 people for Start Group, and;

- ii. A minimum of 5 people for Finish Group;
- d. Arrange availability of timing equipment;
- e. Prepare written instructions for stage crews;
- f. Prepare time recording forms;
- g. Arrange marshals briefing prior to event;
- h. Arrange to issue all equipment;
- i. Timing equipment;
- j. Signs;
- k. Paperwork;
- l. Copies of all road closure approvals for stage crews (including block marshals); and
- m. Ensure all roadblock marshals are briefed and are provided with details of how to get to their roadblock locations.

Note: The responsibility of briefing the roadblock marshals could be delegated to the Chief Safety Officer.

2.6.12 Publicity Officer

The role of the person filling this position will be determined by the event since if it is sponsored and/or part of a Championship then there is a need to obtain as much public exposure as possible. In this case the Publicity Officer becomes a key operator who must:

- a. Assemble an address list of media contacts including:
 - i. Newspapers: dailies, weeklies and give-a-ways;
 - ii. Radio stations;
 - iii. Local television (news and sports);
 - iv. Sponsors representatives;
- b. Prepare and send out pre-event promotional information;
- c. Arrange in advance for Press Releases and event information to be included on the NASA Rally Sport Official website;
- d. Organize the regular progress reports on radio during the event;
- e. Organize public attractions at start and finish venues and spectator stages. This may include:
 - i. Local dignitaries;
 - ii. Some display to attract spectators before the first car arrives; and
 - iii. PA system and commentator.

2.6.13 Chief Scrutineer

The Chief Scrutineer is responsible for:

- a. Organizing a venue for carrying out scrutineering before the event;
- b. Recruiting and briefing a competent team of vehicle scrutineers;
- c. Organizing the necessary paperwork;
- d. Establishing a systematic system for checking the cars;
- e. Instructing the scrutineers on their job;
- f. Overseeing the operation of scrutineering;
- g. Carrying out spot checks and re-inspecting any damaged vehicles for safety compliance during the event;
- h. Organizing a suitable venue for post-event scrutineering; and
- i. Ensuring that suitable people are available to:
 - i. Escort selected cars to post-event scrutineering, and
 - ii. Assist at the post event scrutineering venue by maintaining Parc ferme conditions.

2.6.14 Competitor Relations Officer (CRO)

The organizers should appoint a person (who must be approved by NASA Rally Sport) to be Competitor Relations Officer for the Rally. The person chosen must have a good knowledge of the GRR, the Supplementary Regulations and any Championship regulations.

The appointee will take a lot of the competitor pestering away from the Clerk of the Course, leaving that person to get on with the task of running the event. The Competitor Relations Officer is there to assist the competitor to find the answers to questions about the event and, if possible, to avoid protest situations developing. The Competitor Relations Officer should be available to competitors at the start, at any meal breaks, service areas or service parks and at the finish. If possible the officer should be seen at other control points on the event. However, it is important that they should stay at each such location for the entire field not just for the top 10 competitors.

Organizers should publish a schedule of the location of the CRO's and make this available to the competitors.

2.6.15 others

The Event Chairman may at his/her discretion delete, combine, or modify official positions for any event based on immediate need. The Clerk of the Course may create special official positions not specifically described in these rules as need may dictate.

2.7 Entries

Entries shall be acceptable only if made on the official forms fully completed, accompanied by the relevant fees and be delivered to the event Organizers before the closing date of entries as detailed in the Supplementary Regulations. Late entries may be received after closing date at the discretion of the Organizers as set out in the Supplementary Regulations.

2.7.1 Number of Entries:

Event Organizers reserve the right to stipulate the maximum and minimum numbers of entries for each event.

2.7.2 Cancellation of Rally:

The Organizers reserve the right to cancel the event should less than the minimum number of entries specified in the Supplementary Regulations is received by the closing date.

2.8 Vehicle Numbers and Required Markings

All motor sport sanctioning body names and logos on competition or service vehicles other than NASA Rally Sport must be removed or covered during an event unless otherwise specified in the supplemental regulations of the event. All vehicles competing in an event may be required to carry identifying numbers, event plates, and event sponsor's advertising. Vehicle Number and Required Markings shall be per Appendix A, Schedule A (4).

Placement of these markings will be per the event's Supplemental Regulations.

2.9 Schedule of the Event

All events should follow a schedule that is as compact as possible. It is preferable for sportsman events to have only one day of competition. It is preferable but not mandatory that events be run during the daylight hours.

Sample events schedule:

- a. Friday
 - i. Registration
 - ii. Scrutineering
 - iii. Ceremonial Start (optional)
 - iv. Parc Ferme (optional)
- b. Saturday
 - i. Reconnaissance (optional)
 - ii. Event Start
 - iii. Competition sections
 - iv. Ceremonial Finish (optional)
 - v. Post Event Scrutineering

The rest halt between two legs must be at least 6 hours. No event may exceed 14 hours from start to finish of a leg.

2.10 Documentation Standards

For all rallies standard documentation as detailed in Appendix (A), Schedules 1-13 of the GRRs shall be used except as otherwise approved by NASA Rally Sport.

2.11 Signage and Arrows

- a. All rallies must use signs as detailed in the appendix to this GRR;
- b. "Directional arrows" should only be used to clarify specific Road Book directional instructions on special stages;
- c. All directional arrows should be positioned where they may be easily seen;
Note: *If the same piece of road is to be used in different directions at different times during the event, if possible, this piece of road should be arrowed only for the direction of travel to be used for the stage in progress.*
- d. The reverse sides of directional arrow boards shall be painted a contrasting color in order to clarify direction of travel;
- e. The organizer in the event of "force majeure" to supplement the Road Book may erect "Additional Arrows". These are to be followed as if they were additional Road Book instructions;
- f. Caution signs are to be erected to warn competitors of hazards. The sign should be a red reflective sign on white background at the hazard, the sign to be an exclamation mark or a number of exclamation marks to signify the extent or intensity of the hazard;
- g. All intersecting roads and entrances must be taped off (with plastic marker tape), regardless of whether the road has a block marshal. All tape must be removed after the event; and
- h. All gateways, tracks or fire breaks allowing vehicular access to a special stage should be marked with a warning notice and a road closure sign, clearly stating the time and nature of the road closure, direction of rally traffic, etc. Further, in order to provide additional security in a forest it is strongly recommended that all external access gates to the forest be secured for the duration of the event.

2.12 Operation of Event

2.12.1 Contestant Conduct During the Event

Contestants, service crews, and all those associated with the competing team are required to conduct themselves at all times in a manner which reflects a positive image of the sport, the event, and NASA Rally Sport. Each competing team is held responsible for the conduct of all team members, service member of the crews, and other persons associated with the competing team. Competitors exhibiting unsportsman like conduct or behavior which reflects negatively on

the sport, the event, and NASA Rally Sport may result in exclusion from the event and forfeiture of all entry fees, deposits, or prize monies which they have paid or are payable to them. In addition, the offending team may be barred from future NASA Rally Sport competition.

2.12.2 Driving Speeds

Competitors, service crews, and everyone associated with a competing team are required to obey all posted or non-posted speed limits at all times.

2.12.3 Quiet Zones

Special "Quiet Zone" areas may be noted in the route book or service crew instructions. The event officials will use "Quiet Zones" to control speeds and noise in areas of the course which are especially dangerous or sensitive to public concerns. Written "Quiet Zone" speeds will be considered the same as posted speed limits and must be obeyed at all times.

2.13 Event Starting Order/Seeding

NASA Rally Sport will seed (place based on past performance) each competitor. The purpose of seeding is to order the competitors in such a manner as to place the faster vehicles towards the front of their group so they will not be impeded by or overtake slower vehicles. NASA Rally Sport will seed drivers based on information available from the divisional, national, or international rally experience of the drivers. In the event that the driver has no previous rally experience, NASA Rally Sport will use other automobile racing experience as a basis for seeding. If a driver is dissatisfied with the seed in which he or she is placed he or she can inquire to NASA Rally Sport and provide additional information to substantiate a seed change. If the driver has no racing experience, he or she will be started as the least experienced seed.

2.14 Route Book

All crews shall receive a route book containing a detailed description of the compulsory itinerary, which is to be followed. Any deviation may result in the competitor being subject to penalty. The crew shall follow the itinerary exactly as published in the route book without leaving the designated road, or designated service area unless the organizers advise otherwise.

The route book shall conform to with the standard route book. Refer to Appendix (A) 1-13, and must contain:

- a. Accident procedure in the front of the book
- b. Time Schedule;
- c. Route instructions;
- d. An "incident report" sheet;
- e. An "inquiry" sheet;
- f. A competitor "Notification of withdrawal from event" form;
- g. A red cross to the size and layout shown in Appendix A must be in the inside back cover;
- h. A green "OK" to the size and layout shown in Appendix A must be in the outside back cover; and
- i. For Rallies where the majority of special stages comprise paved surface, located on the page immediately proceeding the inside back cover, a red and yellow "Oil; warning" sheet to the size and in the layout shown in Appendix A (13).

NASA Rally Sport route books may be either 8.5"x 11" or 5.5"x 8.5". If an 5.5"x 8.5" route book is used the all red cross, "OK" and "Oil Warning" sheets must foldout to 8.5"x 11".

Additions or changes to the route book will be placed on the official notice board. It is the responsibility of the competitor to check the route book for completeness and to record any posted changes.

The event officials may at times add additional instructions to competitors in the route book. These instructions are to be followed and should be considered as additional supplemental regulations.

Distances will be given in miles, tenths, and hundredths of a mile. Speeds will be given in miles per hour.

2.15 Practice, Pace Notes and Stage Notes

Practicing in the area of an event is barred for a period of 90 days prior to the event date. Practicing is defined as traveling over stage roads on the rally route as driver or passenger in any vehicle.

Allowance and use of Pace Notes (individual recce) and Stage Notes (organizer or third-party provided) will be per the event's supplemental regulations.

Reconnaissance may be allowed per the approval of NASA Rally Sport.

2.16 Competitive Special Stages

Special Stages are the competitive portions of the event. Drivers and co-drivers must wear driving suits and safety helmets on all special stages. Safety harnesses and side windows or window nets must be securely in place before, and for the duration of all competition on active stages.

2.16.1 Stage Traffic

Rally officials will control all traffic on special stages.

2.16.2 Stage Locations

Stages will be identified in the route book with mileage for the start and finish controls.

2.16.3 Stage Starting Procedure

Competitors will start the special stage at the direction of the rally official acting as the Stage Starter. In general this will be at the: 00 second mark of their assigned starting minute according to the Starter's clock. The Starter will record the stage start time on the competitor's time card, and notify them as this time approaches. If a start flag is used, then the Starter will place the start flag over the windshield in front of the driver. The Starter will count down the final five seconds to the start time and lift the start flag indicating the competitor should begin the special stage. Alternative starting systems will be described in an event's supplemental regulations.

2.16.4 Vehicle Spacing on Special Stages

Competitive vehicles will be spaced a minimum of one minute apart. The rally officials may increase this spacing should they feel it necessary.

2.16.5 Non-Rally Traffic on a Special Stage

Confirmed non-rally traffic driving on a special stage is grounds for automatic action by the event officials. For the public safety, and the safety of all competitors, non-rally traffic driving on a special stage should be stopped and delayed until competition on the special stage can be stopped and the non-rally traffic controlled. Take the following steps:

- a. A competitor coming upon the non-rally traffic should attempt to stop them and relocate them into a safe place. If the competitor is unable to stop the vehicle, he or she should continue to the next radio point in order to communicate that non-rally

traffic is on the stage. If the competitor is able to stop the non-rally traffic, he or she should:

- b. Display the Red Cross Sign to the next competitor;
- c. Have that next competitor report the traffic immediately to the next control or radio location; and
- d. Wait until an event official arrives to escort the non-rally traffic from the special stage.

Event officials will insure that any competitor taking these steps for the public safety will not be negatively affected by their actions.

2.16.6 Special Stage Direction

Competitors may only drive in the proscribed direction on an active special stage. Driving backwards on an active special stage for any reason is grounds for immediate exclusion.

2.16.7 Emergency Procedures on a Special Stage

2.16.7.1 Warning Triangles

If a competition team stops for any reason on a special stage they must attempt to place their vehicle off the road so as not to impede the flow of traffic. Triangles should be placed; if possible, on the side of the road, which will allow the following competitors to best avoid the upcoming hazard.

- a. They must then immediately place warning triangles at a reasonable distance behind their vehicle to alert following competitors;
- b. Competitors changing a tire without displaying a warning triangle are subject to penalty;
- c. If the stop is for an extended time the OK sign from the route book must be displayed. Competitors must remove all warning triangles before continuing on a special stage; and
- d. Any competitor coming upon a posted warning triangle or "Oil Warning" sign should slow down to a speed that will allow the competitor to be prepared to stop for the incident or special stage stoppage.

2.16.7.2 Approach to Disabled Vehicle

When a competition team approaches a disabled vehicle on a special stage, they must respond as follows:

2.16.7.2.1 OK Sign Displayed

If the OK sign is displayed, the competition team may proceed.

2.16.7.2.2 No OK Sign Displayed

If the OK sign is not displayed, the competition team must STOP. If there are no injuries, the OK sign must be displayed so other competitors will not be delayed on the special stage. If there are injuries, the RED CROSS sign must be displayed and the emergency procedures below should be followed

2.16.7.2.3 Red Cross Displayed

If the Red Cross sign is displayed, the competition team must STOP. If there are injuries, assistance should be rendered to the injured persons. Competitors should send someone for assistance (normally the next approaching vehicle) to

the next Radio Location or Control marked in the route book, or if a radio is available they should contact the special stage's radio net. The radio net and Paramedics and or EMT's will need the following vital information:

- a. The nature of the accident;
- b. Type and severity of the injuries and the number of injured persons;
- c. Location of the accident, mileage if possible from the start of the special stage; and
- d. What to look for at the accident site: clearings, flashing lights, rocks, etc.

After sending help or contacting the radio net, steps should be taken at the accident site to prepare for the arrival of the EMT team. This should include making sure the roadway is clear for traffic, clearing brush and debris from the vehicle or injured persons, and if necessary marking the accident site or helicopter landing site.

2.16.7.2.4 Oil Warning Sign

On tarmac rallies if a competitor has stopped in the special stage and believes that oil has been spilled on the road surface then a "Oil Warning" sign shall be displayed in such a manner as give adequate warning of the danger to the following competitors.

2.16.7.3 Event Official Use of the Red Flag

If an event official uses a Red Flag, this use signals a competitor to stop on a special stage, the competitor is to stop as safely as possible, place their vehicle to allow clear passage on the road, and wait for directions from event officials.

2.16.7.4 Red Cross Sign Display or Red Flag Stops All Competition

Once a RED CROSS sign or a RED FLAG has been displayed, all competition on the special stage is halted. The special stage will be scored per these rules and event officials will advise competitors how to proceed. Competition may resume on a special stage once the emergency situation has been resolved.

2.16.8 Scoring of Halted Special Stage

If a special stage is halted after one or more competitors has completed the special stage, the event officials may assign scores to all following vehicles based on the finishing time of the slowest representative car finishing the special stage prior to the incident. No competitor who is responsible for the stoppage of the special stage can benefit from this action.

2.16.9 Assistance on a Special Stage or Transit

A competing vehicle must complete each stage under its own power except when assistance is unplanned. Assistance may include towing or pushing from any person or competitor other than a person working as a service member of the competitor's crew. Official permission or instruction may also allow assistance. A competing vehicle may not be towed or hauled at any time during the event by trailer or tow truck so that its wheels leave the road surface, unless specifically prescribed in an event's supplemental regulations. Competitors receiving illegal assistance will be removed from competition at the point of infraction.

2.16.10 Controls

All control locations, except Speed Controls, will be noted in the route book and their locations will be referenced by mileage. Competitors must stop at each control to have their passage time recorded on the time card that they carry. Competitors must obey the instructions of all control officials. Failure to comply will result in a ten minute penalty or if deemed necessary, exclusion from the event.

2.16.10.1 Failure to Pass or Stop at a Control

Failure to stop at and pass through each control will result in the competitor being given a maximum penalty for the current and all following sections in the current Leg of the event.

2.16.10.2 Unmanned Controls

Should a control be unmanned, stop at the control and await arrival of event personnel or further instructions. If able, contact an event official to report the situation.

2.16.10.3 Control Signs

Standard FIA signboards will be used to identify all control locations. A red sign is used to indicate the control location. A yellow sign is used to warn competitors of an approaching control location. At the finish of a special stage, a yellow-checkered flag signboard will warn competitors prior to the end of the special stage and a red-checkered flag sign will mark the Flying Finish of the special stage. Other signboards maybe used to mark other locations indicated in the route instructions. Please refer to Appendix A (6) for approved signage. These additional signboards must be defined in the supplementary regulations.

2.16.11 Time Cards

Time Cards will be issued to competitors during the event. It is the competitor's responsibility to retain this card and deliver it to each control to record their time of passage. Competitors may not write on or mark their time cards except to record their car number and names in the appropriate locations. Control logs verify information on time cards. If a competitor drops out of the event, they should deliver their time card to event officials so their times from prior stage may be recorded.

Events must use the correct corresponding time card to timing system selected, as shown in Appendix A (10), depending on the timing the event of regional championship has choose in their Championship or Supplementary Regulations.

2.17 Control Procedures

There are three different control and timing systems used in the United States.

2.17.1 National System

The National System scores the Transits Stages and the Special Stages as separate sections and with a separate Target Time for each.

2.17.1.1 Control Zones

At the start of a special stage, the area between the yellow clock-face sign (approximately 100 feet) in front of the Arrival Time Control (ATC) and a point 100 feet beyond the Special stage Start (SC) sign will be considered the "Control Zone". At the finish of a special stage, the area from the yellow-checkered flag sign to 100 feet beyond the Finish Time Control (FTC) sign, unless otherwise marked by a gate sign, will be

considered the “Control Zone”. Competitors may not work on their vehicles or change tires within this Control Zone. Violation of this rule will result in a penalty. Competitors are allowed to clean lights and windows as long as it does not affect the operation of the control.

2.17.1.2 Transit Times

The time allowed for transit between the Main Time Control (MTC), and or FTC, and the next ATC is called the Transit Time. The Transit Time will be printed on the time card. The competitor’s Arrival Time for next ATC will be calculated by adding the Transit Time to departure time from the MTC or the hours and minutes of the finish time given at the FTC. The seconds or hundredths of the time from the FTC will be dropped. Example: If the finish time from an FTC is 9:23.20 and the transit time is 15 minutes, the arrival time for the next ATC is 9:38:00. If the departure time from an MTC is 9:30:00 and the transit time is 35 minutes, the arrival time for the next ATC is 10:05:00. It is allowable to check-in at the ATC any time during your correct minute. Example: if your calculated arrival time is 10:05:00, you may check-in without penalty from 10:05:00 to 10:05:59.

2.17.1.3 Main Time Controls (MTC)

Main Time Controls are used at the start and finish of major section of the event and identified by a red clock face sign. An MTC is located at the start and finish of each Leg of an event. MTCs are also sometimes located at major service areas or re-seeding locations along the route. Time cards are often collected and new time cards issued at MTCs. You may arrive early at an MTC without penalty; however, you must announce to the control officials the correct calculated time for your arrival. You will be given the time you announce so long as that minute has not passed. Competitors must present their vehicles to depart from the MTC at the time assigned on their time cards. Early departure from an MTC is sometimes allowed under the direction of an event official. There is a penalty for late arrival or departure from an MTC. If time cards are collected, control officials will give the competitor instructions on when new time cards will be issued.

2.17.1.4 Arrival Time Controls (ATC)

Arrival time controls are located just prior to the start of each competitive special stage of the event and identified by a red clock face sign. The purpose of the ATC control is to records the time taken on transit sections and to provide an orderly flow of vehicles to the special stage start control. Competitors must arrive at the ATC during their calculated arrival minute. The competitor should not enter the control zone until their arrival minute. A yellow clock face sign will identify the start of the control zone. A competitor may enter the control zone on foot to check the ATC’s clock. The control officials will record the arrival time for the ATC at the exact moment which the competitor places the timing card in the control official's hand. If access to the ATC is blocked, it is the competitor’s responsibility to carry the timing card to the ATC on foot and check in at the correct time. The ATC will assign a Special stage Start Time on the competitor’s time card. Competitors are to pull up to the Start Control directly ready to start the special stage. The ATC and SC are considered as both being a part of the same control and are included in the same control zone.

2.17.1.5 Start Controls (SC)

A red furled flag sign will identify start controls. Competitors must present themselves at the SC ready to compete on the special stage per 19.0. The SC official will record the actual start time for the competitor on the time card and start the competitor per 19.3.

Competitors will be penalized for starting a special stage early (jumping the start). The SC officials will space each competition vehicle a minimum of one minute apart. It is allowable for two competitors with consecutive starting times, by mutual agreement, to exchange starting times. The final decision on this exchange belongs to the control officials and may not impact the operation of the control.

2.17.1.6 Flying Finish (FF)

A yellow-checkered flag sign will be located about .10 miles before the Flying Finish. This sign is warn the end of the special stage is approaching.

A red-checkered flag sign will identify the Flying Finish (FF) of a special stage. The finishing time of each competitor will be recorded as they pass the Flying Finish. Competitors are not to stop at this location. After passing the Flying Finish sign, the competitor must immediately slow their vehicle to a safe speed and slowly pull to a stop at the Finish Time Control sign (located about 0.03 miles past the FF). Stopping between the flying finish and the finish time control is forbidden and subject to penalty.

2.17.1.7 Finish Time Controls (FTC)

A red stop sign will identify the Finish Time Control. The Finish Time Control will record the time at which the competitor passed the FF, on the time card. The competitor will then immediately proceed to the next ATC or MTC. Competitors must exit the control zone, 100 feet beyond the FTC, before doing any repairs to their vehicle.

2.17.1.8 Observation Controls (O)

A red clock face sign will identify observation Controls. Observation Controls are special controls used by the event officials to monitor and control the speed of rally vehicles (including service crew vehicles) on the open public roadways. Observation Controls will be placed at several locations along the route. Observation Controls will use radar equipment to measure the Observation of rally vehicles. Observation Controls will display a Time Control Sign and all rally vehicles are required to stop and have their measured Observation recorded. Any vehicles not stopping will be assessed an additional penalty over any penalties for exceeding the speed limit.

2.17.2 Canadian System

2.17.2.1 General

The standard Canadian Timing system for stage rallies is described below.

- a. All control watches must be synchronized with official rally time, which, in truth, must be displayed on the official notice board;
- b. The timing minute will be read from 00 to 59 seconds. On transport sections, timing will be the preceding whole minute and on special stages to the preceding second or tenth of a second;
- c. Times will be affixed to the competitor timing cards. Competitors must run according to the times on their timing cards;
- d. At all controls, the time of arrival (in hours and minutes) will be the time of departure unless the control official records a later time of departure on the timing card;
- e. The marshal shall record the car number of every competitor who checks in, or sufficient information to uniquely identify the car;
- f. If a competitor believes that a marshal has misread his watch, he shall ask the marshal to re-check the time.

- i. If the marshal agrees that he did misread his watch, he shall correct the time in on the timing card with the correct time in. He shall also note the corrected time in on his record sheet.
- ii. If the marshal does not agree that he misread his watch, the competitor shall base his calculations on the time recorded.
- g. If a competitor doubts the accuracy of a marshal's watch, he shall ask the marshal to record on his timing card the time in requested by him. The marshal shall do so but shall not alter the timing card. The competitor shall base his calculation on the time recorded on his timing card.

2.17.2.2 Time Card

At the start of the rally, each crew shall be given a time card on which the time allowed to cover the distance between two consecutive time controls should appear. This card shall be handed in at the finish control of one section and replaced by a new one before the start of the next section. Several time cards may be issued together, bound in a book form, covering a section or leg of the rally.

Each crew is solely responsible for its time card. The crew alone is responsible for 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.

Hours and minutes will always be shown thus: 00:01-24:00. Only the minutes, which have elapsed, will be counted. Throughout the rally, the official time will be that specified on the official notice board.

The time card must be available for inspection on demand, especially at the controls where it must be presented personally for stamping and entry of times recorded by a member of the crew.

Any correction or amendment made to the time card will result in exclusion, unless the appropriate marshal has approved such correction or amendment.

The absence of a stamp or signature from any passage control, or the absence of a time entry at a time control, or the failure to hand in the time card at each control (time, passage, or regrouping), or at the finish, will result in exclusion.

The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a print out device.

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 Stewards, who will deliver a final judgment.

2.17.2.3 Restart Order

After the initial start, as determined by the seeded draw, all restarts shall be determined by either each entry's provisional overall position, whenever possible, or by the order of arrival at that restart.

Each entry's restart order is determined by calculating the total sum of all stage scores less the worst score (with the entry with the lowest total sum starting first). For example:

Car	Stage 1	Stage 2	Stage 3	Total, less the worst	Restart
1	1	1	7	2	1
2	3	3	3	6	3
3	2	2	2	4	2

In either case, a minimum of a one-minute interval will be maintained between the start of each vehicle.

The organizer, for safety reasons, may place competitors in a different restart order than their scores would normally have entitled them. Such decisions are not grounds for inquiry.

2.17.2.4 Control Procedure

The check-in procedure begins at the moment the car passes the time controls area entry sign.

Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

The actual timing and entry of the time on the time card can only be carried out if the two member of the crews and the car are in the control area and within the immediate vicinity of the control, unless it is physically impossible because of obstruction for the vehicle to reach the control, then timing shall take place when a member of the crew presents himself to the control marshal.

The check-in time corresponds to the exact moment at which one of the members of the crew hands the time card to the appropriate marshal.

Then, either by hand or by means of a printout device, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else.

The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.

The crew will not incur any penalty for checking-in before time if the car enters the control area during the target check-in minute for the minute preceding.

The crew does not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

Example: a crew which is supposed to check in at a control at 18h58 shall be considered on time if the check-in takes place between 18h58:00 and 18h58:59.

Any difference between the actual check-in time and target check-in time shall be penalized as follows:

For late arrival: 10 seconds per minute or fraction of a minute

For early arrival: 1 minute per minute or fraction of a minute.

At the discretion of the organizer, a crew, which has been penalized for early arrival, may be neutralized for the amount of time necessary for it to leave at the time originally envisaged.

At the time controls at the end of a leg, of a section, of a regroup, or at the end of the event, organizers may authorize the crews to check-in in advance without incurring any penalty, provided that these time controls are identified as main time controls in the route book. However, drivers must request their correct time in and this requested time shall be entered on the time card, not the actual time arrival. If it is found that a crew has not observed the rules for the check-in procedure as defined above (especially by entering the control area more than a minute before the actual check-in time), the senior marshal at the control must make this the subject of a written report to be sent by the organizer to the Stewards, who will impose any appropriate sanction.

2.17.2.5 Timing

If the next road section does not start with a special stage, the check-in time entered on the card shall constitute both the arrival time at the end of the road section and starting time of the following one.

However, when a time control is followed by a start control for a special stage, the following procedure shall be applied:

These two controls shall be included in a single control area, the signs of which shall be laid out as follows:

- a. Yellow warning sign showing a clock face (beginning of area);
- b. Red sign showing a clock face (time control) at a distance of approximately 80 feet;
- c. Red sign showing a flag (start of the special stage) at a distance of 160 feet to 0.12 miles; and
- d. Finally, end of control sign (3 transversal stripes on a beige background) 160 feet further on.

At the time control at the finish of a road section, the appropriate marshal will enter on the time card on the one hand, the check-in time of the crew, and on the other, its provisional starting time for the start of the stage. If two or more crews check in on the same minute at the time control immediately prior to the start of a Special Stage, their provisional start times for that Special Stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on. There must be a minimum 2-minute gap to allow the crew to prepare for the start.

Immediately after check-in at the time control, the competing car shall be driven to the start line of the special stage. The start marshal will check the time foreseen for the start of the stage on the timing card. He will then start the crew according to the procedure laid down.

The exact elapsed time required between any two controls, in minutes, is stated in the route book. There are no target times for special stages. However, in the route book, each special stage will be assigned a "lateness" time for the purpose of calculating maximum permitted lateness (MPL) and for calculating the time out of the stage.

The time out from the time control at the end of a stage is normally the time of starting the stage plus the lateness time of the stage. However, if the time taken on the stage is longer than the lateness time for the stage, the time in hours and previous whole minutes shall be used.

Examples	A	B	C
Stage 1 start time	10:00	10:00	10:00

Stage 1 lateness time	(8)	(8)	(8)
Stage 1 finish time	10:05:28	10:08:32	10:12:10
Stage 1 penalty time	5:28	8:32	12:10
Stage 1 time out	10:08	10:08	10:12

The target time for the next time control after a stage finish is the calculated time out of the stage added to the time given for the road section.

Examples	A	B	C
Stage 1 time out	10:08	10:08	10:12
Stage 1 transit time	22 min	22 min	22 min
Target time stage 2 start	10:30	10:30	10:34

The maximum permitted lateness for each leg of the rally is 30 minutes (or longer with the approval of the region rally director). One (1) minute of MPL will be accumulated for each minute of late arrival at time controls and for each minute taken in excess of the "lateness" time to traverse a special stage. MPL may not be reduced by early arrival at controls. ("Lateness" times shall be quite generous and will represent the time that the organizer(s) anticipates the slower vehicles will require to traverse a special stage.)

Marshals shall not attempt to judge whether a competitor is within his maximum permitted earliness or lateness. The marshal shall issue and record times for each competitor who checks-in.

Maximum permitted earliness (MPE) for each leg of the rally is 10 minutes. One (1) minute of MPE will be accumulated for each minute of early arrival at time controls and main time controls. MPE may not be reduced by late arrivals at controls.

EXCLUSION

Crews are bound, under pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

Any lateness exceeding 30 minutes per each section and/or leg of the rally will result in the exclusion of the crew by the organizer. In calculating such exclusion, the actual time and not the penalty time, (10 seconds per minute), shall apply.

Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control shall not be taken into consideration when calculating time counting towards exclusion for exceeding maximum lateness.

Examples:

Road Section A:

<i>Start</i>	<i>12:00</i>
<i>Target time</i>	<i>1:00</i>
<i>Check-in time</i>	<i>13:10</i>

Penalty for late arrival = 10 X 10 seconds = 1 min. 40 seconds
Lateness counting toward exclusion = 10 mins.

Road Section B:

<i>Target time</i>	<i>1:30</i>
<i>Check-in time</i>	<i>14:20</i>

After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. Otherwise, cars should start in the order in which they started the previous section. In no case can the times set during special stages alone be taken into consideration when establishing the general classification, which must include road penalties as well as any other penalties expressed in time.

2.17.3 FIA System

The FIA system may be used only by those events sanctioned by the FIA. Please refer to FIA General Prescriptions for Rallies Article 18 for the exact description of the FIA system.

Each event must state which system is to be used either in the event Supplemental Regulations or the Championship Regulations.

2.18 Control Closing Times

Each event will detail its control closing procedures and/or procedures for maximum permitted lateness within its supplemental regulations.

2.19 Finisher Defined

To be considered a finisher, a competitor must:

- a. Must pass through and receive a time at all controls per these rules.
- b. Complete the entire course per the route book or as amended by the event officials.
- c. Not otherwise be excluded or removed from the event per these rules.

2.20 Parc Expose (Exhibit Park)

A parc expose provides an area where vehicles can be placed for public view under the control of event officials. The event supplemental regulations will provide detailed information on the time and place of any parc expose. A parc expose is under the control of event officials and competitors are required to follow their orders and directions. Competitors not meeting the requirements of the parc expose are subject to penalties. Penalties will be assessed for early or late arrival or removing a vehicle from Parc Expose.

2.21 Parc Ferme (Closed Park)

A parc ferme comprises all controls and is a place to which the competitor is obliged to bring his or her car(s) as foreseen by the Supplementary Regulations. All vehicles must be checked into parc ferme on the time indicated. At the end of a leg a service time may be allowed prior to a parc ferme. Service member of the crews may check a vehicle into parc ferme. There is no penalty for early check-in at a parc ferme. Competitors that fail to check-in to the parc ferme by the closing time will be penalized. Early removal of a vehicle from parc ferme will result in penalties. Inside the parc ferme, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorized by the same officials. Servicing a vehicle in parc ferme will result in penalties. The Supplementary Regulations of the competition shall specify the place where the parc(s) ferme(s) will be set up. The parc ferme shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure. Timing control areas are considered parc ferme. No repairs or assistance may take place within the control area.

2.22 Time Assessments

Event officials may correct any obvious timing errors.

Scores for special stages will be expressed as follows:

- a. National System: Minutes and hundredths of a minute.
- b. Canadian/FIA System: Hours, minutes, seconds. Hundredth of a second may be used if the championship regulations so state. If hundredths of second are scored then it is compulsory that a electronic timing system be used that is coupled to a start line detection device that records any situation where a car leaves that start line ahead of the correct signal and is also used to detect the flying finish.

Time penalties are as follows:

- 0.10 minutes per minute late arrival at Parc Expose;
- 0.20 minutes per minute late arrival at an ATC, MTC, or TC;
- 0.20 minutes per minute for late departure from an MTC or TC;
- 0.20 minutes for striking one element of a chicane;
- 1.00 minute for driving between 6 and 10 miles per hour over the legal speed limit at a Speed Control;
- 1.00 minute per minute early arrival at an ATC or TC;
- 2.00 minutes for jumping the start of a special stage by starting before the Start Official has signaled to start;
- 3.50 minutes for driving between 11 and 20 miles per hour over the legal speed limit at a Speed Control;
- 5.00 minutes for a flagrant violation of purposely shorting the course;
- 5.00 minutes for a moving violation from any authorized law enforcement official;
- 5.00 minutes for competitors working on a vehicle in a control zone;
- 5.00 minutes for failure to display a warning triangle;
- 5.00 minutes for unsafe or reckless service crew actions;
- 5.00 minutes per incident for purposely balking or delaying another competitor on a stage;
- 10.00 minutes for reckless or unsafe driving in an open public area;
- 10.00 minutes for early removal of vehicle from Parc Ferme or Parc Expose;
- 10.00 minutes for failure to follow the directions or orders of an event official, exclusion for gross violations;
- 10.00 minutes for missing check-in to Parc Ferme;
- 10.00 minutes for servicing a vehicle in Parc Ferme;
- 10.00 minutes for servicing outside an authorized service area;
- 10.00 minutes or exclusion, at the event official's discretion, for driving over 20 miles per hour over the speed limit at a Speed Control.

2.23 Results

2.23.1 Assessment of Performance:

- (a) The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.
- (b) The competitor's actual time taken to complete a special stage will be recorded at least to the nearest second or hundredth and debited to that competitor, together with any target lateness penalties.
- (c) To be classed as a finisher, a car and its crew must have completed the entire route and arrived at the finish not later than the maximum lateness designated for the event after their scheduled arrival time.

2.23.2 Final Classification:

Penalties are expressed in hours, minutes and seconds (hundredths). For the final results, the elapsed times on all special stages and penalties will be totaled. The competitor who has the lowest total is the overall winner of the rally. The one having the next lowest total is second, etc.

2.24 Sweep Vehicles

Special vehicles will be used to closely follow the last competitor through each stage. The purpose of these vehicles is to “sweep” the course clearing any disabled vehicles from the road and rendering aid to competitors when possible. If a competitor is unable to continue they should give a written description of their situation to the Sweep. The radio network will then attempt to reach the competitor’s service crew. Although the sweep crew will provide limited assistance, it is the responsibility of the competitor and their service crew to extract and retrieve their disabled vehicles without impacting the running of the event or violating any regulations or laws.

2.25 Notification of Withdrawal Form

Each route book may contain a Notification of Withdrawal Form. The purpose of this document is to track competitors that have withdrawn from the event. The form includes a receipt that must be completed and retained by the withdrawing team.

2.26 Force Majeure

Force Majeure is a term used to describe the forces of nature that can affect a competitor during an event. The event officials will do everything possible to provide an equal and fair opportunity to all competitors. At times circumstances will create hazards, conditions, and course changes which are beyond the organizer’s control. These changes are considered force majeure. This regulation grants the event officials wide latitude in dealing with unexpected situations.

2.27 Service Crews and Servicing

Servicing: is defined as any repairs or maintenance of a competing vehicle by any service crew personnel. Repairs or maintenance on the vehicle by the driver or co-driver using items not carried in the competing vehicle is prohibited. The placement of service items (i.e., tires, gas, and tools) at unmanned locations, outside a service area, for use by the competing vehicle is forbidden.

2.27.1 Unplanned Assistance

Unplanned assistance by anyone other than a service member of the crew is allowed unless specifically restricted elsewhere in these rules (i.e., control zones, parc ferme, etc.). Competitors may accept assistance from the Sweep Vehicles.

2.27.2 Service Areas

Service of competing vehicles is allowed only in specified service areas. The authorized service areas are defined in the Event Supplemental Regulations. Competitors servicing outside authorized service areas are subject to penalties.

2.27.3 Service Crew Penalties and Speed Controls

Service crews are responsible for obeying all regulations, laws and speed limits. Violation of the event rules and regulations or laws by the service crew will result in the penalties assessed to the associated competing team(s). Service crews must follow their designated service route.

2.27.4 Service Crew Registration

Each service member of the crew (meaning all occupants of all service vehicles) must sign the event Waiver and Release Form and receive an identification wristband. Each service vehicle must be registered with event officials and provide proof of the required basic liability insurance.

2.27.5 Service Crew Safety Procedures

Service crews must conduct their duties with the highest regard for their safety and the safety of the general public. This requires all service vehicles to park safely along any public roadway using warning triangles when necessary. No refueling shall be done in the area of a possible ignition sources. During all refueling, one member of the crew shall stand at the ready with a fire extinguisher in close proximity to those refueling. Jack stands will be placed under any vehicle raised into the air. Any service crew failing to practice safe operations will be subject to a penalty assigned to their associated team(s).

2.27.6 Service Crew Accident or Injury Report

Any vehicle or person involved in an accident or incident resulting in personal injury or property damage of any kind is required to report the incident to an official. Failure to report an accident or incident will result in the forfeiture of all deposits, entry fees, prizes or awards payable to the involved entrants. The Competitor/Service Crew Incident Form from the route book or service crew instructions should be used if possible.

2.28 Protests, Inquiries and Appeals

Only competitors whose entries have been duly accepted by the event organizers may file claims. Claims may take one of two forms. An Inquiry is an informal written request to the organizers to examine a situation. A Protest is a more formal procedure, which should only be undertaken after an Inquiry.

2.28.1 Inquiry

An inquiry is an informal written request to the organizers to examine a situation. If possible the Inquiry Form from an event route book should be used for this purpose. The situation should be described in detail and the corrective action recommended. Inquiries should be presented personally to an official. The organizers will respond in writing by posting on the Official Notice Board.

2.28.2 Protest

A Protest is a more formal procedure, which should only be undertaken after an Inquiry, A Protest must be submitted to an official in writing. A cash fee must accompany protests as follows:

- a. \$ 50.00 USD for protest of the conduct of the event
- b. \$200.00 USD for protest of a vehicle.

The fee will be returned if the claim in the Protest is upheld or if so decided by the Clerk of the Course. The Clerk of the Course will respond in writing to all Protests. This written response will be posted on the Official Notice Board.

2.28.3 Inquiries and Protest Against the Conduct of the Event

Inquiries or Protests for situations regarding the route, controls, or event procedures must be submitted no later than within 30 minutes of the competitor's arrival time at the final MTC of the event. Claims regarding posted provisional scores must be filed within 30 minutes of the posting

of the provisional scores. A Protest, which follows an Inquiry, must be filed within 30 minutes of the time that the response to the Inquiry is posted.

2.28.4 Inquiries and Protests Against the Conduct of a Competitor

Inquiries or Protests for situations regarding the conduct or actions of another competitor must be submitted within 30 minutes of the claimant's arrival time at the final MTC of the Leg in which the situation occurs. A Protest, which follows an Inquiry, must be filed within 30 minutes of the time that the response to the Inquiry is posted.

2.28.5 Inquiries and Protests Against a Vehicle

Any claim regarding the legality of a competition vehicle must be filed prior to the start of the first car on the first Leg of the event. The Clerk of the Course may extend this limit if the subject of the claim was not available for inspection. All vehicles in the Parc Expose prior to an event are required to be available for inspection (regarding legality) by any and all competitors and event officials.

Should a claim result from changes made to a competitive vehicle during competition, the claim must be made within 30 minutes of the claimant's arrival at the final MTC of the Leg on which the changes were first observed. The claimant must also provide evidence that illegal changes were made to the vehicle after the start of competition.

If a competitor fails to present his claimed vehicle for inspection, that competitor is subject to exclusion from the event. A vehicle found in violation of vehicle eligibility, either general or for competition class, is subject to penalties imposed by the event Steward or Clerk of the Course.

It is the responsibility of the competitor filing a Protest to prove the violation exists. If a claim involves the disassembly of the claimed vehicle, the competitor filing the claim must provide a cash bond in an amount large enough to cover all costs for inspection and re-assembly. If on inspection the claim is invalid, the competitor filing the invalid claim is responsible for all expenses incurred to the owner of the claimed vehicle. If the inspection proves the claim to be valid, the owner of the claimed vehicle will be responsible for all costs and the bond will be returned to the competitor that filed the Protest.

If the claimed vehicle does not finish the event, the claim is nullified and the Protest fee will be returned.

All decisions of the Steward regarding vehicle legality are final.

2.28.6 Appeals

2.28.6.1 National Court of Appeal

- a. NASA Rally Sport shall from time to time establish and keep established a National Court of Appeal, which shall be the final Court of Appeal in respect to events sanctioned by NASA Rally Sport.
- b. Each member of the National Court of Appeal shall be nominated by one of the members of the Management Board of NASA Rally Sport and appointed by majority vote of the Management Board.
- c. The National Court of Appeal shall comprise not more than five (5) nor less than three (3) members one of whom the Management Board of NASA Rally Sport shall appoint as Chairman and one as Deputy Chairman. Each sitting of the National Court of Appeal shall as a minimum, comprise either the

- Chairman or Deputy Chairman (who shall preside over the sitting) together with any two (2) other members.
- d. The National Court of Appeal shall appoint and remove its own Secretary.
 - e. The members of the National Court of Appeal shall consist of:
 - i. (In the case of Chairman or the Deputy Chairman) a currently practicing lawyer; and
 - ii. (Other members) persons having considerable experience in motor sport.
 - f. Each member of the National Court of Appeal shall be appointed for a period of five (5) years and thereafter for a further period or periods of five (5) years each unless and until the Management Board of NASA Rally Sport gives not less than three (3) months notice of its intention not to renew a member's appointment.
 - g. Any vacancy in the National Court of Appeal at any time (including a casual vacancy due to a member resigning, dying or ceasing to qualify as a member) may be filled by the Management Board of NASA Rally Sport appointing a new member in which event, such member shall be deemed to have been appointed in accordance with paragraph (f) of this Article.
 - h. If a member of the National Court of Appeal should cease for any reason to be a member during his or her five year term, the Management Board of NASA Rally Sport may in its discretion and without prejudice and as an alternative to making an appointment in accordance with paragraph (g) of this Article, fill the casual vacancy thus created for the unexpired portion of that member's five year term.
 - i. The National Court of Appeal shall regulate its own procedure subject however to any procedural requirements of the GRRs. The decision of the National Court of Appeal shall be final and conclusive and no part thereof shall be subject to further appeal or review of any kind.
 - j. No person who is in any way interested in or concerned with any matter, in respect of which an appeal is heard so that they have or may potentially have a conflict of interest, shall act in any judicial capacity in relation to such appeal.

2.28.6.2 Right of Appeal

The right of appeal is vested in the following individuals: any Office Bearer, Competitor, Entrant, Driver, person, firm, corporate body, Club Member, or Official upon whom or which a penalty or any other decision has been imposed under the GRRs by:

- a. The Stewards (including a penalty or decision imposed by another Official which is upheld by the Stewards in a protest); or
- b. NASA Rally Sport in a hearing held in accordance with Article 2.27.6.3 of the GRRs.

2.28.6.3 Procedure for Appealing

- a. Every Office Bearer, Competitor, Entrant, Driver, person, firm, corporate body, Club Member, or Official who or which intends to appeal against any penalty or decision ("the appellant") must deliver a Notice of Intention to Appeal to the Stewards or NASA Rally Sport, whichever imposed the penalty or decision against which the appellant intends to appeal ("the lower court").
- b. Subject to any delay caused by force majeure, every Notice of Intention to Appeal must be:

- i. Delivered or faxed to the Steward(s) imposing or upholding the penalty or decision, or NASA Rally Sport if it is the entity that imposed or upheld the penalty or decision, within one (1) hour of receipt by the appellant of the written decision or, (in the case of decisions delivered verbally) the Stewards' or NASA Rally Sport's written confirmation of the verbal decision; and
 - ii. Accompanied by such fee as may be stipulated by NASA Rally Sport (which fee NASA Rally Sport shall return if the National Court of Appeal so directs); and
 - iii. A copy of the Notice of Intention to Appeal must be delivered or faxed to the Secretary of the National Court of Appeal within two (2) Working Days of the appellant delivering or faxing the original to the Steward(s) or NASA Rally Sport.
- c. Subject to any delay caused by force majeure, every appeal to the National Court of Appeal must;
- i. Be delivered, faxed or mailed to the Secretary of the National Court of Appeal within three (3) Working days of receipt by the Secretary of the copy of the appellant's Notice of Intention to Appeal; and
 - ii. State with reasonable specificity the decision of the Steward(s) or NASA Rally Sport against which the appeal is made together with the brief grounds of appeal.
- d. The National Court of Appeal may from time to time publish guidelines to assist any party called to appear before The Court. Such guidelines shall not conflict with the provisions of Article 2.27.6.3 of the GRRs.
- e. Save for Appeals before the National Court of Appeal audio or video recording of hearings is not permitted.

2.29 Tie Breaking

If at the end of competition, a tie score exists the tie will be broken and the position awarded to the tied team winning the most special stages. If still tied, then to the tied team winning the most Legs. If still tied, then to the tied team winning the last scored special stage.

2.30 Chicanes

The use of artificial chicanes is permitted in stage rallies.

Chicanes may be of two types:

- a. Single element, designed to have the competitors leave the main road and then return. They may be used at a delta or a road junction; or
- b. Multiple elements, designed to have the competitors negotiate the elements without leaving the road.

Chicanes must be manned and the marshals shall be deemed judges of fact as to whether a competitor struck a chicane element or not.

Penalties for striking an element of a chicane are per the [event Supplemental Regulations](#)

Caution signs should be placed 150' to 300' feet before a chicane.

3.0 TECHNICAL REGULATIONS

3.1 Vehicle Eligibility

3.1.1 Vehicle Registration

Each vehicle entered in a NASA Rally Sport event must have a current and valid vehicle registration. This requirement may be waived for closed venue events.

3.1.2 Street Legality

Each vehicle competing in an event must carry all the equipment required by State and Federal laws to operate on the public highways. Required equipment must remain in good operation throughout the running of the event. Should the competing vehicle be detained or removed from operation during an event by a law enforcement officer, the competitor may not seek remedy or relief under these Regulations. This requirement may be waived for closed venue events.

3.1.3 Vehicle Eligibility

Vehicles eligible for events must be production based four wheeled passenger vehicles generally available for purchase by the general public. "One-of" vehicles specially built from the ground up for competition use is prohibited. To this end, the frame, floor pan, basic body shell, and firewall must remain original but may be modified for strength or to accommodate legal components. Exterior panels, including fenders, engine hood and trunk lid of hatchback must be present and visually similar to the original components.

In addition to the class definitions, all vehicles must meet the safety requirements of the GRR Articles 3.6.

Other vehicles may compete at the discretion of NASA Rally Sport.

3.1.3.1 Definitions

- a. **Model:** All vehicles belonging to a production series, distinguishable by a specific conception and general exterior lines of the bodywork and by the identical method of transmitting the engine power to the drive wheels. Supercharged/turbocharged vehicles will be considered as different models than normally aspirated versions of the same car. The terms turbocharged and supercharged will be used interchangeably within this document.
- b. **Model variant:** A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, station wagon etc.) or with regard to mechanical components.
- c. **Interior bodywork:** cockpit and trunk
- d. **Exterior bodywork:** All the entirely suspended parts of the car licked by the air stream.
- e. **Chassis:** The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.
- f. **Original equipment:** All items of standard or optional equipment that could have been ordered with the particular bodywork variant of the car, installed on the factory production line, and delivered through a dealer in the United States or, for group N, as provided for in the homologation papers for the vehicle. Dealer installed options, except as required by the manufacture directive (no matter how common), are not included in this definition.

- g. **Automatic Transmission:** This is made up of a hydrodynamic torque converter, a box with epicyclical gears equipped with clutches and multi-disc brakes and having a fixed number of reduction gears, and a gear change control. The gear change can be achieved automatically without disconnecting the engine and gearbox, and thus without interrupting the engine torque transmission. Gearboxes with continually variable transmission are considered as automatic gearboxes with the particularity of having an infinite number of reduction ratios.

3.2 Vehicle Class and Preparation Regulations

Vehicle class and preparation regulations will be per the requirements of the individual event organizer and/or series, but all vehicles, not otherwise excepted, must at a minimum meet NASA Rally Sport Technical Regulations.

3.2.1 General Conditions

3.2.1.1 Lights

- a. Original headlights may not be changed or removed. However, the frontal glass, reflector and bulbs are free, provided they are in compliance with the legal requirements of the province or state of registration.
- b. A headlight shall be considered as any lighting device throwing a beam toward the front of the vehicle (dipped-beam, long range lamp, anti-fog lamp).
- c. Auxiliary headlights may be fitted, provided the number installed is even.
- d. It must be possible to turn off all high-beam headlights and auxiliary lights with a single switch, which must leave the low-beam headlights functioning.
- e. It must not be possible to operate any fog lights fitted without the front marker lights and taillights operating.
- f. Auxiliary reversing lights may be fitted. All reversing lights may only switch on by engaging reverse gear.
- g. It is not permitted to fit any device that can alter the normal functioning of the brake lights.
- h. The mounting of maneuverable searchlight(s) is prohibited.

3.2.1.2 Wheels and Tires

- a. Wheels:
 - i. The wheels are free, regarding the maximum diameter and maximum width.
 - ii. The use of wheels with lesser dimensions is permitted.
 - iii. Wheels made from forged magnesium are forbidden (including standard wheels).
 - iv. Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on drawing 254-1 are respected.
 - v. Air extractors added on the wheels are forbidden.
- b. Tires:
 - i. Tires are free provided that they can be mounted on those wheels.

- ii. The use of any device for maintaining the performance of the tire with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tire (space between the rim and internal part of the tire) must be filled only with air.
- iii. The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and that it is not installed in the space reserved for the occupants.

3.2.1.3 Exhaust System

The maximum permitted noise level from the exhaust system shall be 86 db (A scale) with the engine idling at 3500 RPM, measured from a distance of 50 feet in an area 45 degrees either side from the centerline of the exhaust outlet. The test shall be on level ground and be free from any obstructions.

3.2.1 Open 4wd (Prototype Classes)

Open 4wd Class consists of modified four-wheel drive cars. For purposes of Regional Championships the class is split into two sub-classes:

- a. **Prototype 1:** four wheel drive with forced induction engines
- b. **Prototype 2:** four wheel drive with naturally aspirated engines

3.2.1.1 Definition

- a. Any vehicle with a four-wheel drive driveline.
- b. This includes vehicles of series or limited production which are modified beyond what is permitted in FIA Group N,
- a. Vehicles, which do not comply with Prototype 1 Class, but do comply with FIA regulations for Group A rally cars (including World Rally Cars) are permitted to compete in Prototype 1 class, but shall not be eligible to score points for the Eastern States Rally Championship.

3.2.1.2 Engine

- a. The engine, although unrestricted, must be manufactured by the same parent company as the vehicle manufacturer.
- b. Engine Displacement.

Engine displacement after adjustment shall be no greater than 5100 cm³.

Adjusted engine displacement is calculated by multiplying the actual displacement by the multipliers listed below:

	Prototype 1	Prototype 2
Rotary	1.8	1.8
Supercharged	1.7	
Four or more valves per cylinder	1.0	1.2
Three valves per cylinder	1.0	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.2.1.3 Supercharger Restrictions for Open 4wd (Prototype 1 Class)

- a. All supercharged cars must be fitted with a restrictor fixed to the compressor housing unless the compressor air inlet internal diameter is equal to or smaller than the required restrictor internal diameter.
- b. If a restrictor is required by (i) above then all air necessary for feeding the engine must pass through this restrictor but in all cases must respect the following:
- c. The maximum internal diameter of the restrictor is 34 mm and;
- d. Be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Appendix B drawing 254-4).
- e. This diameter must be complied with, regardless of the temperature conditions. The external diameter of the restrictor at its narrowest point must be less than 40 mm, and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorized. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Appendix B drawing 254-4). In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 24 mm and a maximum external diameter of 30mm. - Diesel engine: For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 37 mm and a maximum external diameter of 43 mm, in the conditions set out above.

3.2.1.4 Authorized Modifications

- a. Except for (b) and (c) Article 3.2.1.7 below, the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
- b. Exterior pieces (i.e., all components licked by the air stream) must be visually similar to the original item, including bumpers. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. The A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.

- c. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.

3.2.1.5 Weight

- a. The weight limit of the car is determined by the class and adjusted displacement.

Adjusted Displacement in cm ³	Weight Limit, in pounds	
	Prototype 1	Prototype 2
Up to 1000	2700	1585
over 1000 and up to 1150	2700	1735
over 1150 and up to 1400	2700	1850
over 1400 and up to 1600	2700	2025
over 1600 and up to 2000	2700	2200
over 2000 and up to 2500	2700	2375
over 2500 and up to 3000	2700	2530
over 3000 and up to 3500	2700	2700
over 3500 and up to 4000	2700	2885
over 4000 and up to 4500	2700	3080
over 4500 and up to 5000	2700	3300
over 4000 and up to 5500	2700	3500
over 5500 and up	2700	3700

- b. This is the real weight of the car, without fuel, driver, co-driver and their personal equipment.
- c. If the weight is disputed during weighing then all the driver and co-driver equipment, including helmets shall be removed.
- d. All external headphones, tools, spare parts, tires and wheels will remain in the car during weighing.
- e. The car may not, at anytime during the event, weigh less than the absolute minimum real weight as stated in (A) above.
- f. Securely fixed ballast may be used to realize the absolute minimum real weight of the car.

3.2.1.6 Electronic Controls

- a. If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the differential must work when the unit is replaced with the series unit). Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. The electrical harness must not be modified.
- b. Electronic control of the suspension, steering, braking, and gear change/clutch, front and rear differentials are expressly prohibited.
- c. Sequential transmissions are prohibited with the exception of automatic transmissions available as the vehicle is sold from dealer.

3.2.1.7 Homologated Component Use

Any vehicle (except FIA Group N4) may use FIA homologated components in an unmodified form if such components are not in violation of 3.2.1.6 above.

3.2.2 Group N (FIA Group N4, 2 liter 4WD supercharged)

3.2.2.1 Homologation

- a. Series production touring cars which comply with the FIA regulations for Group N, and comply with Appendix J, Article 251, 252, 253 and 254, 255 of the FIA technical regulations, and the FIA homologation paper(s) specified on the entry form for that particular vehicle. Compliance with homologation papers shall be determined based on interpretations of those papers in accordance with the FIA standards and regulations.
- b. Expiration of FIA Homologation will be extended by four years.
- c. Homologation Papers: Entrants are required to present originals of correct vehicle homologation papers bearing an original ink stamp of the issuing FIA/ASN at scrutineering to substantiate the eligibility of the vehicle and its components.

3.2.2.2 Safety Regulations for Homologated Group N4

Safety regulations are as per FIA regulations.

3.2.3 Open 2wd (Modified Classes)

Modified Class consists of modified two wheel drive cars. For purposes of Regional Championships the class is split into two sub-classes:

- a. **Modified 1:** two wheel drive with adjusted displacement over 2400 cm³
- b. **Modified 2:** two wheel drive with adjusted displacement equal or less than 2400 cm³

3.2.3.1 Definition

- a. Vehicles must be 2-wheel drive, normally aspirated models sold globally in minimum quantities of 1000.
- b. Drive configuration must remain as originally manufactured (e.g. front engine, front drive).

3.2.3.2 Engine

- a. The engine, although unrestricted, must be manufactured by the same parent company as the vehicle manufacturer.
- b. Class Limitations

	Modified 1	Modified 2
Superchargers	Allowed	N/A
NSU Wankel patents (Mazda rotary)	Allowed	N/A
Adjusted displacement less than	5100 cm ³	2400 cm ³
Adjusted displacement at least	2400 cm ³	N/A

c. Adjusted Engine Displacement

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	Modified 1	Modified 2
Rotary	1.8	N/A
Supercharged	1.7	N/A
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

All supercharged engines will be considered to have two valves per cylinder.

3.2.3.3 Authorized Modifications

- a. Modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
- b. Exterior pieces (i.e.: all components licked by the air stream) must be visually similar to the original item, including bumpers. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.
- c. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.
- d. Brakes, carburetor/injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.
- e. Wheel diameter and width are unrestricted.

3.2.4 Stock Classes

Stock Class consists of essentially showroom stock cars and SUVs. The class is split into four sub-classes:

- a. **Grand Touring (Super Stock 1):** specific turbocharged 4wd cars with superior performance to the typical showroom ready vehicle. The following vehicles are specifically placed in GT (SS1) unless eligible for another class.
 - a) 2004-2005 US Subaru STi
 - b) 2004-2005 Mitsubishi Evo VIII
 - c) 2004-2005 Volvo S40
 - d) 2005 Mazda Speed 6
- b. **Super Stock (Super Stock 2):** adjusted displacement over 2650 cm³
- c. **Stock:** non-supercharged, with adjusted displacement equal or less than 2650 cm³

- d. **Stock SUV:** Commonly referred to as sport utility vehicles these vehicles are typically one-volume cars and must have non-supercharged engine with adjusted displacement equal or less than 5000 cm³. Drive may be 2WD, AWD, and or 4WD.

3.2.4.1 Definition

- Sedans, station wagons, sports cars and light trucks, available from manufactures listed in National Dealers Association "Car Guide", with limited modifications in order to make them more suitable for competition with respect to safety and reliability only.
- There must have been a minimum of 1000 units of the specific make and model and of a specific model year commercially available in the United States. Commercially available shall be interpreted as meaning that the general public is able to obtain a price and reasonable delivery date for the specific make and model.

3.2.4.2 Engine

- Engine Limitations

	<u>Grand Touring</u>	<u>Super Stock</u>	<u>Stock</u>	<u>SUV</u>
<u>Superchargers</u>	<u>Allowed</u>	<u>Allowed</u>	<u>N/A</u>	<u>N/A</u>
<u>NSU Wankel patents (Mazda rotary)</u>	<u>N/A</u>	<u>Allowed</u>	<u>Allowed</u>	<u>N/A</u>
<u>Adjusted displacement less than</u>	<u>Unlimited</u>	<u>Unlimited</u>	<u>2650 cm³</u>	<u>5000 cm³</u>
<u>Adjusted displacement at least</u>	<u>2650 cm³</u>	<u>2650 cm³</u>	<u>0 cm³</u>	<u>0 cm³</u>

- Adjusted Engine Displacement

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	<u>GT/Super Stock</u>	<u>Stock/SUV</u>
Rotary	1.8	1.8
Supercharged	1.7	Not allowed
Four wheel drive	1.3	1.3
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.2.4.3 Supercharger Restrictions for Grand Touring and Super Stock Class

- Turbocharger and supercharger units must remain as supplied by the vehicle manufacturer on that model.
- Intercoolers may in no way be modified, moved or added.
- All supercharged cars must be fitted with a restrictor fixed to the compressor housing unless the compressor air inlet internal diameter is equal to or smaller then the required restrictor internal diameter.
- If a restrictor is required by (i) above then all air necessary for feeding the engine must pass through this restrictor but in all cases must respect the following:
- The maximum internal diameter of the restrictor is 32 mm and;

- f. Be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Appendix B drawing 254-4).
- g. This diameter must be complied with, regardless of the temperature conditions. The external diameter of the restrictor at its narrowest point must be less than 38 mm, and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorized. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Appendix B drawing 254-4). In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 22.6 mm. - Diesel engine: For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 35 mm and an external diameter of 41 mm, in the conditions set out above.

3.2.4.4 Original equipment

- a. Original equipment is as defined in Article 3.1.3.1.F
- b. No updating or backdating of cars, models and/or components is permitted.
- c. Except where the removal, replacement or modification is authorized under these regulations, all original components and equipment installed by the vehicle's manufacturer shall be present and functioning as specified for the particular bodywork variant.
- d. If an optional mechanical component is fitted to a vehicle and that component is only offered by the manufacturer in conjunction with other components, then all such components must be fitted, except where deletion of any of the components is authorized under these regulations.
- e. It is the entrant's responsibility to provide manufacturer's documentation such as sales brochures, workshop manuals, service bulletins, etc., where necessary to substantiate the eligibility of the vehicle and its components.

3.2.4.6 Normal work and repair

Except where authorized in these Regulations, the only work permitted is the normal maintenance or replacement of parts damaged through accident or wear. Except where specifically authorized, all parts must be identical to the original part and repairs must be according to the manufacturer's accepted service instructions.

3.2.4.7 Authorized Modifications

All items, which are not specifically allowed or referred to as “free” below, must be of original manufacturer's specification. Minor changes (such as a hole in the fire wall, etc) resulting from authorized modifications are permissible

It is the entrant's responsibility to provide specification documents, where necessary, to substantiate the eligibility of all components, which are added under the following, authorized modifications and might have an influence on performance. The specification documents must demonstrate both function and capability of the component.

- a. Lighting Devices
Additional lighting is permitted, but must conform to Article 3.2.1.2
- b. Cooling System
If, for the same vehicle model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free. A single oil cooler and necessary fittings may be added.
- c. Exhaust
The exhaust system is free, except that the stock exhaust manifold(s) must be retained. The pipe(s) must exit behind the driver and external to the body. A functioning catalytic converter must be present in the exhaust system.
- d. Electrical Equipment
The original equipment alternator and the battery may be replaced, provided the location remains unchanged, and provided they are commercially available units of equal or larger capacity. The manufacture of the battery and alternator are unrestricted.
- e. Transmissions
Any transmission normally installed by the manufacturer in the same model may be used.
- f. Differentials, if for the same model different final drive ratios are normally offered and installed by the manufacturer, they may be used. If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the differential must work when the unit is replaced with the series unit). Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. The use of "locked" and "limited slip" differential units are allowed.
- g. Shock Absorbers
Shock absorbers are free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment location remain unchanged. Shock absorbers attachment points may be enforced. The damper tanks may be attached onto the unmodified shell of the cars. If the shock absorbers have separate fluid reserves located in the cockpit, or in the truck if this is not separated from the cockpit, these must be strongly fixed and must have a protection. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function. Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a McPherson suspension,

or a suspension operating in an identical manner, it is necessary to replace the entire McPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points. For McPherson suspensions, the shape of the spring seats is free. The material of the spring seats is free.

h. Suspension

The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by the addition of material is allowed. Braces of the strut towers are allowed provided no alterations are made to the induction system or air filtration system. The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one. The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed). The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual. The length of the coil springs is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats. The length, width, thickness and vertical curvature of the leaf springs are free. The diameter of the torsion bars is free. Stock anti-roll bars may be removed or replaced. The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by additional material is allowed. The roll cage may be used to brace the vehicle's suspension.

i. Brakes

Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased. Protection plates may be removed or bent. In the case of a car fitted with servo-assisted brakes, this device may be disconnected and removed. The anti-lock braking system (ABS) may be disabled but it may not be removed. If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear-braking distributor (e.g. pressure limiting valve) is authorized. Brake lines may be changed for aviation type lines and rerouted. A device for scraping away the mud, which collects on the brake, discs or the wheels, may be added.

j. Clutch and Pressure Plate with Flywheel

Clutch and Pressure Plate: The disc is free, including the weight, with the exception of the number. The diameter of the clutch disc may be increased. The flywheel must be made of the same material as offered from the vehicle manufacturer and must meet the manufacturer's minimum specifications for weight.

k. Fuel Cells and Fuel Lines

It is permitted to replace the original fuel tank with an approved fuel cell. If a fuel cell is installed its location is free but its fitment must be per Article 3.6.11.2. The maximum capacity of the fuel cell must be equal to or less than the capacity of the stock fuel tank but may not exceed 25 gallons. Fuel lines may be rerouted provided they conform to Article 3.6.11.4.

l. Motor Mounts

Free provided the stock location is maintained for the mounting for the engine and transmission. The location of the engine and transmission may not be affected.

m. Engine

Over boring for the use of oversize pistons is prohibited

n. Additional accessories

All accessories, which have no influence on the car's behavior, for example equipment that improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.), are allowed without restriction. In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding, even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

The following are allowed:

- a) Fasteners and their locking mechanism are free.
- b) Measuring instruments such as speedometers etc. may be installed or replaced, and possibly could have different functions. Such installations must not involve any risk. However, the speedometer may not be removed.
- c) The horn button may be changed and/or an additional one added, within reach of the passenger. The horn is not compulsory on closed venue events.
- d) Additional electrical relays, switches, wiring, fuses and circuit breakers may be installed.
- e) Engine throttle cables may be replaced. The manufacture is free. If the series vehicle is fitted with a motorized throttle valve, a throttle kit with a mechanical linkage may be used.
- f) The steering wheel is free. The locking system of the anti-theft steering lock may be rendered inoperative. A quick release mechanism, if installed, must consist of a flange concentric to the steering wheel axis, colored yellow through anodizing or any other durable yellow coating, and installed on the steering column behind the steering wheel. Pulling the flange along the steering wheel axis must operate the release.
- g) Additional compartments may be added to the glove compartment.
- h) Additional pockets in the doors provided that they use the original panels.
- i) The luggage compartment may be modified to allow the safe installation of equipment, toolbox, and additional spare wheels.
- j) Cruise Control systems may be rendered inoperative.
- k) Anti-theft systems may be rendered inoperative.
- l) Insulating material may be added to the existing bulkheads to protect the passengers from fire.
- m) Removal of standard radio/stereo systems is permitted
- n) Exterior Bodywork
 1. Roof mounted cooling vents are allowed.
 2. Hubcaps must be removed.
 3. Protective headlight covers may be fitted provided that their only function is to cover the glass and they have no influence on the car's aerodynamics.
 4. The fitting of underbody protections is authorized provided that these really are protections which respect the ground clearance, which are removable and which

are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission, steering, exhaust, extinguisher bottles.

5. Any locking system may be used for the cap of the petrol tank.
6. The changing of the front and rear windscreen wiper blades is authorized.
7. In case of damage, all transparent parts must be replaced by identical original equipment parts

o) Interior Bodywork

1. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.
2. The rear seat may be removed.
3. The dashboard and the central console must remain original.
4. Side, roof, pillar, door and rear moldings may be removed or modified. Interior lighting may be removed or modified
5. It is permitted to replace electric window winders with manual ones.
6. Floor Carpets are free and may thus be removed.
7. The original heating equipment must be retained. The air conditioning system may be removed provided if certain elements are common with the heating system they must be retained. Only if its drive system is completely independent of any other system will it be possible to remove the air conditioning compressor.

o. Chassis

Seam welding the bodywork is permitted.

p. Non-durable parts

All normally non-durable parts (oil filters, air filters, spark plugs, fan belts, etc.) must be replaced with others of equivalent OEM specifications. The heat range of spark plugs is free.

q. Manufacturer's Specifications

Any machining for adjustment must meet the manufacturer's specification including those for tolerances.

3.3 Vehicles Prepared to Technical Regulations of Other Sanctioning Bodies

Vehicles prepared to Federation Internationale de L'Automobile (FIA), Canadian Association of Rally Sport (C.A.R.S.), Rally America (R/A) or Federación de Automovilismo Deportivo (F.A.M.D.) technical regulations will be allowed to compete in NASA Rally Sport Events.

3.3.1 Documentation

Vehicles competing under alternate technical regulations must bring printed copies of those regulations, in their entirety, to the vehicle's technical inspection.

3.3.2 Compliance

Vehicles competing under alternate technical regulations must completely comply with all of these regulations including restrictor sizes, minimum weights, required safety equipment and all vehicle preparation rules.

3.4 Pre-event Technical Inspection

Each competing vehicle must pass a detailed technical inspection that will insure all required safety equipment and modifications are present and functional.

Vehicles will also be inspected for overall roadworthiness and mechanical condition and compliance with all rules.

Any vehicle failing to meet all technical and safety requirements will be submitted for official review.

Any vehicle deemed unsafe for competition will be barred from the event.

Each vehicle must be presented in a neat and clean condition free of oil or fluid leaks.

Each vehicle must be presented with all required identification and any advertising decals as required by the event supplemental regulations.

Each vehicle must have the following equipment in full functional condition:

- a. Headlights with high and low beams;
- b. Parking lights, taillights, brake lights, front and rear turn signals;
- c. Horn, windshield wipers, windshield washer;
- d. Inside rearview mirror and side mirror(s);
- e. Foot brake and parking brake;
- f. Tires of at least 2/32 minimums tread depth;
- g. Mud flaps on all driven wheels and rear wheels;
- h. Exhaust system, leak free and exiting at the rear of the vehicle; and
- i. Engine sound suppression system which does not exceed 86db at any time, when measured 50 feet from the vehicle.

If the vehicle is equipped with a sunroof or roof panel, it must be metal and fixed in a closed position.

3.5 Tires

- a. The use of tires with metal or plastic studs is prohibited.
- b. The use of any device for maintaining the performance of the tire with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tire (space between the rim and internal part of the tire) must be filled only with air.

3.6 Safety Requirements

3.6.1 Road Worthiness

All competing vehicles must be roadworthy and, the following items in particular must be adequate and functioning properly: (a) All brakes; (b) Horn; (c) Windshield wipers; (d) All legally required exterior lights; (e) Tires, including all spares; and (f) Exhaust system.

3.6.2 Rollover Protection

Specific roll over protection is subject to the approval of the Scrutineer at each event. Roll cages are mandatory for all vehicles. FIA approved roll cages (either FIA or ASN homologation certified) with sidebars; either weld-in or bolt in is recommended. Non-FIA approved roll cages are recommended to be built to FIA specifications, as set forth in Appendix J to the International Sporting Code, Article 253, or may be built to the following specifications:

3.6.2.1 Definitions

3.6.2.1.1 Safety Cage

A structural framework designed to prevent serious body shell deformation in the case of a collision or of a car turning over.

3.6.2.1.2 Rollbar

Means a structural frame or hoop with mounting points.

3.6.2.1.3 Roll cage

Structural framework made up of a main rollbar and a front rollbar (or of two lateral rollbars), their connecting members, one diagonal member, backstays and mounting points. (For example, see drawings 253-3 and 253-4 in Appendix B).

3.6.2.1.4 Main Rollbar

Means a structure consisting of a near-vertical frame or hoop located across the vehicle just behind the front seats.

3.6.2.1.5 Front Rollbar

Similar to main rollbar but its shape follows the windscreen pillars and top screen edge.

3.6.2.1.6 Lateral Rollbar

Structure consisting of a near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral rollbar must be just behind the front seats. The front leg must be against the screen pillar and the door pillar such that it does not unduly impede the entry or exit of driver and co-driver.

3.6.2.1.7 Longitudinal Member

Longitudinal tube which is not a part of the main, front or lateral rollbar and linking them, together with the backstays.

3.6.2.1.8 Diagonal Member

Means a transverse tube between a top corner of the main rollbar or upper end of a backstay and a lower mounting point on the other side of the rollbar or backstay.

3.6.2.1.9 Framework Reinforcement

Reinforcing member fixed to the roll cage to improve its structural efficiency.

3.6.2.1.10 Reinforcement Plate

Metal plate fixed to the body shell or chassis structure under a rollbar mounting foot to spread load into the structure.

3.6.2.1.11 Mounting Foot

Plate welded to a rollbar tube to permit its bolting or welding to the body shell or chassis structure, usually onto a reinforcement plate.

3.6.2.1.12 Removable Members

Structural members of a safety cage which must be able to be removed.

3.6.2.2 Specifications

3.6.2.2.1 General Comments

3.6.2.2.1.1 Preliminary Requirements

Safety cage must be designed and made so that, when correctly installed, they substantially reduce body shell deformation and so reduce the risk of injury to occupants.

The essential features of safety cages are sound construction, designed to suit the particular vehicle, adequate mountings and a close fit to the body shell.

Tubes must not carry fluids.

The safety cage must not unduly impede the entry or exit of the driver and co-driver.

Members may intrude into the occupant's space in passing through the dashboard and front side-trim, as well as through the rear side-trim and rear seats.

Longitudinally, the safety cage must be entirely contained between the mounting points of the front and rear suspension elements carrying the vertical loads (springs and shock absorbers).

Supplementary reinforcements exceeding these limits are authorized between the safety cage and the anchorage points of the rear anti-roll bars on the body shell.

Each of these anchorage points may be connected to the safety cage by a single tube with dimensions of 1 inch x .065 inch.

Any modifications to a homologated safety cage is forbidden

3.6.2.2.1.2 Basic Safety Cage

Only roll cages must be used.

3.6.2.2.1.3 Diagonal Member

The fitting of at least one diagonal member, according to drawing 253-4, is required.

At least a second single diagonal member is required to be fitted. For different ways of fitting the diagonal member, see drawings 253-3 to 253-5. The combination of several members is permitted according to drawings 253-4 and 253-5.

They must be straight, not curved.

A gusset must reinforce the connection between the two members.

The attachment points of the diagonal members must be so located that they cannot cause injuries.

The lower end of the diagonal must join the main rollbar or backstay not further than 4 inches from the mounting foot.

The upper end must join the main rollbar not further than 4 inches from the junction of the backstay joint, or the backstay not more than 4 inches from its junction with the main rollbar.

Diagonal members fixed to the body shell must have reinforcement plates.

3.6.2.2.1.4 Optional Reinforcing Members

Each type of reinforcement (drawings 253-6 to 253-17, 253-17A and 253-17C) may be used separately or combined with others.

3.6.2.2.2 Technical Specifications

3.6.2.2.2.1 Main, Front and Lateral Rollbars

These frames or hoops must be made in one piece without joints.

Their construction must be smooth and even, without ripples or cracks.

The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the body shell.

The front leg of a front rollbar or of a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part.

Where a main rollbar forms the rear legs of a lateral rollbar (drawing 253-4), the connection to the lateral rollbar must be at roof level.

To achieve an efficient mounting to the body shell, the original interior trim may be modified around the safety cages and their mountings by cutting it away or by distorting it. However, this modification does not permit the removal of complete parts of upholstery or trim.

Where necessary, the fuse box may be moved to enable a roll cage to be fitted.

3.6.2.2.2 Mounting of Roll cages to the Body shell

Minimum mountings are: (a) 1 for each leg of the main or lateral rollbar; (b) 1 for each of the front rollbar; and (c) 1 for each backstay (see 3.6.2.2.3).

Each mounting foot of the front, main and lateral rollbars must include a reinforcement plate at least 1/8th inch thick, which must not be less than the thickness of the tube onto which it is welded.

Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 1/8th inch thick and of at least 18 square inches in area which is welded to the body shell. In the alternative, roll cage tubing may be welded directly to the reinforcement plate.

Examples are shown in drawings 253-18 to 253-24.

This does not necessarily apply to backstays (see below).

Bolts must be of at least M8 or 5/16th inch size of ISO Standard 8.8 or Metric Standard 10.9 or better.

Fasteners must be self-locking or fitted with lock washers.

These are minimum requirements. In addition to these requirements, more fasteners may be used, the rollbar legs may be welded to reinforcement plates, and the roll cage may be welded to the body shell. Rollbar mounting feet must not be welded directly to the body shell without a reinforcement plate.

3.6.2.2.3 Backstays

These are compulsory and must be attached near the roofline and near the top outer bends of the main rollbar on both sides of the car.

They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the body shell.

Their materials specification, diameter and thickness must be as defined in 3.6.2.3 and plates must reinforce their mountings.

Each backstay should be secured by bolts of at least M8 or 5/16th inch size of ISO Standard 8.8 or Metric Standard 10.9 or better with identical reinforcement plates of at least 12 square inch area. In the alternative, roll cage tubing may be welded directly to the reinforcement plate.

A single bolt in double shear is permitted, provided it is of adequate section and strength (see drawing 253-26) and provided that a bush is welded into the backstay.

3.6.2.2.4 Optional Reinforcement of the Roll cage

The diameter, thickness and material of reinforcements must be as defined in 3.6.2.3.

They shall be either welded in position or installed by means of dismantable joints.

3.6.2.2.4.1 Transverse Reinforcing Members

The fitting of two transverse members as shown in drawing 253-7 is permitted.

The transverse member fixed to the front rollbar must not encroach upon the space reserved for the occupants.

It must be placed as high as possible but its lower edge must not be higher than the top of the dashboard.

3.6.2.2.4.2 Door Bars

One or more longitudinal members must be fitted at each side of the vehicle (see drawings 253-7, 253-8, 253-12, 253-17).

They may be removable.

Its upper attachment point must not be higher than half the height of the door opening measured from its base.

If these upper attachment points are located in front of or behind the door opening, this height limitation is also valid for the corresponding intersection of the strut and the door opening.

In the case of door bars in the form of an "X" (cross-struts), it is recommended that the lower attachment points of the cross-struts be fixed directly onto the longitudinal member and that at least one part of the "X" be a single-piece bar.

3.6.2.2.4.3 Roof Reinforcement

Reinforcing the upper part of the roll cage by adding members as shown in drawings 253-9 and 253-9A is permitted.

3.6.2.2.4.4 Reinforcement of Bends and Junctions

It is permitted to reinforce the junction of the main rollbar or the front rollbar with the longitudinal struts (drawings 253-10 and 253-16), as well as the top rear bends of the lateral rollbars and the junction between the main rollbar and the backstays.

The ends of these reinforcing tubes must not be more than half way down or along the members to which they are attached, except for those of the junction of the front rollbar, which may join the junction of the door strut/front rollbar.

Reinforcement as in drawing 253-17B may be added on each side of the front rollbar between the upper corner of the windscreen and the base of this rollbar.

3.6.2.2.2.5 Protective Padding

Where the occupants' bodies and helmets could come into contact with the safety cage, non-flammable padding must be provided for protection.

3.6.2.2.2.6 Removable Members

Should removable members be used in the construction of a roll cage, the dismantable joints used must comply with a type approved by the FIA. They must not be welded.

The screws and bolts must be of ISO standard 8.8 or Metric 12.9 standard or better.

It should be noted that dismantable joints must not be used as part of a main, front or lateral rollbar because they act as hinges in the principal structure and allow deformation.

Their use is solely for attaching members to the rollbars and for attaching a lateral rollbar to a main rollbar (drawing 253-4).

3.6.2.2.2.7 Guidance on Welding

All welding must be of the highest possible quality with full penetration and preferably using a gas-shielded arc.

They must be carried out along the whole perimeter of the tube.

The external appearance of a good weld does not necessarily guarantee its quality.

When using head-treated steel the special instructions of the manufacturers must be followed (special electrodes, gas protected welding).

It must be emphasized that the use of heat-treated or high carbon steels may cause problems and that bad fabrication may result in a decrease in strength (caused by brittle heat-affected zones), inadequate ductility and internal stress.

3.6.2.3 Material Specifications

Material: All cages built after 3/1/05 shall be constructed of either CDS (Cold Drawn Seamless) or DOM (Drawn Over Mandrel) unalloyed carbon steel tubing containing a maximum of 0.3% of carbon and with a maximum content of additives of 1% for manganese and 0.5% for other elements. It is recommended that mild steel be used.

The *minimum* size of tubing to be used shall be as follows:

Dimension (in)	Dimension (mm)	Use
1.75" x 0.095" or 1.98" x 0.080"	45 x 2.5 or 50 x 2.0	Main rollbar (drawing 253-39) and either front rollbar or lateral rollbars, according to construction, and their connections (drawing 253-40)
1.5" x 0.095" or 1.58" x 0.080"	38 x 2.5 or 40 x 2.0	Other parts of the safety cage.

The tubing must be bent by a cold working process and the centerline bend radius must be at least 3 times the tube diameter. If tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.
Articles 3.6.2.1 to 3.6.2.3 inclusive concern rollbars manufactured without a FIA homologation certificate or without an ASN homologation certificate.

3.6.3 Safety Harness

3.6.3.1 Generally

Five, six or seven-point safety harness of unmodified proprietary manufacture shall be fitted for both members of the crews. (Note: It is not permitted to mix parts of seat belts. Only complete sets may be used.) All harnesses shall be of current FIA or SFI specification. All safety harness systems must either have a date of manufacture label or stamp that is no older than five years from the date of competition, or not exceed the expiration date indicated on the manufacturer's label.

All SFI certified restraints must be maintained, inspected, and replaced or rewedded every two years. The two-year period runs from the date of manufacture contained on the label attached to the restraints.

This requirement does not affect FIA certified restraints. FIA certified restraints may be used through December 31 of the year of expiration contained on the label attached to the restraints. Please note that FIA certified restraints contain the expiration date on the label attached to the restraints, and not the date of manufacture.

3.6.3.2 Condition

The material of all straps shall be in new or perfect condition. The belts must be equipped with turnbuckle or push button or lever style release systems.

3.6.3.3 Placement

The lap belt and crotch straps should not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the region of the abdomen.

Holes may be made in the seat if this proves to be necessary in order to avoid such an occurrence. Care must be taken that the straps cannot be damaged through chafing against sharp edges.

3.6.3.4 Anchorage

In all cases, it is most preferable that safety harnesses be installed on the anchorage points of the vehicle. The recommended geometrical locations of the anchorage points are shown in drawing 253-42.

3.6.3.5 Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. (“H” type configuration is permitted.) In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45 degrees to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10 degrees. The maximum angles in relation to the centerline of the seat are 20 degrees divergent or convergent. (See diagram 253-42) Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard. A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint) (If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be a minimum of 20 inches behind the seat back when measured along the belt.)

3.6.3.6 Safety Wiring

If the manufacturer provides for safety wiring the locking bale or clasp to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for the all such components to be safety wired.

3.6.3.7 Hardware

The minimum acceptable size and grade of bolt used in the mounting of all belts and harnesses shall be 7/16 inch UNF, SAE grade 8, or, preferably, M12 8.8. When mounted, the bolts should work in shear and not in tension.

3.6.3.8 Alternate Anchorage

If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the center-line of the rear wheels for the shoulder straps. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded or bolted to the backstays of the rollbar. In this case, the use of a transversal reinforcement is subject to the following conditions:

3.6.3.8.1 Reinforcement

The transversal reinforcement shall be a tube measuring at least 1.5 inch x .120 inch or 1.6 inch x .095 inch, made from cold drawn seamless carbon steel.

3.6.3.8.2 Placement

The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downwards with an angle of between 10 degrees and 45 degrees to the horizontal from the rim of the backrest, an angle of 10 degrees being recommended.]

3.6.3.8.3 Attachment

The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see drawings 253-17C and 253-53 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 UNF specification.

3.6.3.8.4 New Anchorage Reinforcement

For each new anchorage point created, a steel reinforcement plate with a surface area of at least 16 square inches and a thickness of at least 1/8th inch must be used.

3.6.3.9 Principles of Mounting to the Chassis/Monocoque

3.6.3.9.1 General Mounting System

See drawing 253-43.

3.6.3.9.2 Shoulder Strap Mounting

See drawing 253-44.

3.6.3.9.3 Crotch Strap Mounting

See drawing 253-45.

3.6.3.10 Manufacturer Instructions

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness, which does not function perfectly, must be replaced.

3.6.4 Fire Extinguishers

3.6.4.1 Number

One fire extinguisher with a minimum UL rating of 10 BC or two, each with a minimum rating of 5 BC, must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment. One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.

3.6.4.2 Extinguishers

It is strongly recommended that Halon or a similar gas be used. If a dry powder unit is used, the unit should be shaken or rapped sharply at frequent intervals to reduce the chance of the powder compacting.

3.6.4.3 Maintenance

Evidence must be produced that the fire extinguisher has been purchased or recharged within the preceding two years.

3.6.4.4 Recommended Systems

It is highly recommended that all vehicles comply with the FIA Appendix J, Article 253.7 (Extinguishers - Extinguishing Systems).

3.6.5 First Aid Kit

A comprehensive first aid kit shall be carried in the passenger compartment. The first aid kit must include: (a) Antiseptic (ointment or liquid); (b) Gauze pads or rolls; (c) Adhesive tape; (d) Arm sling; (e) Safety pins; (f) Scissors; (g) 2 "space" blanket; and (h) First aid manual.

3.6.6 Warning Devices

A minimum of three self-supporting, light-reflecting, daylight-visible triangular warning devices shall be carried in the vehicle. One of which must be located within easy reach of the Driver or Co-Driver when seated.

3.6.7 Batteries

3.6.7.1 Mounting

Batteries must be securely mounted with metal-to-metal mounts.

3.6.7.2 Housing

If removed from the original location, all batteries shall be mounted inside covered, non-conductive boxes.

3.6.7.3 Mounting within Passenger Compartment

If mounted inside the passenger compartment, batteries shall be those that are completely sealed or so designed or modified to prevent acid spillage.

3.6.8 General Circuit Breaker

3.6.8.1 Recommended Use

It is strongly recommended that a spark-proof general circuit breaker with the capability of disconnecting all electrical circuits shall be mounted in the passenger compartment. (Supplementary wiring may protect the integrity of a fuel injection computer.)

3.6.8.2 Location

If a circuit breaker is used, the location of the circuit breaker shall be that which makes it easily operable by either member of the crew or by persons outside the vehicle through either front door.

3.6.8.3 Labeling

If a circuit breaker is used, the location of the circuit breaker shall be marked with a label showing a red spark in a white-edged blue triangle.

3.6.9 Windows

3.6.9.1 Windshield

The windshield shall be laminated safety glass.

3.6.9.2 Winders

It is encouraged to replace electric winders with manual ones. In all cases, the competitor must be able to describe to the satisfaction of the event Scrutineer the ability to escape from the car with the doors closed.

3.6.9.3 Use During Events

Windows in the driver and co-driver doors must be rolled-up during special stages.

3.6.9.4 Window Nets

Window safety nets are highly recommended. The mandatory use of window nets is under study for 2006 and a "White Paper" will published during 2005 outlining the results of this study.

All SFI certified window nets must be replaced **every two years**. The two-year period runs from the date of manufacture contained on the label attached to the window nets.

3.6.9.5 Window Films

The use of translucent and colorless anti-shatter films on glass side windows is highly recommended. The use of silvered or tinted films is also authorized provided that the openings in these films allow a person outside the car to see the driver as well as the contents of the car.

3.6.9.6 Replacement

In classes where it is permissible to replace glass side windows with Lexan, it should be of equal or greater thickness than the original glass. However, competitors must be able to display to the satisfaction of the event Scrutineer that the mounting of the substitute windows will allow both emergency escape from inside the car and access by rescue from the outside of the car.

3.6.10 Mud Flaps

Mud flaps are required on all rear wheels and driving wheels.

3.6.11 Fuel Tanks and Lines

3.6.11.1 Fuel Tank Bulkhead

A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area in which the fuel tank is located.

3.6.11.2 Approved Fuel Cells

The original fuel tank may be replaced or supplemented by a fuel cell meeting current FIA specifications, provided that the fuel cell is properly vented to the outside of the vehicle from the compartment in which it is located.

Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.

Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, 8.6.11.1 above applies if the fuel cell filler is located in the passenger compartment.

3.6.11.3 Supplemental Fuel Tanks

Supplemental fuel tanks are permitted.

3.6.11.4 Rerouting of Lines

If fuel lines are re-routed through the passenger compartment, they shall be in compliance with the following: (a) shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample must be presented at scrutineering.) And (b) shall have a minimum of 200 psi rating.

If the manufacturer routes fuel lines through the passenger compartment, it is recommended that they be in compliance with this section.

3.6.11.5 Fuel Pump Bulkhead

Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead.

3.6.12 Seats

Seats shall be of one-piece construction, and shall be firmly mounted to the floor of the vehicle in such a manner as to prevent the movement of the seat in case of an accident. Aluminum seats (e.g. Butler Built, Kirkey) are banned as of 3/1/05. Use of FIA certified/homologated seats is required

3.6.13 Towing Eyes

Towing eyes shall be attached to the front and rear of the vehicle and painted in yellow, red or orange.

3.6.14 Loose Articles

All articles, which could be dangerous if left loose, must be securely restrained.

3.6.15 Door Panels

Inside door panels are required to provide protection from metal edges.

3.6.16 Tow Rope

All vehicles must carry a towrope or winch with cable.

3.6.17 Roofs

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

3.6.18 Supplemental & Passive Restraints

Airbags and their associated equipment must be disabled or removed during competition in order to eliminate the possibility of the airbag inflating accidentally. It is recommended that passive restraint systems be disabled.

3.6.19 Power Door Locks

For all classes, it is recommended that power door locks be rendered inoperative and replaced with manually operated mechanisms.

3.6.20 Steering Locking Device

For all classes, it is recommended that any steering locking device be rendered inoperative.

3.6.21 Camera and Camera Mounts

Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. As well, the camera shall be secured at a minimum of two different points and neither attachment may be elastic or plastic.

3.6.22 Helmets

All members of the crews competing in events pursuant to these rules must wear helmets with one of the following ratings: (1) Snell Foundation SA-95 or newer; (2) British Standard 6658-85 Type A/FR, including all amendments; or (3) SFI Spec 31.1 or 31.2. SA2000 helmets will be required in 2006.

3.6.23 Suits

All members of the crews competing in stage rally and rally sprint events must wear suits with one of the following ratings: (1) FIA Standard 8856-2000; (2) SFI 3-2A/5; or (3) SFI 3-2A/1 with fire resistant underwear.

3.6.24 Head and Neck Restraint Devices

Use of head and neck restraint devices (e.g. HANS, Hutchens Device) is encouraged.

Appendix A – Forms

Appendix A (1) Standard Supplementary Regulations:

Organizers are encouraged to utilize this form and add their information applicable to the event preferably in a different bold typeface for ease of reading.

1. Event Information

This event is a _____ Rally.

The Name of the Rally: _____

Promoted by: _____

Date of Event: _____

City: _____ State _____

This rally is round: _____ of the: _____

To be held under These Supplementary Regulations, the NASA Rally Sport General Regulations for Rallies and its Appendices and particularly Driver Safety and Vehicle Requirements.

NASA Rally Sport Sanction Number is: _____

2. Major Officials (Name Officials)

Clerk of the Course: _____

Assistant Clerks of the Course: _____

Secretary of Meeting: _____

NASA Rally Sport Steward(s) _____

President: _____

Safety: _____

Scrutineering: _____

Chief Scrutineer: _____

Chief Marshal: _____

Competition Relations Officer: _____

Judges of Fact: _____

Organizing Committee Chairman: _____

Members: _____

Address and contact phones (fax) for all matters pertaining to the event are as follows:

3. The Event

Venue: (Specify districts/forests/counties/state in broad terms): _____

Length:

_____ Miles of special stages

_____ Miles of transits

A full stage description is appended to these regulations.

First Car Starts: From: _____ (detail location) at: _____ am/pm

First Car Finishes: At (approx) _____ am/pm at the final control which is situated at _____

4. Entries

These open with the publication of these regulations and close at: _____ (time) on _____ (date)

Entries delivered or received via electronic registration before _____ (time) on _____ (date) may pay the early entry fee.

Entries delivered or received via electronic registration after _____ (time) on _____ (date) must pay the standard entry fee.

Entries delivered or received via electronic registration after the normal closing date but delivered prior to _____ (time) on _____ (date) will be subject to the late fee.

Entries to be made on the correct form and to be deemed valid must be complete in all details and accompanied by the appropriate fees. Acceptance will be at the organizing committees discretion. Organizers reserve the right to refuse any entry in accordance with the prescribed provisions of the GRRs.

A. Fees:

Early Entry Fee (optional for the Organizers): \$ _____ USD

Standard Entry Fee: \$ _____ USD

Late Entry Fee: \$ _____ USD

B. Number of Starters:

The organizers reserve the right to abandon the event if less than _____ entries are received at normal closing date. The maximum number of starters will be _____. Any additional entries received will be placed on the reserve list in order of receipt. These will be notified by _____ (date) together with the seeded start list.

D. Competitor Requirements:

In signing the entry forms competitors (Entrant and Drivers) are deemed to fully understand the NASA Rally Sport GRRs and its relevant Appendices and Schedules, in particular, the GRR articles pertaining to protests and competitors obligations. Also review Article 2.15 pertaining to pace notes and reconnaissance.

E. License Requirements:

All Entrants (driver and co-driver) must hold a valid NASA Rally Sport competition license. Any driver(s) who have not previously competed in three or more rallies must attend the special briefing. Details of venue and time will be announced with the acceptance of entry.

5. Eligible Vehicles

(a) All vehicles shall comply with Article 3.0 of the current GRRs unless stated otherwise in these supplementary regulations.

(b) Vehicles will be divided into the following classes:

6. Registration and Scrutineering

Competitors must present themselves at registration for the checking of licenses and documents, issuing of competition numbers and applicable advertising material prior to presenting the car for scrutineering and for those cars with forced induction engines, restrictor inspection.

Cars will not be cleared to compete until all of these numbers and advertising requirements are firmly affixed in the appropriate places on the vehicle.

The location for registration: _____
from _____ until _____

The location for scrutineering: _____
from _____ until _____

Your actual report time to registration will be advised in your acceptance of entry.

7. Officials Identification

Officials of the event will be identified as detailed below.

- (a) Marshals _____
- (b) Stage Control Chief _____
- (c) Scrutineers _____
- (d) Other Officials _____

8. Official Bulletins

May be issued in accordance with the provisions of the GRRs.

9. Official Notice Boards

These will be at any of the following locations

Outside Secretaries office at Registration

Rally Headquarters

Results location

10. Results

Provisional results will be posted at _____ on _____

11. Stage Notes

[Use the following text if stage notes are available. In such cases organizers are reminded of the need to create a box on the entry form for competitors to indicate the desire to purchase such notes.]

The use of Stage Notes will be permitted provided that they are original copies as created for this Event and supplied by the NASA Rally Sport authorized provider, P-Sports, Inc.

For those competitors wishing to purchase the Stage Notes it is essential that they advise of their intention on the box provided on the entry form.

Information: The stage note system uses an automated computer program to generate a description of the special stage road using sensors fitted to a vehicle driven through each stage.

Such notes are intended to be used without reconnaissance. They describe the route in more detail than the Road Book.

The purchase and use of the stage notes is a direct contract between the competitor and P-Sport, Inc., with the organizer's involvement being limited to authorizing the use and facilitating the preparation and distribution on behalf of P-Sport, Inc.

There is no obligation on any competitor to purchase these stage notes.

[Use the following text if stage notes are not available for the Event.]

The use of Stage Notes is not permitted throughout this Event.

12. General

Note – include in here:

- A.** Details of where prize giving and social is to be held.
- B.** Any other matters peculiar to your particular event.
- C.** Entry form.
- D.** Award list.
- E.** Maps and Service Area Location.
- F.** Seeding Order.
- G.** Location and time of drivers' briefing(s) with specific reference to first time competitors' briefing.
- H.** Entry fee refund policy and applicable dates.
- I.** Course closing times and Maximum Permitted Lateness procedures.

Appendix A (2) Standard Road Book for all Rallies:

All road books shall comply with the layout shown in the sample pages following, and with the following requirements:

A: Requirements:

1. Road books must read from top to bottom.
2. Road books shall be bound by means of a plastic or metal spiral allowing an opening of 360°, and if possible so that competitors can insert additional pages. The binding shall be strong enough to resist rough handling.
3. The following information must be included in the road book:
 - 3.1 At the front of the road book:
 - (a) Accident procedure.
 - (b) Emergency telephone numbers. These emergency numbers shall be repeated in bold type on the inside back cover or below the Red Cross.
 - (c) An explanation of the signs and abbreviations used.
 - 3.2 At the back of the road book:
 - (a) "Incident Report" sheets (see Schedule A (7)).
 - (b) "Inquiry" sheets (see Schedule R (8)).
 - (c) A competitor "Notification of Withdrawal from Rally" form (see Schedule A (9)).
 - (d) A red cross on the inside back cover (see Schedule A (11)).
 - (e) A green "OK" on the outside back cover (see Schedule A (12)).
 - (f) For Tarmac Rallies and Targa events a Red and Yellow striped "Oil Warning" sign is to be printed on the page immediately preceding the inside back cover of all 8.5"x 11" size Road Books. Where a Road Book is a 5.5"x 8.5" size, a fold out or additional sign must be provided (see Schedule A (13)).
4. A reference for calibrating the distance on the trip meter must be given.
5. The following must appear at the top or bottom of each page:
 - (a) The number of the transit section (a road section being between two time controls),
 - (b) The time allowed,
 - © The distance and the passage controls where used.
6. Each page will be numbered, the numbering being progressive in the same volume.
7. Each piece of information will be numbered and separated from the next by a horizontal stroke.
(The number will revert to 0 at each time control).
8. Closely related information (distance under 650 feet or 0.125 miles) will not be separated.
9. Any direction, which cannot be defined on the route, will be given in brackets.

10. For each time control, control at the start or finish of a special stage, and passage control, the standardized signs are to be reproduced, and the locations of these controls are to be indicated precisely.

11. The reproduced signs must have their position indicated on the drawing of the route (Tulip diagram).

12. The main signs showing the changes of direction and existing on the route must be printed in boxes, and in the case of a change of direction, all the signs on the route must have the arrow pointing in the true direction.

13. The locations of the various controls must be indicated exactly.

14. Each road section will begin on a fresh page.

15. Special stages should be made to stand out from the rest of the text (with, for example, a frame or the use of a different color).

Note: Competitor preference is for the Special stages to be printed on white paper (easier to see the effects of a highlighter on and better to read at night) and Transit Stages to be on colored paper

16. On each drawing, i.e. tulip diagram, the starting point of the drawing will be situated at the bottom and the thickness of the lines will be proportional to the widths of the roads represented.

17. The signs which are reproduced and which do not correspond to the route to be followed but which act as reference points should be crossed out.

18. The locations requiring particular attention must be indicated by 1, 2 or 3 exclamation marks.

19. Each page must have sufficient space for competitors to insert their own comments.

20. The maximum authorized number of drawings per page is 5.

21. The information must be legible (taking into account the fact that it must be read at night in a moving car).

22. In the road book the safety points must be indicated by the approved signage.

Recommendations:



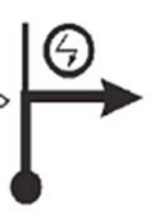






1. Give the average speed of the transit sections.

2. Indicate surface changes (from tarmac to dirt, from dirt to tarmac) by means of a double stroke of the central vertical line.

3. For the special stages, give the fastest time set during the previous rally.

4. Put in easily discernible reference points (e.g. town entry signs and speed restriction signs).

Appendix A (2A) Example of Road Book Page – Special Stage

TC 10 HODDLE VALLEY		SECTION DISTANCE:		LEG: 1	SECTION: 3	PAGE: 107
TC 11 TAUPAKI		39.94 Miles		STAGE TIME ALLOWED:		0:36
SPECIAL STAGE 10.00 6.10 Miles		SECTION AVERAGE:		TRANSIT TIME ALLOWED:		1:08
HODDLE VALLEY		36.85 mph		STAGE RECORD:		0:06:10
DISTANCE		DIRECTION		INFORMATION		DIST. TOT.
TOTAL	PARTIAL					
0.00	0.00			BY LARGE DOUBLE POWER POLE ON LEFT		39.94
		1	6.10			
2.85	2.85			TAURAROÁ VLY RD X X		37.09
		2	3.25			
4.65	1.80			WOODEN BRIDGE		35.29
		3	1.45			
6.10	1.45			FIRST GATE OF "CHINDIE"		33.84
		4	0.00			
6.33	0.23			BY RED POST ON LEFT		33.61
		5				

Appendix A (2B) Example of Road Book Page – Transit Stage

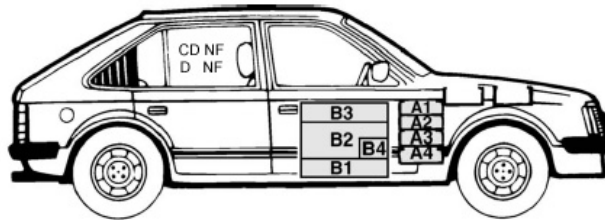
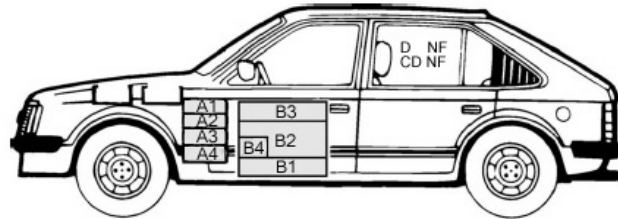
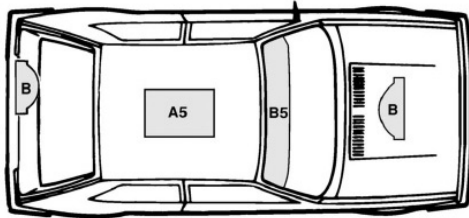
TC 10 HODDLE VALLEY		DISTANCE:		LEG: 1	SECTION: 3	PAGE: 108
TC 11 TAUPAKI		39.94 Miles		STAGE TIME ALLOWED:		0:36
SPECIAL STAGE 10.00 6.10 Miles		AVERAGE:		TRANSIT TIME ALLOWED:		1:08
HODDLE VALLEY		36.85 mph		STAGE RECORD:		0:06:10
DISTANCE		DIRECTION		INFORMATION		DIST. TOT.
TOTAL	PARTIAL					
6.44	0.11			RALLY TRAFFIC MERGING FROM AHEAD 		33.49
		6				
7.75	1.31					32.18
		7				
9.34	1.59					30.59
		8				
11.30	1.96			 		28.63
		9				
12.65	1.35					27.28
		10				

Appendix A (3) Road Book Symbols

Time Control		Passage Control		End of Control Zone	
Start of Special Stage		Flying Finish of Special Stage		Stop after Special Stage	
Doctors and Radio Safety Point				Radio Safety	
No Entry		Stop		Yield Sign	
Speed Restrictions					
Railway Lines				Highway Number	
Gateway		Open Space		Interstate Number	
Bridge		Ford/ Water Crossing		Cattle/ Sheep Crossing	
Power Pole		House, Shed or Building		Caution	
Multi Signed Post		Sign to Follow		Sign Not to Follow	
Reset ODO		Refueling Zones			
		Begin Refueling Zone		End Refueling Zone	
Traffic Lights		Water Crossing		Railway Crossing	
Bridge		Cattle Crossing		Open Space	

Appendix A (4) Diagram of Advertising and Identification Requirements

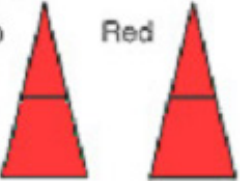




Location of required patch(es)



Location	Size inches	Comments	
NF	2"	National flag – Optional for Competitor	
D	2"	Driver's name	
CD	2"	Co-Driver's name	
A1	4" x 16"	For Event organizer's use	These four (4) spaces stack on top of each other between the door banner & rear of the front wheel arch
A2	4" x 16"		
A3	4" x 16"		
A4	4" x 16"		
A5	12" x 20"	Competition numbers. Optional by Promoter for FIA Events	
B	9" x 18"	Rally plates mounted on hood & trunk (hatch) with good visibility. Optional by Promoter for FIA Events.	
B1	4" x 20"	Championship promoter	
B2	12" x 20"	Competition numbers	
B3	4" x 20"	For Event decal	
B4	3" x 4"	Championship class designation	
5	Full screen width by 4" high	Reserved for championship sponsor	

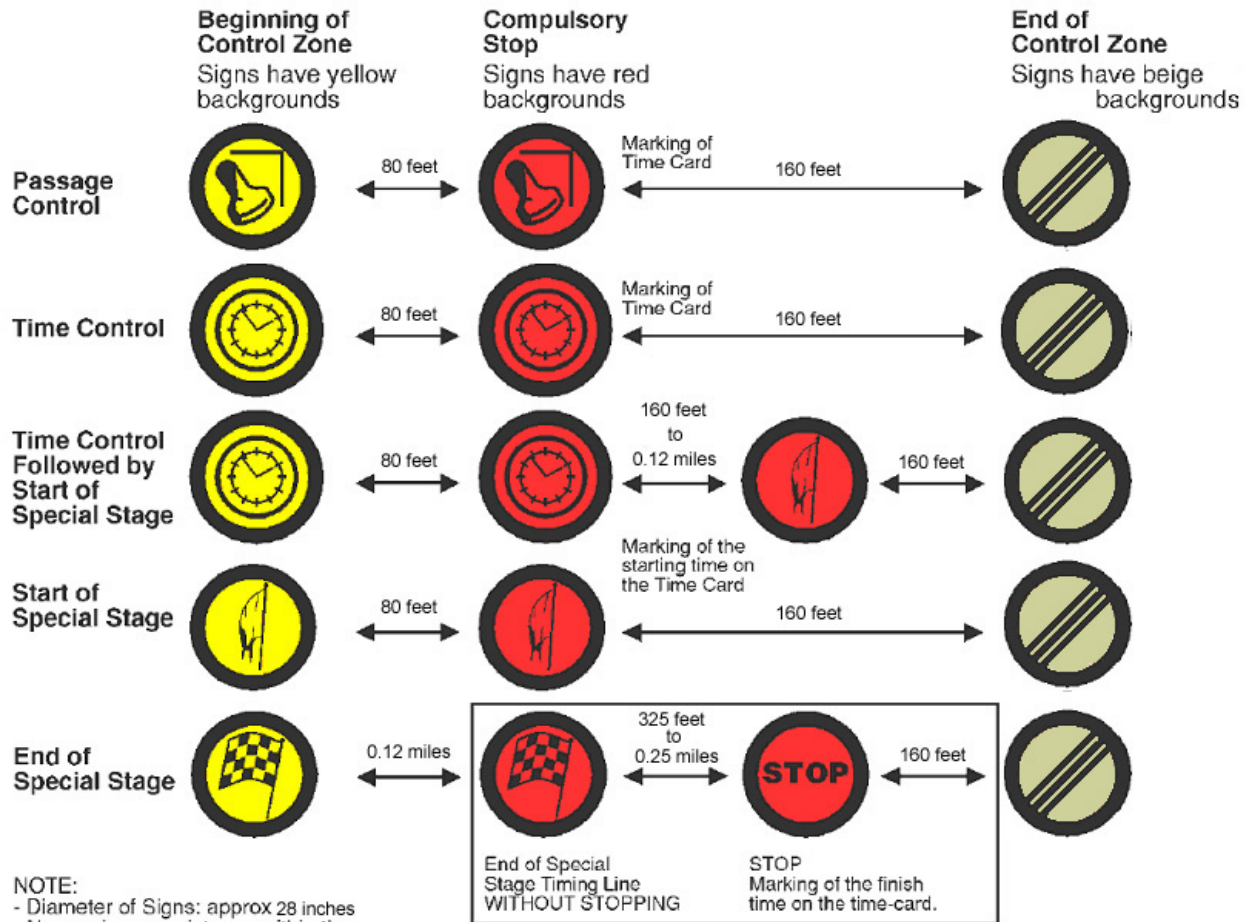
Appendix A (5) Directional, Caution and No Entry Signs Examples

Directional, Caution and No Entry Signs:

Directional Signs	Caution Signs	No Entry Signs
<p>Minimum Size: 9 inches base, 24 inches long</p>	<p>Minimum Size: 17 inches x 17 inches</p>	<p>Minimum Size: 17 inches x 17 inches</p>
<p>Warning Sign Sign at Junction</p> <p>Facing Side</p> <p>Red tip Red</p>  <p>Reverse Side</p> <p>Sky Blue and or White</p>	<p>Prior to hazard: white reflective sign on black back-ground.</p>  <p>At hazard: Red reflective sign on white back-ground.</p> 	<p>Face: Black arrow Red bar White back-ground.</p>  <p>Reverse: Red letters White back-ground.</p> 

Appendix A (6) Rally Control Signs

Rally control signs



NOTE:
 - Diameter of Signs: approx 28 inches
 - No repairs or assistance within the control zone

Appendix A (7) Incident Sheet

Incident Sheet

Competitor & Service Crew:		Car Number:
<p>This form must be handed to an Official of the rally for transmission to the Clerk of the Course as soon as possible. Competitors and Service Crews please note that they should receive a signature and time from the Officer to whom they hand the incident sheet.</p>		
DATE TIME am/pm AREA		
VEHICLE REG. No		VEHICLE REG. No
Name & Initials of Drivers of above vehicles:		
Name		Name
Address		Address
.....		
Name & Address of any Independent Witnesses		
Name		Name
Address		Address
.....		
Description of Incident		
.....		
.....		
Was there any personal injury? YES / NO		Was there any Property Damage? YES / NO
If Yes, please briefly describe		
.....		
.....		
Signed		
Cellphone No		Work Ph. No Supporting Rally Entry No
Address		
Rally Official		
Received by		Designation
TIME am/pm		DATE
OFFICIAL ACCEPTING THIS COMPETITOR & SERVICE CREW INCIDENT SHEET TO COMPLETE AND HAND BACK TO COMPETITOR AS A RECEIPT OF NOTIFICATION.		
Rally Official		
I acknowledge receipt of the Competitor & Service Crew Incident Sheet of the following competitor, which notification I will convey to Rally Headquarters immediately.		
Car No		Driver
DATE		TIME am/pm
Name of Official		Designation of Official

Appendix A (8) Inquiry Sheet

Inquiry Sheet

Competitor	Car Number
<p>This form must be handed to an Official of the rally for transmission to the Clerk of the Course as soon as possible. Competitors and Service Crews please note that they should receive a signature and time from the Officer to whom they hand the inquiry sheet.</p>	
The following inquiry is related to:	
SPECIAL STAGE or TRANSIT	
STAGE NAME AND NUMBER	
<p>DETAILS OF INQUIRY (Please be brief and concise and write legibly)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	
<p>Name Signature Date</p>	
<p>Please supply a phone number where you may be contacted during the event</p>	
<p>Cellphone Number Other Contact Number</p>	
<p>Rally Officials</p> <p>The above inquiry has been received by:</p>	
<p>Signature Designation Timeam/pm</p>	
<p>The following action has been taken:</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	
<p>This action has been confirmed by:</p>	
<p>Signature Designation Timeam/pm</p>	

Appendix A (9) Notification of Withdrawal

Notification of Withdrawal from Rally:

• This form must be completed to notify the Organizers of the Rally that a competitor has withdrawn from the event.

• Failure to notify withdrawal will incur the penalty prescribed in the GRR's.

COMPETITOR TO COMPLETE AND HAND TO AN OFFICIAL OF THE RALLY IMMEDIATELY.

NOTE: IF YOU HAVE A CELLPHONE ON YOU, PLEASE CONTACT RALLY HEADQUARTERS DIRECT AND ADVISE OF YOUR WITHDRAWAL AND LOCATION OF OUR WHEREABOUTS.

Name of driver

Car Number

DATE TIME am/pm

Cellphone No.

IN SPECIAL STAGE NO.

LOCATION:
INSTRUCTION NO.

ON TRANSIT
BETWEEN

IN SERVICE
PARK

ELSEWHERE

Reason for withdrawal (important for publicity purposes):

.....
.....

Statement: I, being the driver of the above car in the above event, hereby notify the Organizers that at the above time and date I have withdrawn from this rally.

Signed

Rally Official

Received by: Designation

Time Contact number

OFFICIAL ACCEPTING THIS WITHDRAWAL FORM TO COMPLETE AND HAND BACK TO COMPETITOR AS A RECEIPT OF NOTIFICATION.

Official Receipt of Withdrawal

I acknowledge receipt of the Withdrawal Notice of the following competitor, which notification I will convey to Rally Headquarters immediately.

Car No Driver

Date Time.....am/pm Location

Designation of Official Signed

Appendix A (10A) Specimen Time Cards

<h2 style="margin: 0;">Rally Somewhere</h2> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>TC 0 - TC 1 16.73 Miles at 26.43 mph</p> </div> </div> <div style="margin-top: 20px;"> <p>ARRIVAL TIME at TC 1</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><th style="width: 50%;">Hr</th><th style="width: 50%;">Min</th></tr> <tr><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>TRANSIT TARGET TIME</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px;">0</td><td style="width: 50px; height: 30px;">38</td></tr> </table> </div> <div style="margin-top: 20px;"> <p>ACTUAL START</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px; background-color: #ccc;"></td><td style="width: 50px; height: 30px; background-color: #ccc;"></td></tr> </table> <p style="text-align: right; margin-right: 20px;">TC 0</p> </div> <div style="margin-top: 20px;"> <p>TIME TAKEN (Results Use)</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px;"></td><td style="width: 50px; height: 30px;"></td></tr> </table> </div>	Hr	Min			0	38					<h2 style="margin: 0;">Rally Somewhere</h2> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>SS1 - TC 2 15.90 Miles at 32.61 mph</p> </div> </div> <div style="margin-top: 20px;"> <p>ARRIVAL TIME at TC 2</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><th style="width: 50%;">Hr</th><th style="width: 50%;">Min</th></tr> <tr><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>TRANSIT TARGET TIME</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px;">0</td><td style="width: 50px; height: 30px;">5</td></tr> </table> </div> <div style="margin-top: 20px;"> <p>STAGE ALLOWANCE</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px;">0</td><td style="width: 50px; height: 30px;">31</td></tr> </table> </div> <div style="margin-top: 20px;"> <p>STAGE SCORE</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><th style="width: 33%;">Hr</th><th style="width: 33%;">Min</th><th style="width: 33%;">Sec</th></tr> <tr><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td></tr> </table> </div>	Hr	Min			0	5	0	31	Hr	Min	Sec			
Hr	Min																								
0	38																								
Hr	Min																								
0	5																								
0	31																								
Hr	Min	Sec																							
<table style="width: 100%; border: 1px solid black; margin-top: 20px;"> <tr><th style="width: 100%;">CAR NUMBER</th></tr> <tr><td style="text-align: center; font-size: 24px; font-weight: bold;">5</td></tr> </table>	CAR NUMBER	5	<table style="width: 100%; border: 1px solid black; margin-top: 20px;"> <tr> <td style="width: 60%; text-align: center;"> <p>SS1 RALLY BRANCH 15.40 Miles</p> </td> <td style="width: 40%; border: 1px solid black; text-align: center;"> <p>CAR NUMBER</p> <p style="font-size: 24px; font-weight: bold;">5</p> </td> </tr> </table> <div style="margin-top: 20px;"> <p>FINISH TIME</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><th style="width: 25%;">Hr</th><th style="width: 25%;">Min</th><th style="width: 25%;">Sec</th><th style="width: 25%;">1/10</th></tr> <tr><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px;"></td><td style="height: 30px; width: 50px; background-color: #ccc;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>ACTUAL START</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px;"></td><td style="width: 50px; height: 30px;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>STAGE SCORE</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 25%; height: 30px;"></td><td style="width: 25%; height: 30px;"></td><td style="width: 25%; height: 30px;"></td><td style="width: 25%; height: 30px; background-color: #ccc;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>Provisional Start Time</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px; background-color: #ccc;"></td><td style="width: 50px; height: 30px; background-color: #ccc;"></td></tr> </table> </div> <div style="margin-top: 20px;"> <p>Arrival Time at TC 1</p> <table style="width: 100%; border: 1px solid black; text-align: center;"> <tr><td style="width: 50px; height: 30px; background-color: #ccc;"></td><td style="width: 50px; height: 30px; background-color: #ccc;"></td></tr> </table> </div>	<p>SS1 RALLY BRANCH 15.40 Miles</p>	<p>CAR NUMBER</p> <p style="font-size: 24px; font-weight: bold;">5</p>	Hr	Min	Sec	1/10																
CAR NUMBER																									
5																									
<p>SS1 RALLY BRANCH 15.40 Miles</p>	<p>CAR NUMBER</p> <p style="font-size: 24px; font-weight: bold;">5</p>																								
Hr	Min	Sec	1/10																						

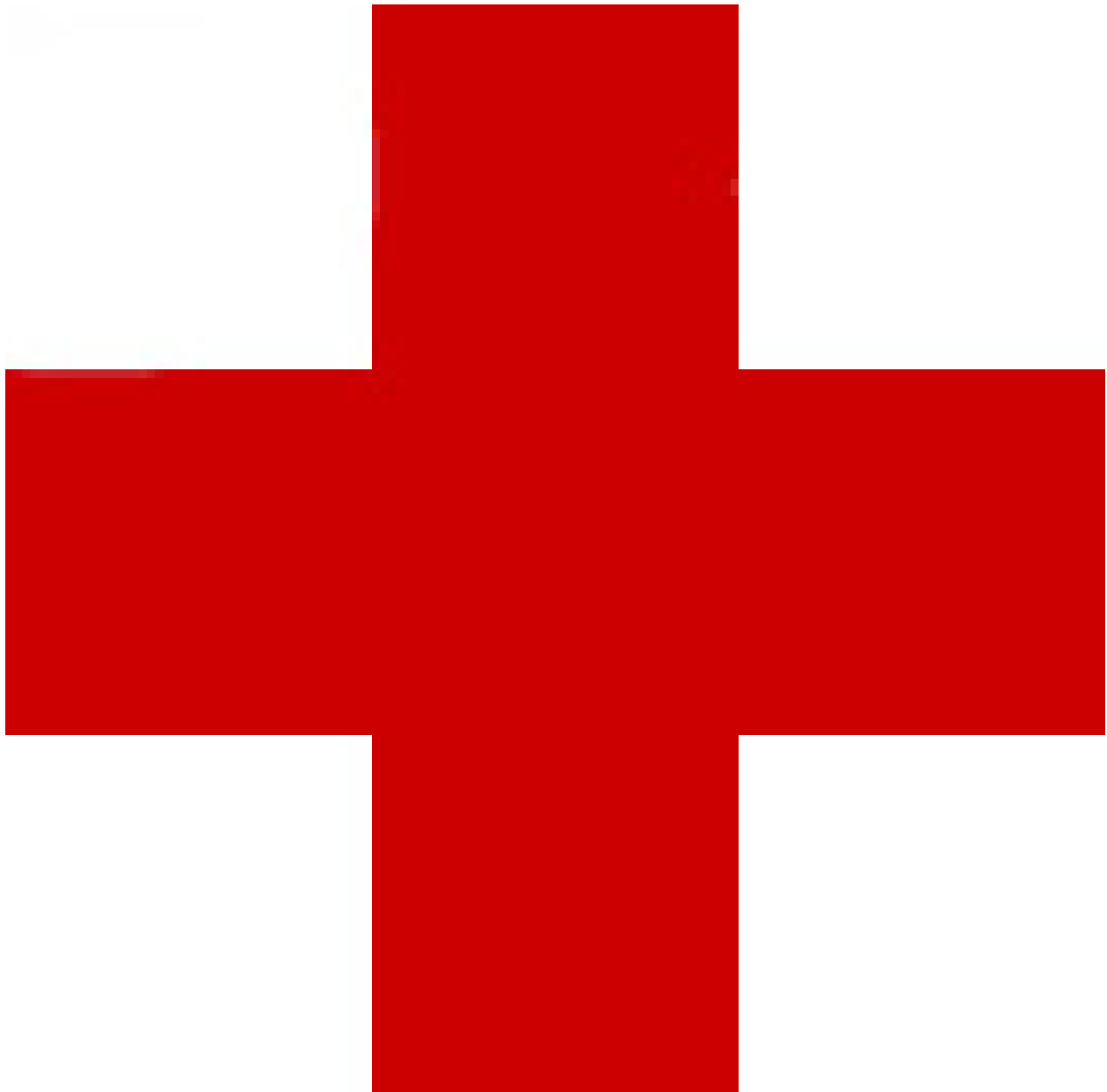


Sample National Time Card

PAGE #3 STAGE 8	Car # _____
-----------------	-------------

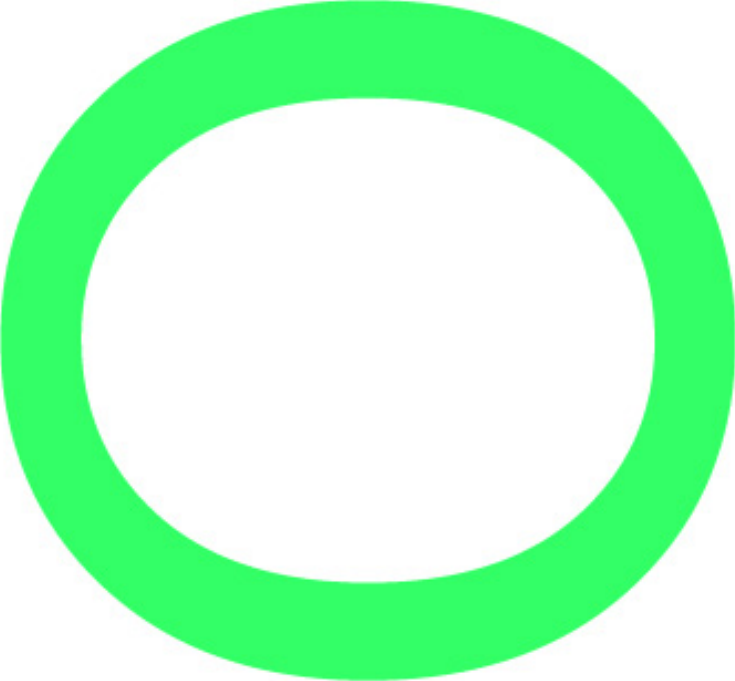
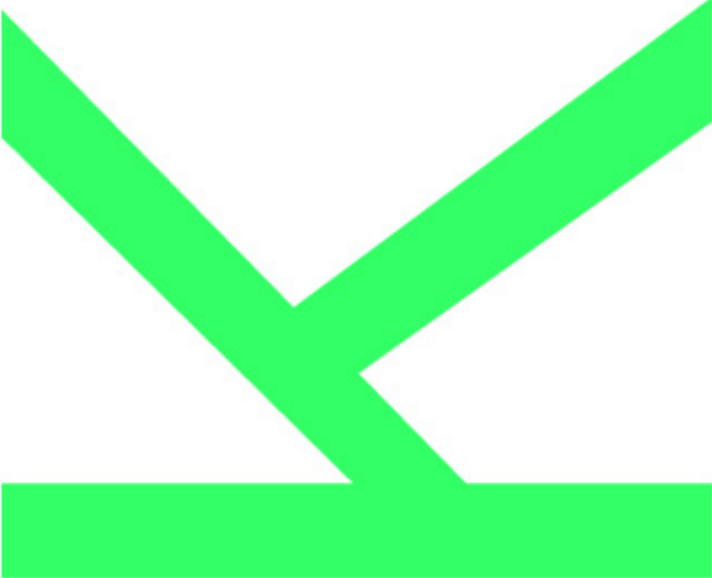
			STAGE FINISH TIME		
			HOURS	MINUTES	SECONDS
IDEAL START TIME				ACTUAL START TIME	
HOURS	MINUTES	HOURS	MINUTES		
			STAGE TIME		
			MINUTES	SECONDS	
			15		TRANSIT TIME
TRANSIT PENALTY				ACTUAL MTC 4 ARRIVAL TIME	
		HOURS	MINUTES		

**DISPLAY THIS SIGN TO THE NEXT
DRIVER IF MEDICAL OR FIRE
ASSISTANCE REQUIRED**



**IMPROPER USE OF THIS RED CROSS MAY BE CAUSE
FOR EXCLUSION FROM THE EVENT**

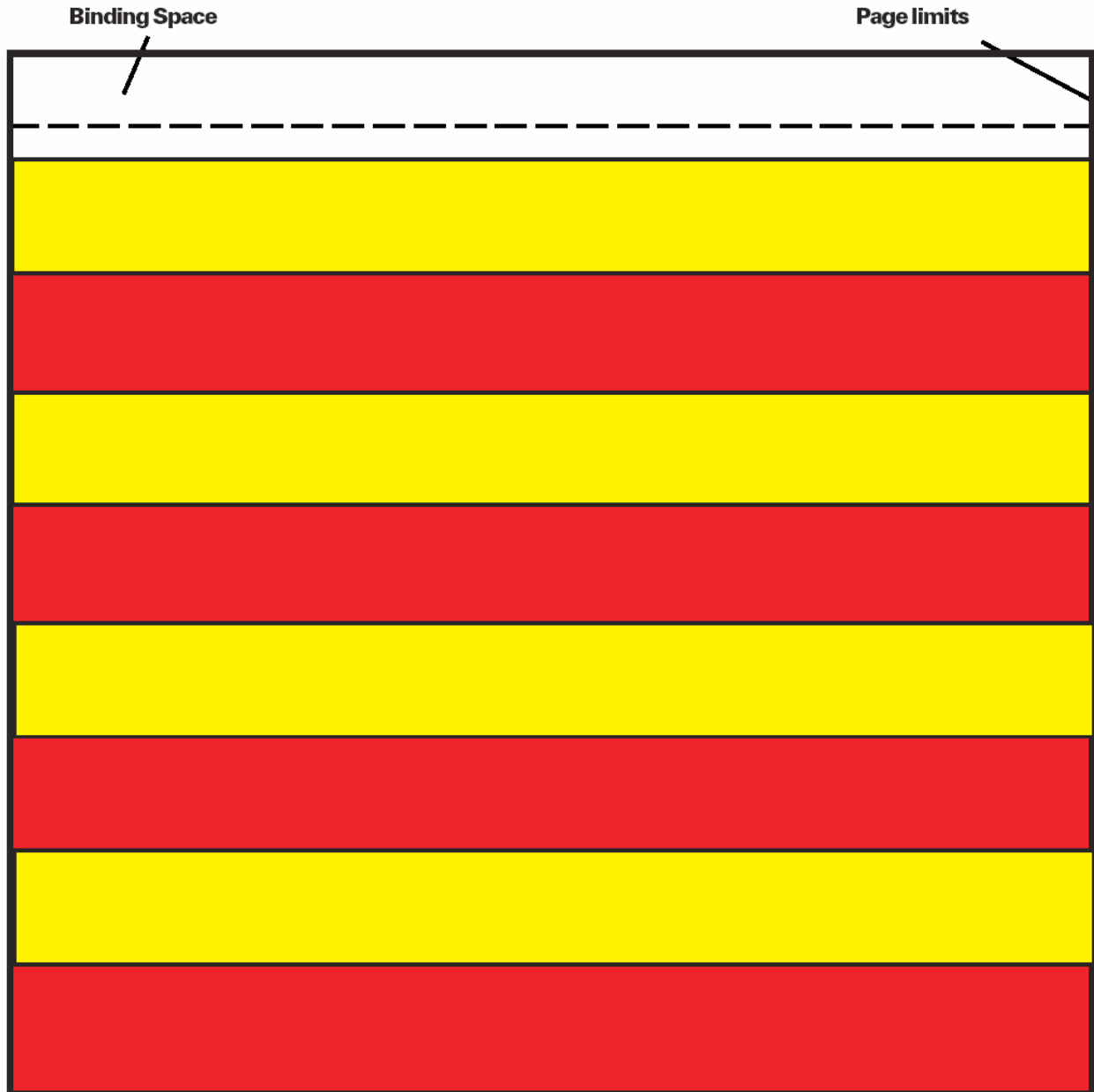
Appendix A (12) OK Sign



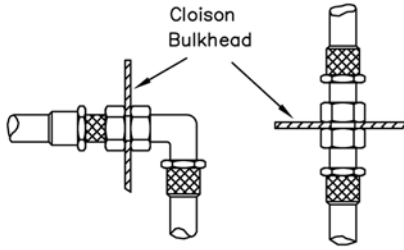
Appendix A (13) Oil Warning Sheet

Oil Warning Sign:

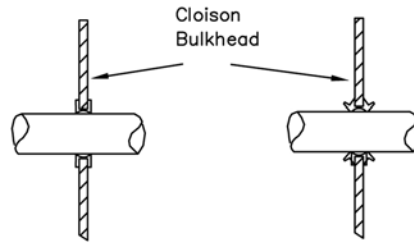
A red and Yellow striped "Oil Warning" sign is to be printed on the page immediately preceding the inside back cover of all A4 size Road Books. Where a Road Book is of a smaller size, a fold out or additional sign must be provided.



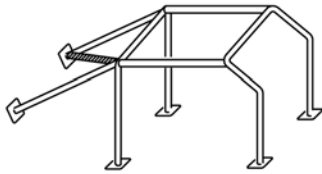
Appendix B – Diagrams (2005 Fédération Internationale de l'Automobile)



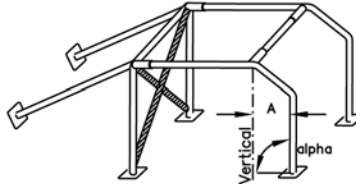
Dessin / Drawing N° 253-1



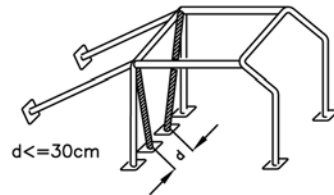
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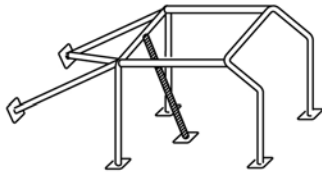
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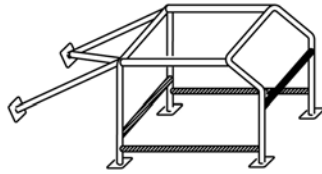
Dessin / Drawing N° 253-4



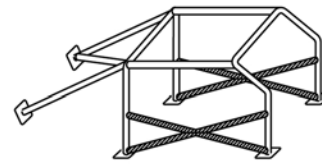
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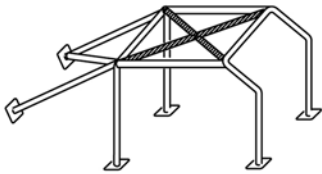
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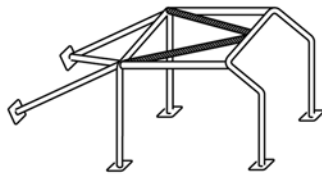
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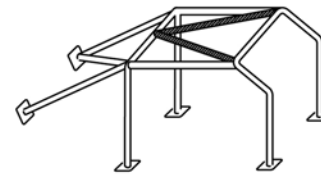
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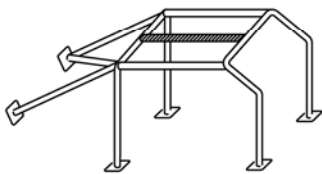
Dessin / Drawing N° 253-9A



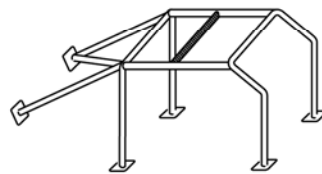
Dessin / Drawing N° 253-9B



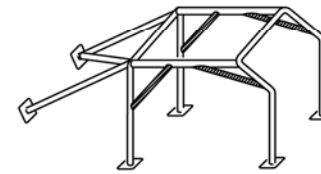
Dessin / Drawing N° 253-9C



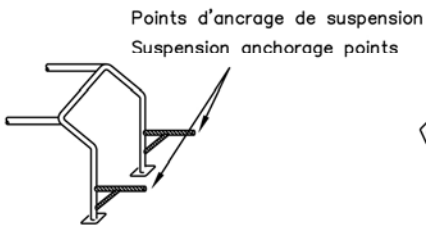
Dessin / Drawing N° 253-9D



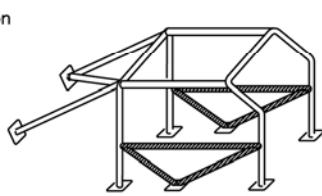
Dessin / Drawing N° 253-9E



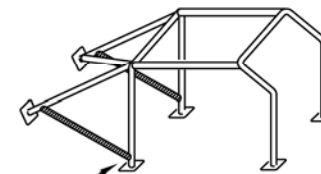
Dessin / Drawing N° 253-10



Dessin / Drawing N° 253-11

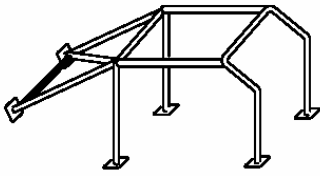


Dessin / Drawing N° 253-12

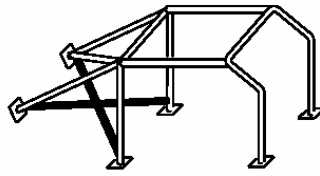


Cette connexion peut être située au niveau de l'entretoise de portière
This connection may be situated at the level of the doorbar

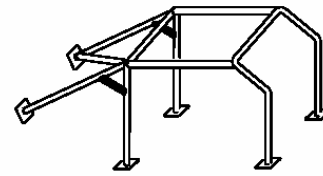
Dessin / Drawing N° 253-13



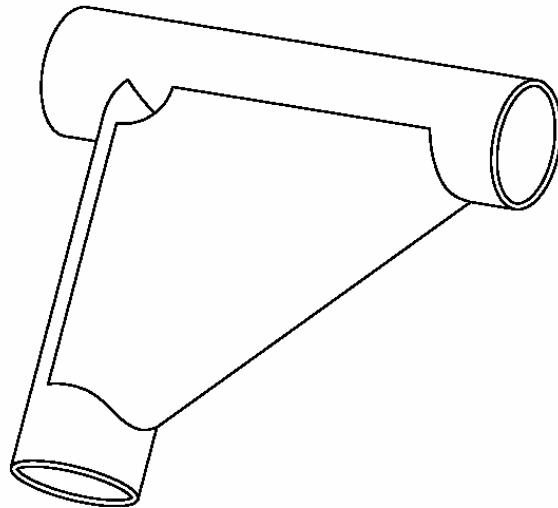
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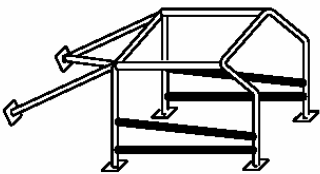
Dessin / Drawing N°253-15



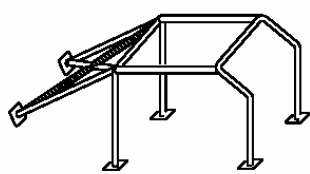
Dessin / Drawing N°253-16



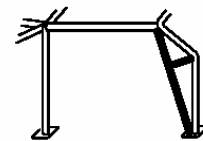
Dessin / Drawing N°253-16A



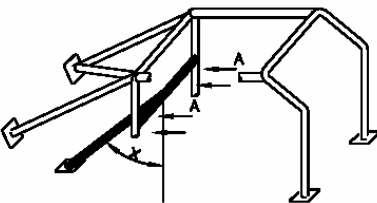
Dessin / Drawing N°253-17



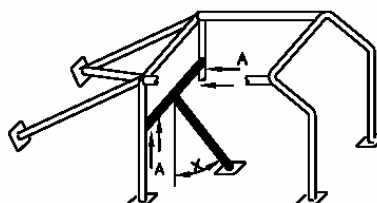
Dessin / Drawing N°253-17A



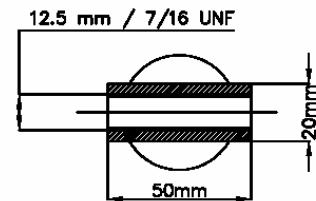
Dessin / Drawing N°253-17B



Ⓐ Trous de montage pour harnais
Mounting holes for harnesses

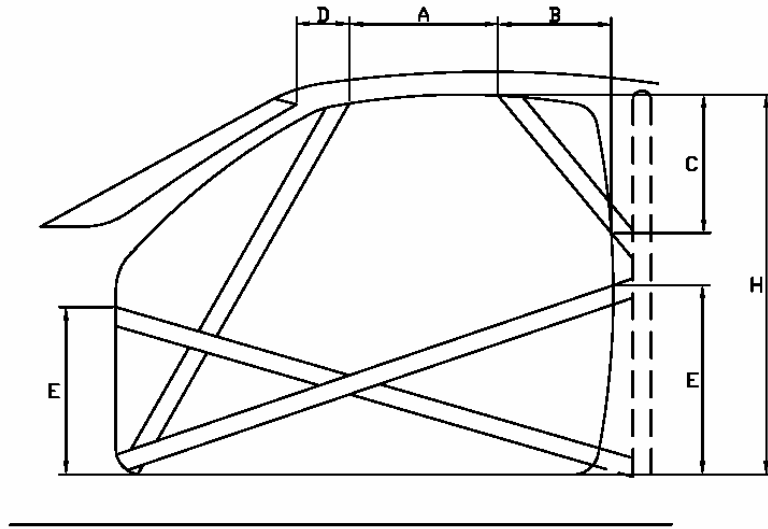


ⓧ Angle minimum 30°
Minimum angle 30°



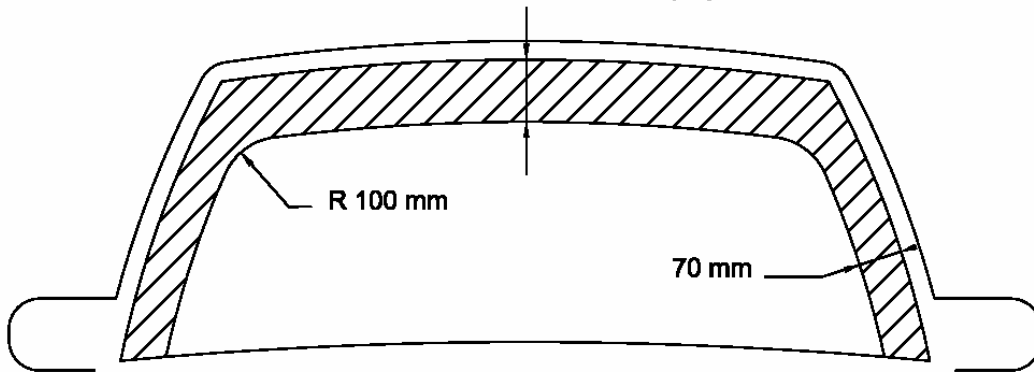
Agrandissement de A
Magnification of A

Dessin / Drawing N°253-17C

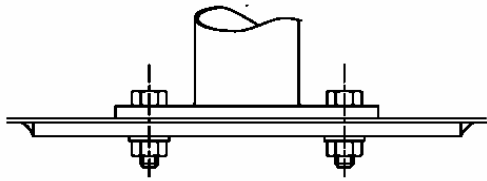


Dessin / Drawing N° 253-17D

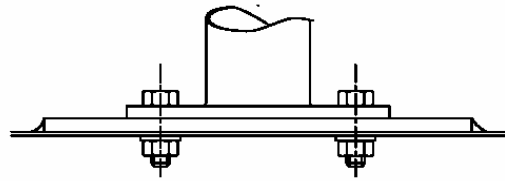
100 mm en projection verticale
100 mm in vertical projection



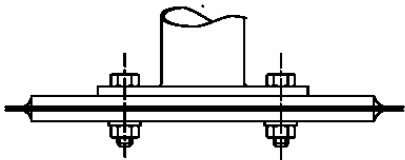
Dessin / Drawing N° 253-17E



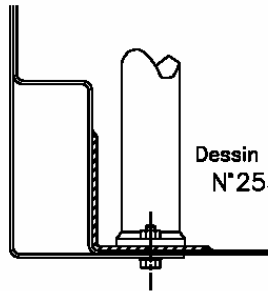
Dessin / Drawing N°253-18



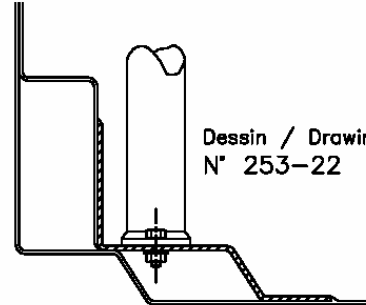
Dessin / Drawing N°253-19



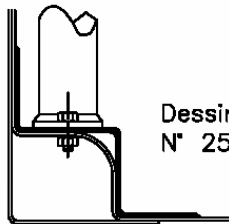
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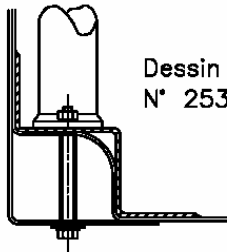
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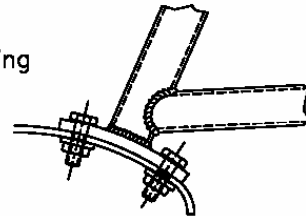
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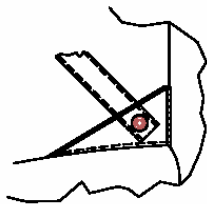
Dessin / Drawing N° 253-23



Dessin / Drawing N° 253-24

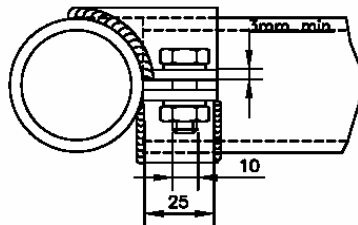


Dessin / Drawing N°253-25

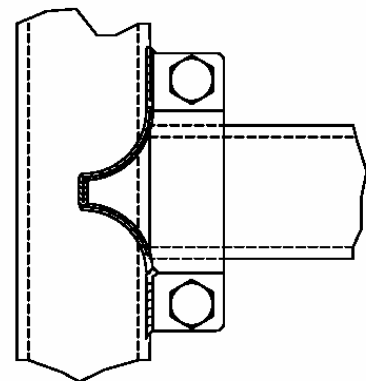


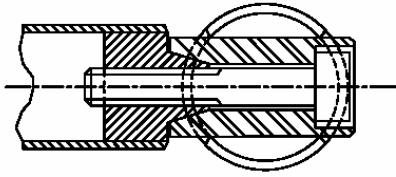
Dessin / Drawing N°253-26

Dessin / Drawing N°253-27

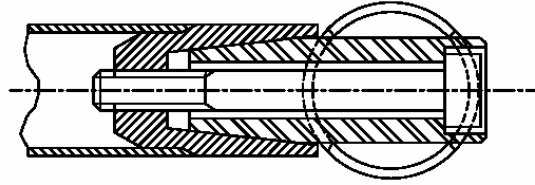


Direction d'application de la charge
Direction of applied load

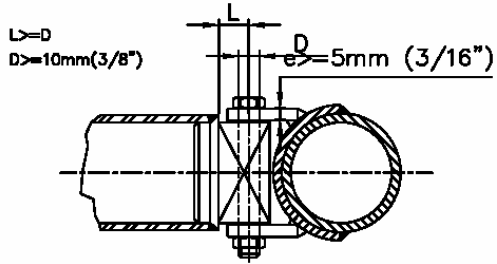




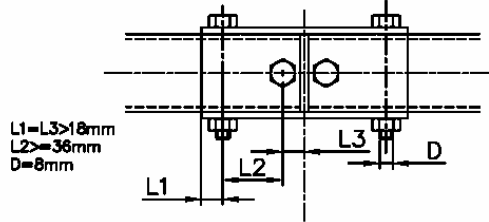
Dessin / Drawing N°253-28



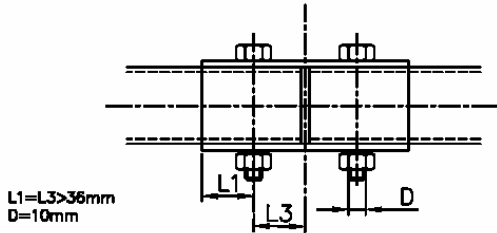
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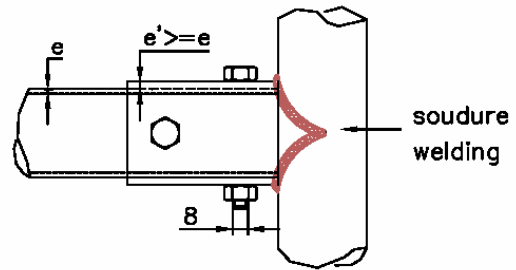
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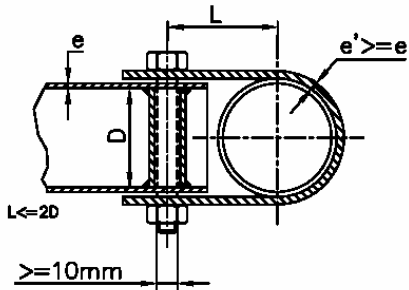
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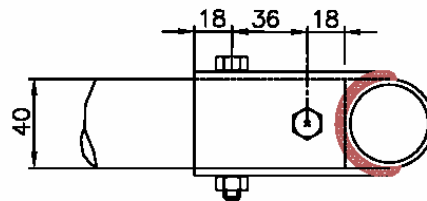
Dessin / Drawing N°253-32



Dessin / Drawing N°253-34
(Dimensions en/in mm)

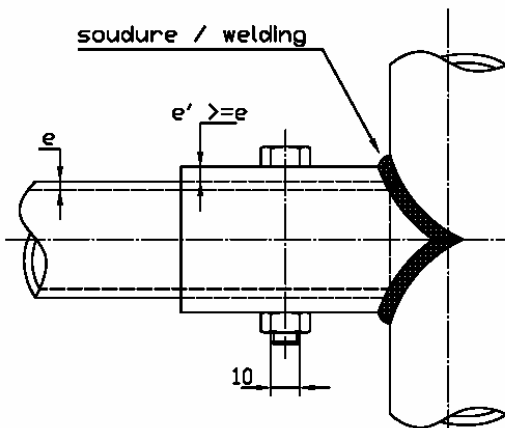


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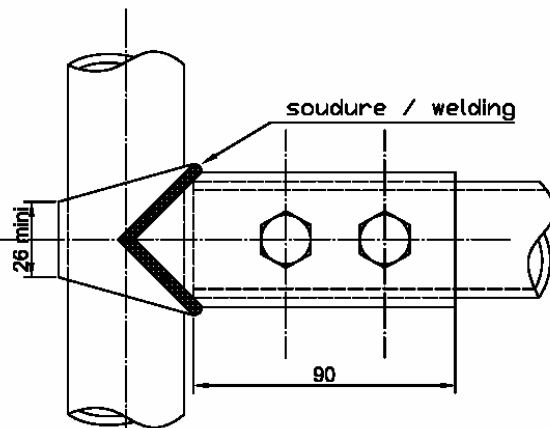


L doit être minimum
La largeur de la patte doit
être d'au moins 25mm

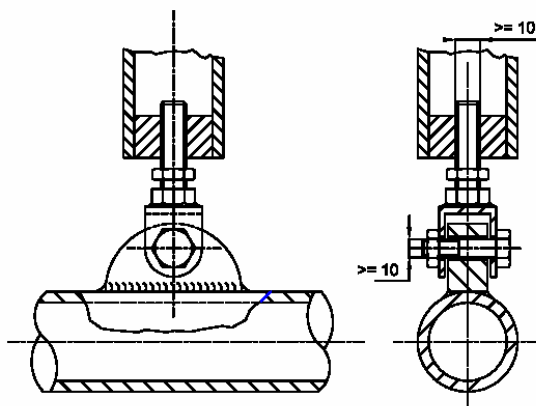
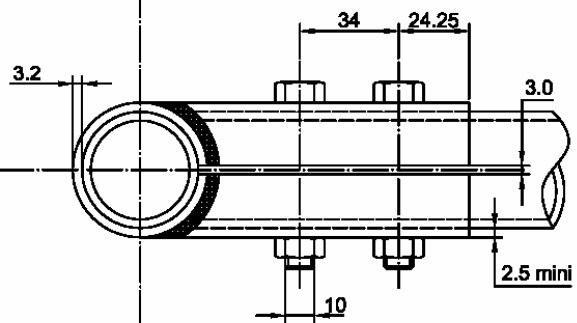
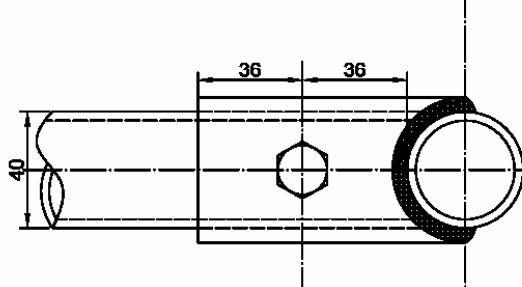
L must be minimum
The clamp width must
be at least 25mm



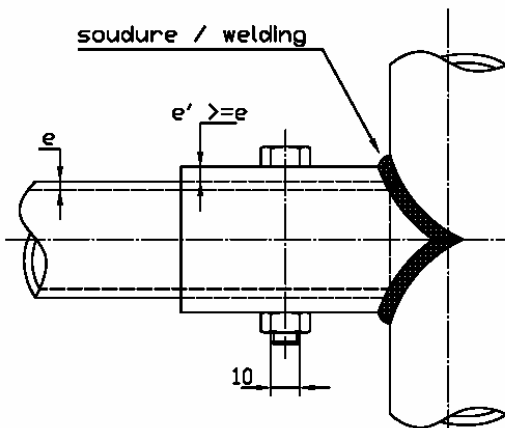
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N° 253-35



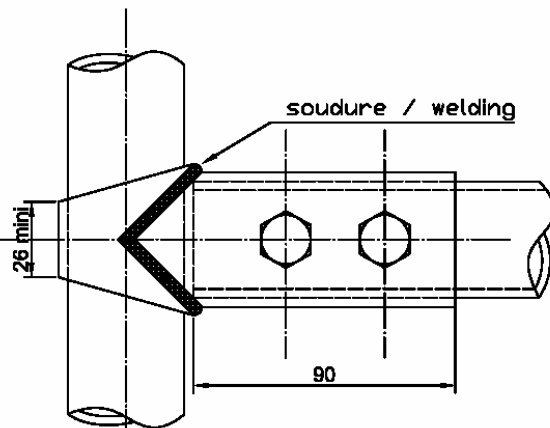
Dessin / Drawing
N° 253-36



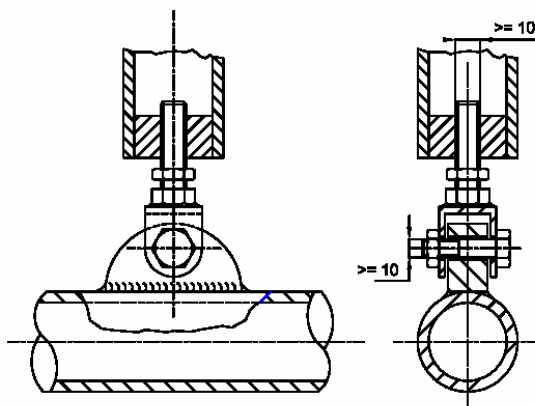
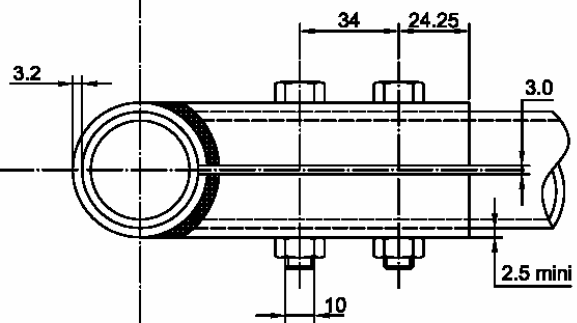
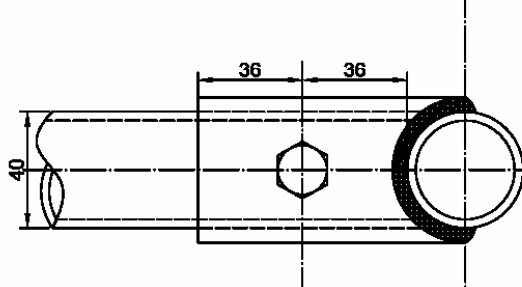
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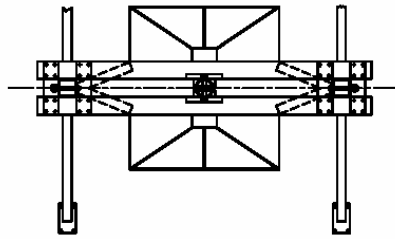
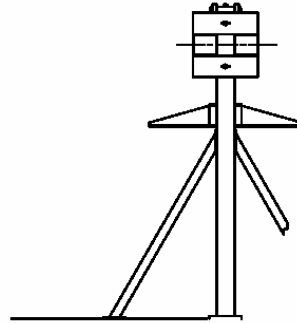
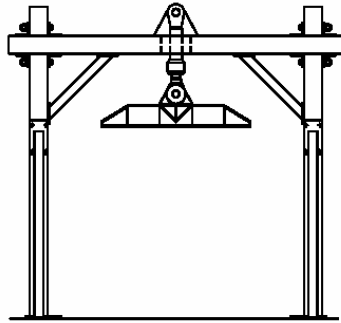
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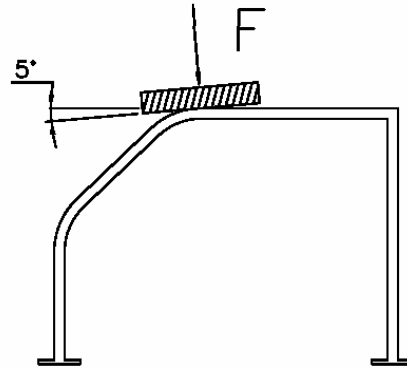
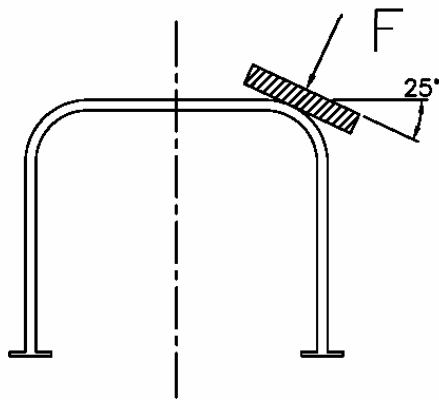
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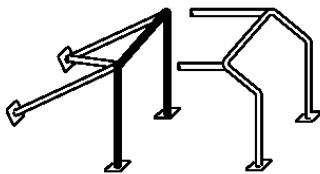
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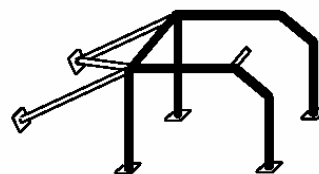
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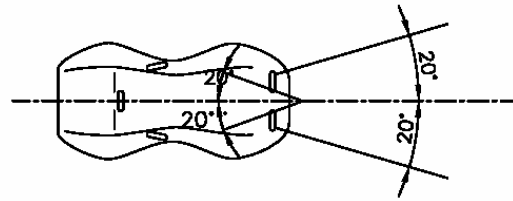
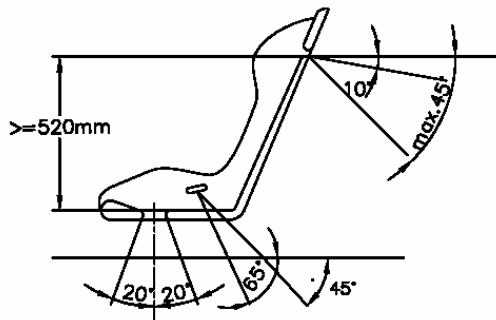
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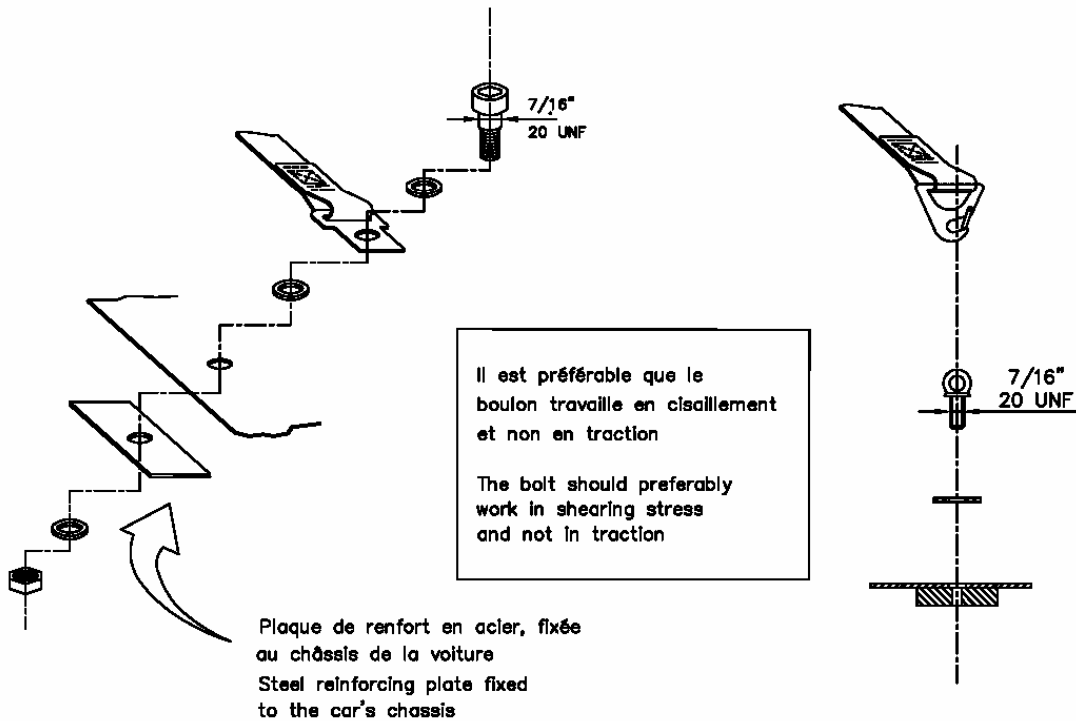
Dessin / Drawing N° 253-39



Dessin / Drawing N° 253-40



Dessin / Drawing N° 253-42



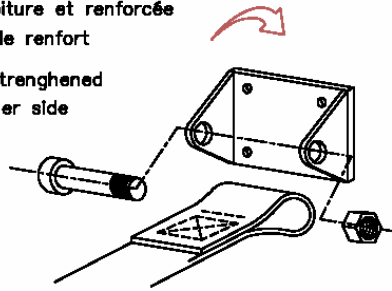
Il est préférable que le
boulon travaille en cisaillement
et non en traction

The bolt should preferably
work in shearing stress
and not in traction

Plaque de renfort en acier, fixée
au châssis de la voiture
Steel reinforcing plate fixed
to the car's chassis

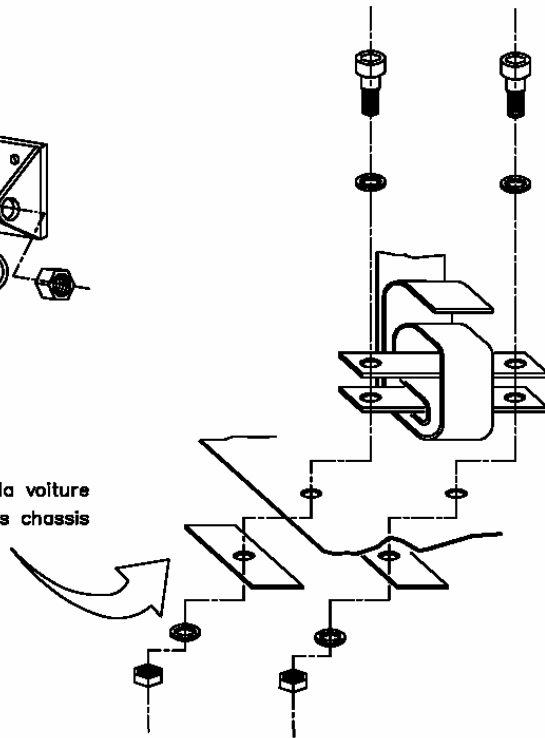
Dessin / Drawing N° 253-43

plaque fixée au châssis de la voiture et renforcée
de l'autre côté par une plaque de renfort
plate fixed to the chassis and strengthened
by a reinforced plate on the other side

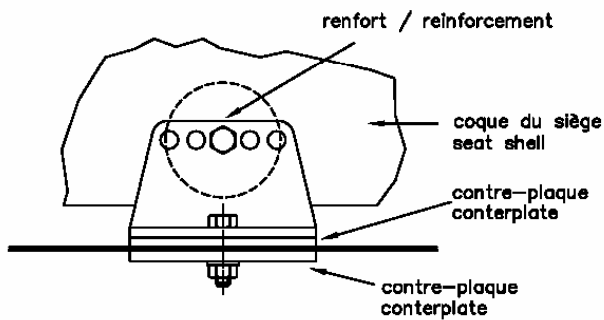


Dessin / Drawing N°253-44

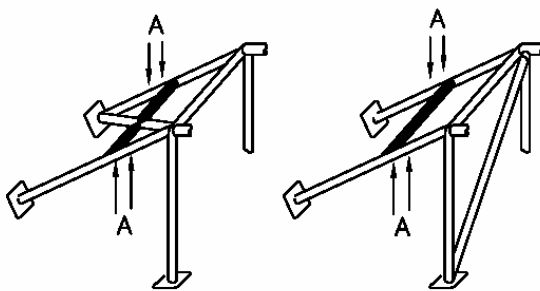
plaque de renfort fixée au châssis de la voiture
reinforcing plate fixed to the car's chassis



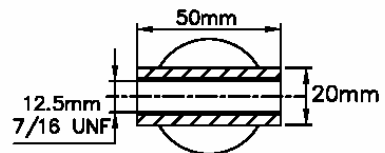
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Dessin / Drawing N°253-52

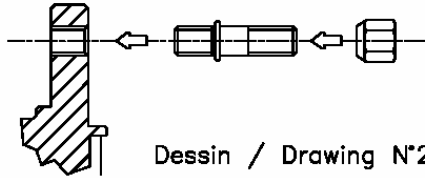
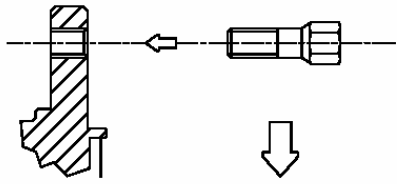


Ⓐ trous de montage pour harnais
mounting holes for harness

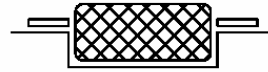
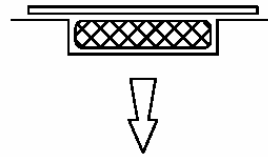


Agrandissement de A
Magnification of A

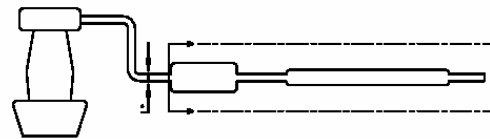
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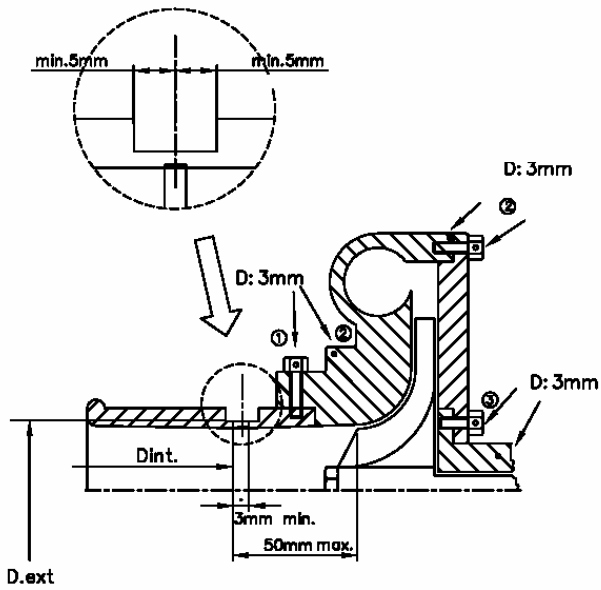
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Dessin / Drawing N° 254-2



Dessin / Drawing N°254-3

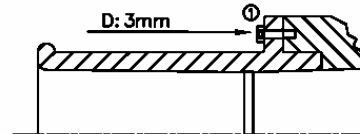
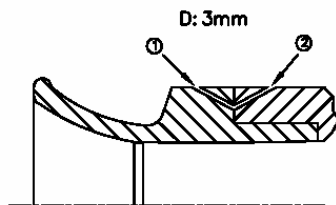


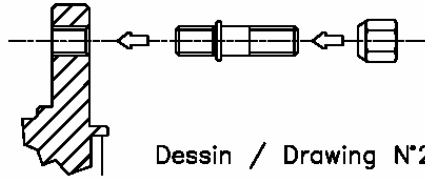
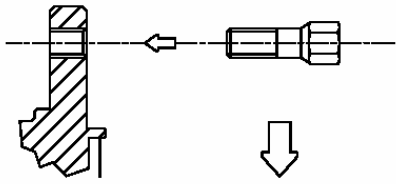
- ① trou pour bride ou bride/carter de compression
hole for restrictor/compressor housing
- ② trou pour carter de compression ou carter/flasque
hole for compressor housing or housing/flange
- ③ trou pour carter central ou carter/flasque
hole for central housing or housing/flange

Dessin / Drawing N°254-4

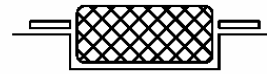
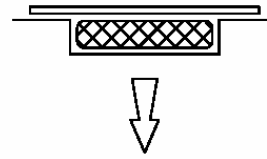
AUTRES POSSIBILITES :

OTHER POSSIBILITES :

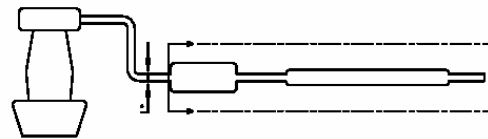




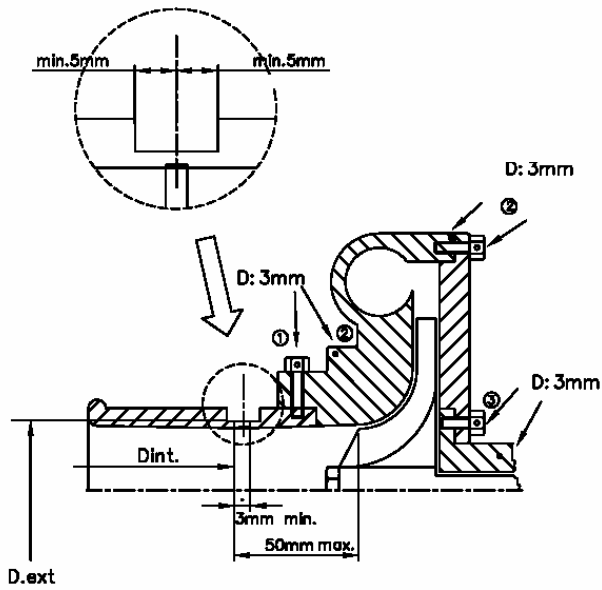
Dessin / Drawing N°254-1



Dessin / Drawing N° 254-2



Dessin / Drawing N°254-3

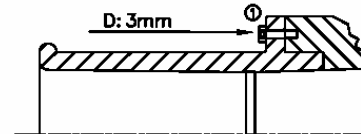
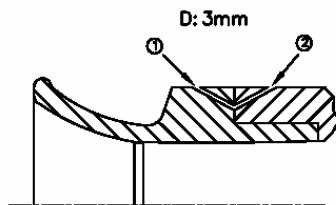


- ① trou pour bride ou bride/carter de compression
hole for restrictor/compressor housing
- ② trou pour carter de compression ou carter/flasque
hole for compressor housing or housing/flange
- ③ trou pour carter central ou carter/flasque
hole for central housing or housing/flange

Dessin / Drawing N°254-4

AUTRES POSSIBILITES :

OTHER POSSIBILITES :



Appendix C Rally X Regulations

Definition:

Rally X's are competitive events where participants compete, one at a time, against the clock and total time taken over the competitive sections of the event determined placing. Rally X events are of a level of competition distinct for stage rallies but also a development event preparing both competitors and organizers for participation in stage rally events.

1. General Requirements

- 1.1. A Rally X is an event generally held on an unpaved, flat surface, wherein the course generally consists of straight sections and connecting turns of corners. Focus on course design is also placed on the general avoidance of obstacles such as trees, exposures, deep ditches, etc.
- 1.2. Only one car is permitted on the course at a time.
- 1.3. Rally X events are insured per the regulations stated in Article 2.2 of these Regulations.
- 1.4. All persons on site must sign the insurance waiver.
- 1.5. Organizers reserve the right to exclude any vehicle or person from further participation on the event at any time for reasons of perceived safety concerns involving either the condition of the vehicle or the conduct of the person.

2. Eligibility of Competitors and Vehicles

2.1. Competitors

2.1.1. The following documents, valid on the day(s) of the event, must be present at registration:

- 2.1.1.1. A non restricted drivers license for each of the crew listed as driver(s)
- 2.1.1.2. Vehicle registration (if road licensed vehicle)
- 2.1.1.3. When the owner of the vehicle is not entered as the driver or passenger, a written authorization from the owner of the vehicle must be provided at registration
- 2.1.1.4. For any participant under the age of 18 a minor waiver must be signed.

2.2. Passengers

Passengers are allowed.

3. Vehicles

- 3.1. Vehicle must be based on a production, closed body and chassis to compete.
- 3.2. All loose items in the vehicle must be removed during the event (including from the truck)
- 3.3. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- 3.4. Tires must be in good condition, with no cord or belts showing or cracks in the tread of sidewalls.
- 3.5. Mechanical conditions and safety of the vehicle is the sole responsibility of the competitor.

4. Mandatory Equipment

- 4.1. Helmets bearing "Snell Memorial Foundation" 1990 M or SA (or more recent) labels must be worn by all drivers.
- 4.2. The driver must wear minimum three-point seat harness.

5. Event Organization

5.1. Authorization and Permits

5.1.1. Proper authority for use of the venue must be obtained and such permission must be available for scrutiny at registration.

5.2. Security Measures

5.2.1. Security measures shall be in place to insure the safety of competitors, officials and spectators (closing or the course, start and finish locations, communications, recovery, etc.)

5.3. Course Design

5.3.1. The course shall not exceed 1.5 miles long.

- 5.3.2. The course shall be arranged such that the maximum speed for an average competitor shall not exceed 45 mph.
- 5.3.3. The course shall be designed in such a way as to avoid stationary objects.
- 5.3.4. The course shall be designed in such a way as to minimize the possibility of rollovers.
- 5.3.5. The use of chicanes (consisting of bales of hay, pylons or similar material) on the straights of greater than 250' is recommended.
- 5.3.6. Organizers reserve the right to change the course design at any time during the competition should a portion of the course deteriorate.
- 5.3.7. Marshalls shall be placed such that all competing vehicles will be visible at all times while on the course.
- 5.3.8. A stop box may be used at the end of a run. A time penalty of 10 seconds must be assessed if a vehicle does not stop within the box.
- 5.3.9. Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, prior to the first run.

■