



**General
Regulations
for
Rallies**
Section 1 & 2

version 13

NASA Rally Sport General Regulations for Rallies

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NASA Rally Sport East

217 Caniff Lane

Cary, NC 27519

Email anders@nasarallysport.com

Phone 919.697.5282

Fax 919.882.1883

NASA Rally Sport West

175 E Osgood Street

Long Beach, CA 90805

Email kris@nasarallysport.com

Phone 646.535.4240

National Auto Sport Association National Office

P.O. Box 21555

Richmond, CA 94820

Phone 510.232.NASA (6272)

Fax 510.412.0549

NASARallySport.com

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1	GENERAL PRINCIPALES.....	9
1.1	Introduction and History.....	9
1.2	Notices.....	9
1.3	Alteration of Rules and Regulations.....	10
1.4	Precedence and Applications of these Regulations.....	10
1.5	Nomenclature and Definitions.....	10
1.5.1	Championship.....	10
1.5.2	Competitor.....	10
1.5.3	Co-Driver.....	10
1.5.4	Crew.....	10
1.5.5	Driver.....	10
1.5.6	DNF.....	10
1.5.7	Duration of a rally.....	11
1.5.8	Entrant.....	11
1.5.9	Event.....	11
1.5.10	FIA.....	11
1.5.11	Force Majeure.....	11
1.5.12	International Sporting Code.....	11
1.5.13	Leg.....	11
1.5.14	License.....	11
1.5.15	National Court of Appeals.....	11
1.5.16	National Sporting Calendar.....	11
1.5.17	Neutralization.....	11
1.5.18	New Competitor.....	12
1.5.19	Official.....	12
1.5.20	Official Bulletin.....	12
1.5.21	Official Interpretation.....	12
1.5.22	Parc Fermé.....	12
1.5.23	Pace Notes.....	12
1.5.24	Public Roads.....	12
1.5.25	Rally.....	12
1.5.26	Reconnaissance.....	12
1.5.27	Regroup.....	13
1.5.28	Rider.....	13
1.5.29	Section.....	13
1.5.30	Series.....	13
1.5.31	Service Crew.....	13
1.5.32	Stewards.....	13
1.5.33	Supplementary Regulations.....	13
1.5.34	Special Stage.....	13
1.5.35	Stage Notes.....	13
1.5.36	Time Card.....	14
1.5.37	Transit.....	14
2	SPORTING REGULATIONS.....	14
2.1	Rule Scope.....	14
2.1.1	Application:.....	14

2.1.2 Permits.....	14
2.2 Rally Competitions Covered by These Regulations.....	15
2.2.1 Stage Rally.....	15
2.2.2 Rally Sprint.....	15
2.2.3 Rally-X.....	15
2.3 Insurance.....	15
2.3.1 Event Insurance.....	15
2.3.2 Competitor Auto Insurance Coverage.....	16
2.3.3 Accident Reporting.....	16
2.4 Supplemental Regulations.....	16
2.4.1 Fees and Schedules to be Listed.....	16
2.4.2 Names to be Listed.....	17
2.4.3 Conditions of Cancellation of the Rally.....	17
2.4.4 Procedure for Modifying via Bulletins.....	17
2.4.5 Procedure for Modifying via Change Log.....	17
2.4.6 Exemptions.....	18
2.5 Entry Requirements.....	18
2.5.1 Entry Form.....	18
2.5.2 Competitive Crew.....	18
2.5.2.1 Traditional Driver and Co-driver.....	18
2.5.2.2 Rider.....	18
2.5.2.3 RallySolo.....	18
2.5.3 Right of Refusal.....	18
2.5.4 Competitor Eligibility.....	18
2.5.5 Membership Requirements.....	19
2.5.6 Competition Licenses.....	19
2.5.6.1 NASA Rally Sport Competition License.....	19
2.5.6.2 FIA International License.....	19
2.5.6.3 CARS and F.M.A.D. License.....	19
2.5.7 Medical Requirements.....	19
2.5.8 Mental and Physical Eligibility.....	19
2.5.9 New Rally Competitors.....	20
2.6 Registration.....	20
2.7 Scrutineering.....	20
2.8 Stewards.....	21
2.8.1 Required Steward(s).....	21
2.8.2 Authority & Duties of the Steward(s).....	21
2.8.3 Steward's Report.....	22
2.9 Entries.....	23
2.9.1 Number of Entries:.....	23
2.9.2 Cancellation of Rally:.....	23
2.10 Vehicle Numbers and Required Markings.....	23
2.11 Documentation Standards.....	23
2.12 Operation of Event.....	23
2.12.1 Contestant Conduct during the Event.....	23
2.12.1.1 Driving Speeds.....	24

2.12.1.2	Law Enforcement Officer Interaction.....	24
2.12.1.3	Quiet Zones.....	24
2.12.1.4	Refueling Zone.....	24
2.12.1.5	Passing.....	24
2.13	Event Starting Order/Seeding.....	25
2.14	Route Book.....	25
2.15	Practice, Testing, Pace Notes and Stage Notes.....	26
2.16	Competitive Special Stages.....	27
2.16.1	Stage Traffic.....	27
2.16.2	Stage Locations.....	27
2.16.3	Stage Starting Procedure.....	27
2.16.4	Vehicle Spacing on Special Stages.....	27
2.16.5	Non-Rally Traffic on a Special Stage.....	27
2.16.6	Special Stage Direction.....	28
2.16.7	Emergency Procedures on a Special Stage.....	28
2.16.7.1	Warning Triangles.....	28
2.16.7.2	Approach to Disabled Vehicle.....	28
2.16.7.2.1	OK Sign Displayed.....	28
2.16.7.2.2	No OK Sign Displayed.....	29
2.16.7.2.3	Red Cross Displayed.....	29
2.16.7.2.4	Oil Warning Sign.....	29
2.16.7.3	Event Official Use of the Red Flag.....	29
2.16.7.4	Red Cross Sign Display or Red Flag Stops All Competition.....	29
2.16.8	Scoring of Halted Special Stage.....	30
2.16.9	Assistance on a Special Stage or Transit.....	30
2.17	Signage and Arrows.....	30
2.18	Chicanes.....	30
2.19	Opening Vehicles.....	31
2.20	Sweep Vehicles.....	31
2.21	Control Procedures.....	31
2.21.1	Controls.....	31
2.21.2	Time Card.....	31
2.21.3	Control Check-In Procedure.....	32
2.21.4	General Control Procedures.....	34
2.21.5	Control Signs.....	35
2.21.6	Unmanned Controls.....	35
2.21.7	Control Zones.....	35
2.21.8	Physical Layout of Controls.....	36
2.21.8.1	At Stage Start.....	36
2.21.8.2	At Stage Finish.....	36
2.21.8.3	Other Controls.....	37
2.21.9	Regrouping Controls.....	37
2.21.9.1	Reseeding within a Regroup.....	37
2.21.10	Observation Controls.....	37
2.22	Timing Systems.....	38

2.22.1	Expression of Scores.....	38
2.22.2	Target Check-In Time Calculation.....	38
2.22.2.1	Modified FIA System.....	38
2.22.2.1.1	From a Non-Stage Control.....	38
2.22.2.1.2	From a Stage Finish.....	39
2.22.2.1.3	From a Stage Finish When Slow.....	39
2.22.2.2	National System.....	39
2.22.2.2.1	From a Non-Stage Control.....	39
2.22.2.2.2	From a Stage Finish.....	39
2.22.2.3	FIA System.....	39
2.22.3	Provision for 30 Second Intervals.....	39
2.22.4	National System Control Types.....	40
2.22.4.1	Main Time Controls (MTC).....	40
2.22.4.2	Arrival Time Controls (ATC).....	40
2.22.4.3	Start Controls (SC).....	40
2.22.4.4	Flying Finish (FF).....	40
2.22.4.5	Finish Time Controls (FTC).....	41
2.22.5	Exclusion Due To Time Barring.....	41
2.22.5.1	Intent.....	41
2.22.5.2	Time Limits.....	41
2.22.5.3	Calculation Method.....	41
2.22.5.4	Actions Taken.....	42
2.22.6	Superrally / Rally 2.....	42
2.23	Control Closing Times.....	43
2.24	Finisher Defined.....	43
2.25	Parc Expose (Exhibit Park).....	43
2.26	Parc Fermé (Closed Park).....	43
2.27	Time Penalties.....	44
2.27.1	The Course.....	44
2.27.2	Controls.....	44
2.27.3	Parc Expose and Parc Fermé.....	44
2.27.4	Safety and Servicing.....	44
2.27.5	Speeding and Police Involvement.....	44
2.27.6	Competitor Conduct.....	45
2.27.7	Miscellaneous.....	45
2.28	Results.....	45
2.28.1	Assessment of Performance.....	45
2.28.2	Final Classification.....	45
2.28.3	Tie Breaking.....	45
2.29	Force Majeure.....	45
2.30	Service Crews and Servicing.....	46
2.30.1	Unplanned Assistance.....	46
2.30.2	Service Areas.....	46
2.30.3	Fuel-Only Service.....	46
2.30.4	Service Crew Penalties.....	46
2.30.5	Service Crew Travel.....	46

2.30.6	Service Crew Registration.....	47
2.30.7	Service Crew Safety Procedures.....	47
2.30.8	Service Crew Accident or Injury Report.....	47
2.31	Protests, Inquiries and Appeals.....	47
2.31.1	Inquiry.....	48
2.31.2	Protest.....	48
2.31.3	Inquiries and Protest against the Conduct of the Event...48	
2.31.4	Inquiries and Protests against the Conduct of a Competitor.....	48
2.31.5	Inquiries and Protests against a Vehicle.....	48
2.31.6	Appeals.....	49
2.31.6.1	National Court of Appeal.....	49
2.31.6.2	Right of Appeal.....	50
2.31.6.3	Procedure for Appealing.....	50
2.32	Series Regulations.....	50
2.32.1	Series Points.....	50
2.32.2	Licensing Requirements to be Eligible for Points.....	51
2.32.3	Graphics and Advertising Regulations.....	51

GENERAL PREFACE

OFFICIAL NOTICE OF DISCLAIMER

Motor sports are 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

NASA Rally Sport: Mission Statement

NASA 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 streamlined structure dedicated to not repeating the mistakes of the past.

MOTTO

Providing SAFE, FAIR, AFFORDABLE COMPETITION for **all** 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.

1 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 race vehicles and high-performance street-driven vehicles to experience the excitement of putting their vehicles 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 that offers affordable events that provide both safe and fair competition for the stage rally competitor, volunteer, organizer, and sponsor.

Members of the NASA Rally Sport Management Board:

Anders Green, Director
NASA Rally Sport East
217 Caniff Lane
Cary, NC, 27519
Phone 919.697.5282
Fax 919.882.1883

Kris Marciniak, Director
NASA Rally Sport West
175 E Osgood Street
Long Beach, CA 90805
Phone 646.535.4240

1.2 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 an appellant under these GRRs shall be sent to the address shown in the notice of appeal or the appeal itself.

All notices required to be made shall be effective when delivered to the recipient and shall be sent via a trackable method with signature verification.

1.3 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.

1.4 Precedence and Applications of these Regulations

These regulations and applicable championship regulations shall govern all events sanctioned by NASA Rally Sport.

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

1. NASA Rally Sport Bulletins
2. These General Regulations for Rallies
3. National Championship Regulations
4. Regional Championship Rally Regulations
5. Championship Supplementary Regulations (if applicable)
6. Event Supplementary Regulations

1.5 Nomenclature and Definitions

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 meanings of the terms. If an official clarification is needed, it is solely the competitor's responsibly to contact one of NASA Rally Sport's Management Board members.

1.5.1 Championship

Means a Championship, Series, Cup, Trophy or Challenge, which involves multiple events where points are accumulated.

1.5.2 Competitor

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

1.5.3 Co-Driver

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

1.5.4 Crew

Means the pair of competitors consisting of a driver and co-driver.

1.5.5 Driver

Means any person who is entered for and pilots a vehicle in an Event.

1.5.6 DNF

Means Did Not Finish.

1.5.7 Duration of a rally

Every event starts with the administrative checking and ends upon the expiration of one of the following time limits, whichever is the later:

1. Time limit for protests or appeals.
2. The end of the administrative checking and post-event scrutineering carried out in accordance with the GRRs.
3. End of the prize giving.

1.5.8 Entrant

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

1.5.9 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.

1.5.10 FIA

Means the Federation Internationale de l'Automobile.

1.5.11 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.

1.5.12 International Sporting Code

Means the International Sporting Code drawn up by the FIA and as the context may require shall be deemed to be incorporated into and made a part of these Regulations.

1.5.13 Leg

Means each part of the Rally, generally separated by a service.

1.5.14 License

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

1.5.15 National Court of Appeals

Means the Court of Appeals established by NASA Rally Sport.

1.5.16 National Sporting Calendar

Means the Sporting Calendar maintained by NASA Rally Sport.

1.5.17 Neutralization

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

1.5.18 New Competitor

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

1.5.19 Official

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

1.5.20 Official Bulletin

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

1. Is an official written communication;
2. Which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the supplementary regulations;
3. The bulletins may be numbered and should be dated.

1.5.21 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,

1.5.22 Parc Fermé

Means a place where vehicles are brought to and held. Servicing is not allowed.

1.5.23 Pace Notes

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

1.5.24 Public Roads

Means a road that is identified on any map and is legally open for use by members of the public.

1.5.25 Rally

Means an Event which is constituted either by a single itinerary which must be followed by all vehicles 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.

1.5.26 Reconnaissance

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

1.5.27 Regroup

Means a stop scheduled by the Organizers under Parc Fermé 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 vehicles still in the rally. The stopping time may vary from crew to crew.

1.5.28 Rider

Means the pilot of a motorcycle. In general Riders must obey all rules for both Drivers and Co-Drivers.

1.5.29 Section

All the parts of a rally between:

1. The start and first regrouping halts;
2. Two successive regrouping halts; or
3. The last regrouping and the finish of the leg of the rally.

1.5.30 Series

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

1. 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;"
2. A Championship;
3. A Series;
4. A Cup;
5. A Trophy; or
6. A Challenge.

1.5.31 Service Crew

Means persons in support of the crew of the competing vehicle whether their activities are mechanical, providing food or comfort, or analyzing or gathering information.

1.5.32 Stewards

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

1.5.33 Supplementary Regulations

Means the regulations issued by the organizer of an Event.

1.5.34 Special Stage

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

1.5.35 Stage Notes

Means a set or sets of course descriptive notes designed to provide assistance to the competitor in traversing the special stages with information that is additional to the Road Book.

1.5.36 Time Card

Means the card(s) intended for the recording of times when the crews arrive or leave the control points scheduled on the Rally which remain with the crew as they travel the route.

1.5.37 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 traffic laws and regulations must be adhered to.

2 SPORTING REGULATIONS

2.1 Rule Scope

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.

2.1.1 Application:

1. These Regulations governs all Competitions and Events for which NASA Rally Sport is the sanctioning body. Organizers of FIA listed events may opt to run under the FIA General Prescriptions for Rallies, but this must be clearly stated in the Supplementary Regulations for the event.
2. NASA Rally Sport sanctioned events may not conduct an International Event without an International Permit from ACCUS-FIA, Inc., via the United States Auto Club. All applications for an International Permit and all correspondence to and communication with the FIA in connection with an International Event or International Permit must be made by and through ACCUS-FIA, Inc., via the United States Auto Club. All International Events must be conducted in accordance with the International Sporting Code, any breach of which shall be deemed a breach of these Regulations and vice versa.
3. It shall be a condition of Sanction that the organizer of the Series or Event comply with all applicable regulations.
4. NASA Rally Sport may, in its discretion, grant to the organizer of any Series or Event (including itself) a waiver or exemption from any of the provisions of these Regulations as may be necessary to accommodate any approved extra-ordinary features of the Series or Event.
5. The onus of complying with these Regulations shall at all times be upon the organizer of any Series or Event.

2.1.2 Permits

NASA Rally Sport shall issue Sanctioning Permits for Series and shall consider and grant or decline all applications for Permits for

Series and Events solely upon the grounds set out in Article 2 of these Regulations.

2.2 Rally Competitions Covered by These Regulations

2.2.1 Stage Rally

In this type of rally, two person teams, a driver and navigator (co-driver), or a rider, 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 intervals. The rally vehicles travel between special stages on roads that are open to normal traffic and are called “transit sections.” Since the rally vehicles 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.

2.2.2 Rally Sprint

Rally sprints and single stage rallies are events for rally vehicles that are typically held on short courses, although the course length can approach that of a stage found on a full stage rally. Typically rally sprints do not have the same logistical demands of a full stage rally and may not require the use of a navigator. Due to the compact nature of rally sprints and single stage rallies, several drivers can take turns driving the same vehicle. Rally sprints and single stage rallies provide opportunities for competitors to experience the thrill of controlling a rally vehicle at speed while keeping associated costs to a minimum. The regulations governing the conduct of a rally sprint or a single stage rally will be the same as those governing a stage rally.

2.2.3 Rally-X

The Rally-X regulations are in the Appendix of these Regulations and are exclusive to these events. Rally-X events are open to experienced rally teams in fully prepared rally vehicles, and to persons with no previous experience in completely stock vehicles. 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. Like autocross, one vehicle is released onto the course at a time.

2.3 Insurance

2.3.1 Event Insurance

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

2.3.2 Competitor Auto Insurance Coverage

Each vehicle involved in a NASA Rally Sport event is required to carry valid automobile liability insurance coverage, including competition vehicles, reconnaissance vehicles, and all support and service 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. Proof of registration, insurance, and insurance limits must be carried in the vehicle at all times during an event. Motorcycles are exempt from the requirement to carry insurance limit documentation.

While the insurance company name and policy number must be provided to the organizer, documentation proving registration and insurance compliance does not need to be shown at registration or provided to the organizer in advance. The driver or rider will sign a standard form warranting that these conditions have been met. After this form has been signed, the road book can be issued.

Any vehicle related to the rally can be asked to present their documents at any time before or after the rally. Failure to provide the documents will result in instant disqualification.

2.3.3 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, refunds, prizes or awards payable to the involved entrants, and may result in permanent ejection from NASA Rally Sport.

2.4 Supplemental Regulations

Supplementary Regulations are compulsory for all rallies and must be available to competitors one month prior to the event, preferably three months prior. 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 the online resources page for the standard document.

<http://www.nasarallysport.com/main/resources>

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.

2.4.1 Fees and Schedules to be Listed

1. Entry fee and closing date of entries.

2. Entry refund policy with applicable dates.
3. Prize monies (where applicable).
4. Details of the event, including timing system used.
5. Officials including method of identification.
6. Time & venue of Scrutineering & Registration.
7. Route schedule.
8. Location and time of Drivers Briefing and Novice Competitor Orientation.
9. Course closing times and/or Maximum Permitted Lateness procedures.

2.4.2 Names to be Listed

1. Steward(s)
2. Event Chairperson
3. Clerk of the Course, and Assistant Clerks of the Course
4. Judges
5. Competitor Relation Officer
6. Chief Scrutineer
7. Other Officials, as relevant

2.4.3 Conditions of Cancellation of the Rally

The Organizers must state that they reserve the right to cancel the event should less than a sufficient amount of entries be received by a specified date.

2.4.4 Procedure for Modifying via Bulletins

The Supplemental Regulations may be modified by issuing Official Bulletins. The bulletins are issued in this fashion:

1. By the Organizers, up to the commencement of scrutineering.
2. 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.
3. If issued less than one week before commencement or after the commencement of the 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 Event; and which shall thereupon be deemed to be a part of the Supplementary Regulations of the Event.

2.4.5 Procedure for Modifying via Change Log

Prior to the event, the Supplemental Regulations may be modified by reposting the Supplemental Regulations in their entirety, with all edits in place, as long as a list of the changes made is summarized and posted simultaneously. The date of posting and a version number must be included.

2.4.6 Exemptions

Any variation from these GRRs must be listed in the Supplemental Regulations in a section entitled "Exemptions". All exemptions must be approved by NASA Rally Sport prior to publication.

2.5 Entry Requirements

2.5.1 Entry Form

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, refunds, and awards.

2.5.2 Competitive Crew

2.5.2.1 Traditional 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 members of the crews switch duties during a competitive portion of the event (special stage) then 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. 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 and are ineligible for prizes, awards, or points based on their finishing position.

2.5.2.2 Rider

Each motorcycles shall will carry one rider.

2.5.2.3 RallySolo

A single driver will perform both the driving and navigating tasks. It will be understood that for RallySolo entries that any rule relating to the driver or co-driver applies to the driver. This type of entry must be explicitly permitted in the Supplemental Regulations for the event, which must also describe how these entries will be classed. Only safety equipment for the driver is required.

2.5.3 Right of Refusal

The event organizer and NASA Rally Sport retain the right to refuse any entry.

2.5.4 Competitor Eligibility

All drivers and riders must be at least 18 years of age to compete in stage rallies and rally sprints. Co-drivers must be 16 years of age or older. Co-drivers under 18 years of age must present a

permission form signed by two parents or guardians, and must have at least one parent or guardian present at the event. All competitors must have a valid driver's license. Foreign drivers and riders must have a valid driver's license from their home country and any additional permits, licenses and documents required allowing them to legally operate their vehicle in the United States.

2.5.5 Membership Requirements

All stage rally and rally sprint competitors must be members of NASA.

2.5.6 Competition Licenses

Competitors entered in NASA Rally Sport sanctioned events must hold a valid Competition License.

2.5.6.1 NASA Rally Sport Competition License

NASA Rally Sport Competition Licenses expire on December 31 of the year in which they are issued. Forms are available at NASARallySport.com

2.5.6.2 FIA International License

FIA licenses are available from USAC and can be accepted only at FIA listed events and in accordance with FIA regulations. NASA Rally Sport can provide FIA licenses. Contact your Eastern or Western region license contact for more information.

2.5.6.3 CARS and F.M.A.D. License

Canadian citizens holding valid a CARS rally license or Mexican citizens holding a valid F.M.A.D. rally license may compete in NASA Rally Sport sanctioned events.

2.5.7 Medical Requirements

All competitors requesting a competition license must have a current Medical Evaluation Form, signed off by a doctor, on file with NASA Rally Sport. **This form must be submitted at least 72 hours prior to Registration opening at a rally.**

Racer's Current Age	Form validity period
Under 40	Five years
40 to 49	Three years
50 to 69	Two years
70 or more	Twelve months

2.5.8 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.

2.5.9 New Rally Competitors

New rally competitors are required to participate in the Novice Competitor Orientation (NCO) at every event until they have completed three NCOs. Credits counting toward the three NCO requirement may be awarded by recognized rally schools. 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. Failure to complete the NCO prior to the start shall be grounds for the Stewards to declare competitor unfit to start the event. Any question regarding this eligibility should be discussed with officials prior to entry into an event. No competitor requiring this orientation may start a Shakedown stage before completing the NCO.

For approved rally schools please see www.NASARallySport.com.

2.6 Registration

All competitors must present themselves at registration for waiver signing. Memberships, competition licenses, and government-issued driving licenses must be validated before the competitor is considered able to compete. This validation can be done at registration or electronically beforehand.

2.7 Scrutineering

All competition vehicles must report to scrutineering for inspection. Rally car logbooks shall be presented to and signed off by the Chief Scrutineer or the nominated deputy. The organizer may retain logbooks until the end of the event.

Each competing vehicle must pass a detailed technical inspection that will insure all required safety equipment and modifications are present. All crew and service crew at scrutineering must have checked in at registration before arriving at scrutineering.

Vehicles will also be inspected for overall road worthiness 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.

The originally inspected vehicle must complete the entire course in order to be listed as a finisher. Switching to another inspected vehicle is permitted but will result in a finish result of DNF.

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

2.8 Stewards

2.8.1 Required Steward(s)

At least one NASA Rally Sport appointed steward must be available for all NASA Rally Sport sanctioned events.

2.8.2 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 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 have power in accordance with these Regulations to:

1. Settle any protest or dispute arising during an event, subject to the right of appeal.
2. Inflict penalties of reprimand, fine, time or exclusion.
3. Prohibit from competing any competitor or any vehicle which they consider to be dangerous.

4. Exclude from the event any competitor or any automobile which they consider as ineligible or whom they consider guilty of misbehavior or unfair practice.
5. Penalize and/or order the removal from the rally and its boundaries any competitor who refuses to obey the order of a responsible official.
6. 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 canceled or the event concluded and determine the results based on the positions of the competitors at that time.
7. Appoint a temporary substitute or substitutes to replace any Steward not able to perform his/her duties.
8. Inquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to NASA Rally Sport for hearing.
9. Authorize amendments to the event Supplementary Regulations for reasons of safety or force majeure.
10. Accept or refuse any correction proposed by a Judge of Fact.
11. Authorize the change of driver or automobile.
12. Authorize the amendment of the scoring results based on a correction by the Results Officer to take into account a penalty assessed against a competitor.

2.8.3 Steward's Report

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

1. The organizer.
2. The regional NASA Rally Sport office.

The report shall contain:

1. General comments on the organization of the event.
2. Suggestions for improving the event in the future.
3. Details on any exercise of their own powers.
4. Optionally, inquiries may be included, although it is assumed that most scoring inquiries are routine and need not be included.
5. A list of any protests lodged along with the decisions rendered, actions taken, and penalties applied.
6. Details of accidents in which personal injury or property damage are believed to have occurred, including names of those involved.

7. Any other observations on the event deemed relevant to NASA Rally Sport by the Steward.

2.9 Entries

Entries shall be accepted 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.

2.9.1 Number of Entries:

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

2.9.2 Cancellation of Rally:

The Organizers reserve the right to cancel the event should less than a sufficient amount of entries specified in the Supplementary Regulations be received by a specified date.

2.10 Vehicle Numbers and Required Markings

All motor sport sanctioning body names and logos other than NASA Rally Sport on competition or service vehicles 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.

Placement of these markings will be per the Championship Regulations or if the event is not part of a Championship, the Supplemental Regulations.

2.11 Documentation Standards

For all rallies standard documentation as supplied online shall be used except as otherwise approved by NASA Rally Sport.

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 unsportsmanlike 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.

2.12.1.1 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.

2.12.1.2 Law Enforcement Officer Interaction

In order to provide event organizers the most complete understanding of the happenings of the event, any interaction by an Entrant with a police officer, sherrif, ranger, state trooper, or other law enforcement officer which generates official paperwork for the Entrant must be reported to a Steward promptly.

2.12.1.3 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.

2.12.1.4 Refueling Zone

At all service areas with a refueling zone, it is compulsory for all competitors to refuel in the refueling zone.

The refueling zone is a marked physical location where the competition vehicle is refueled.

1. The service crew may assist the drivers with refueling the vehicle.
2. A fire extinguisher is required to be held by a member of the Crew, a Service Crew member, or volunteer during refueling.
3. The engine must not be running during refueling.
4. Other than refueling, no service may be preformed within the refueling zone by either the crew or the service crew.
5. The crew’s belts must be completely unbuckled if they remain in the car during refueling.
6. If the refueling zone is located adjacent to a service area, the Service Crew is allowed to perform or assist with the refueling without incurring an illegal service penalty.

2.12.1.5 Passing

A race vehicle, when caught on stage, should, as soon as they are aware of a vehicle behind them, put on their blinker to indicate to the vehicle in the rear that they intend to pull over to let them pass as soon a reasonable location in the road presents itself. In general, the signal should be the right side blinker, and in general the lead vehicle should pull to the right to allow a pass on the left.

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 rally experience of the drivers. In the event that the driver has no previous rally experience, NASA Rally Sport will use other 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 the event Stewards and provide additional information to substantiate a seed change. If the driver has no racing experience, their starting position will be at the discretion of the Stewards.

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 crew may stop at gas stations along the route to purchase food, drink, gasoline, or diesel fuel. If refueling, normal refueling procedures apply. The vehicle must remain visible from the route at all times. Access to the gas station must be directly from the designated route. If the crew must turn onto a side street to access the gas station, the detour will be penalized as deviating from the course.

The route book shall conform to the standard route book and must contain:

1. Accident procedure in the front of the book
2. Stage Schedule
3. A form for an Incident Report
4. A form for an Inquiry
5. A form for a Notification of Withdrawal (with racer receipt)
6. The route instructions for the course
7. A red cross in the inside back cover
8. A green "OK" on the outside back cover

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". Official red cross sign and green OK sign PDFs are available on NASARallySport.com.

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.

For motorcycles, the route book shall be a roll of paper 2.25" wide. The items 1, 2, 3, 4, and 5 need to be supplied as a booklet to all riders.

2.15 Practice, Testing, 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.

Testing is banned in the area of the event for period of 90 days prior to the event date unless the organizers have scheduled a pre-event testing session.

Using any caged car to travel on any stage road used by a rally within the previous 23 months without written consent from the appropriate event organizer is not allowed. This ban applies year-round. Such activity will be considered practicing.

A shakedown stage is considered a testing event conducted at a stage rally event and organized as part of the pre-event activities outlined in event program.

Allowance of Stage Notes will be per the event's supplemental regulations. Pace Notes will be allowed at events offering reconnaissance. Marking or rewriting Stage Notes or Pace Notes is allowed.

Competitors found to be practicing or testing, in the area of an event, outside of a organized and approved session can lead to competitors being disqualified without a refund by the stewards and their Rally License suspended for up to 13 months.

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 during 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 one minute apart. The rally officials may change 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.

A competitor coming upon the non-rally traffic should follow the same procedure as if they encountered a medical emergency. A summary follows:

- Display the Red Cross Sign to the next competitor.
- Have that next competitor report the traffic immediately to the next control or radio location in order to communicate that non-rally traffic is on the stage.
- All remaining competitors will arrive and stay at that location.
- Wait until an event official arrives to escort the non-rally traffic from the special stage.

The remaining competitors may attempt to relocate the non-rally traffic into a safe place, but racing will not resume until directed to do so by an event official.

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 on the side of the road so the following competitors can avoid the upcoming hazard.

1. The first triangle must be placed at the vehicle immediately upon stopping.
2. The second triangle must be placed 150' from the vehicle.
3. The third triangle must be placed 300' from the vehicle.
4. Remember that if your vehicle is over a crest or around a blind corner, that placing your triangle on the other side of those visual obstacles is necessary to warning on coming competitors, and the above distances may not be sufficient.
5. All triangles must be on the same side of the road as the stopped vehicle.
6. Competitors not displaying warning triangles are subject to penalties up to suspension of their Rally License.
7. 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.
8. 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 the next competition vehicle to the next Radio Location or Control marked in the route book. If a radio is available they should contact the radio net. The following vital information must be communicated:

1. The nature of the accident.
2. Type and severity of the injuries and the number of injured persons.
3. Location of the accident, mileage if possible from the start of the special stage.
4. 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. All other competition vehicles arriving must stay at the scene.

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. 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 vehicle 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 and each transit 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.

2.17 Signage and Arrows

1. All rallies must use signs as detailed in the appendix to this GRR.
2. "Directional arrows" should only be used to clarify specific Road Book directional instructions on special stages.
3. All directional arrows should be positioned where they may be easily seen and on the right side of the road.
4. The reverse sides of directional arrow boards shall be painted a contrasting color in order to clarify direction of travel.
5. 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.
6. Caution signs are to be erected to warn competitors of hazards.
7. All intersecting roads and entrances must be taped off (with plastic caution tape), regardless of whether the road has a marshal. All tape must be removed after the event.

2.18 Chicanes

The use of artificial chicanes is permitted in stage rallies.

Chicanes may be of two types:

1. 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.
2. Multiple elements, designed to have the competitors negotiate the elements without leaving the road. Each element should be 50 feet from the other elements. An imaginary straight line in the center of the road should touch each element.

Chicanes may be manned and the marshals shall be deemed Judges of Fact as to whether a competitor struck a chicane element or not.

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

2.19 Opening Vehicles

Vehicles will be used to open the course and prepare it for competition. These vehicles are called Zero Cars.

2.20 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.

2.21 Control Procedures

2.21.1 Controls

All control locations, except Observation 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.

2.21.2 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. The time allowances printed on the time card(s) are the official time allowances for the event and supersede any other published timing information.

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 by a competitor will result in exclusion, unless the appropriate marshal has approved and initialed 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. Competitors are allowed to write in places noted for competitor use and write their vehicle number on the time card in the provided number box.

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. Time cards are considered a very important part of the time keeping record.

Event officials may correct any obvious timing errors.

2.21.3 Control Check-In Procedure

The check-in procedure begins at the moment the vehicle passes the time controls area entry sign or when competitor hands in a time card.

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 all members of the crews and the rally vehicle 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. If access to the control is blocked, it is the competitor's responsibility to carry the timing card to the control on foot and check in at the correct time.

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 the marshal marks on the card the actual time at which the card was handed in, and nothing else.

The crew may enter the control zone in the minute preceding their assigned minute but must check in by presenting their time card to the official on the correct minute.

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 correct target check-in time shall be penalized as per 2.27.

At the discretion of the Clerk of Course, 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.

Organizers may authorize the crews to check-in to a time control in advance without incurring any penalty, provided that the time control have been identified in supplementary regulations of the rally or is indicated in a bulletin and that the crew requests their correct time in. This requested time shall be entered on the time

card, not the actual time arrival, unless the desired time has passed, in which case the actual time of entry will be used.

At the time control at the finish of a road section, a marshal will enter on the time card both the check-in time of the crew and the 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 3-minute gap to allow the crew to prepare for the start.

Immediately after check-in at the time control, the competing vehicle is 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 crew must present themselves at the start line ready to compete on the special stage.

The time allowed between any two time controls, in minutes, is stated on the time card. The allowed times may also be included in the route book.

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.

When a time control is followed by a start control for a special stage these two controls shall be considered a single control area.

It is allowable for two competitors with consecutive starting times, by mutual agreement, to exchange starting times when in a control zone prior to a special stage start. The final decision on this exchange belongs to the control officials and may not impact the operation of the control.

2.21.4 General Control Procedures

1. All control watches must be synchronized with official rally time which must be displayed on the official notice board.
2. The timing minute will be read from 00 to 59 seconds. On transit sections, timing will be the preceding whole minute and on special stages to the preceding second or tenth of a second.

3. Times will be affixed to the competitor timing cards. Competitors must run according to the times on their timing cards.
4. 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.
5. The marshal shall record the vehicle number of every competitor who checks in, or sufficient information to uniquely identify the vehicle.
6. If a competitor believes that a marshal has misread his watch, he shall ask the marshal to re-check the time.
7. 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.
8. If the marshal does not agree that he misread his watch, the competitor shall base his calculations on the time recorded.
9. If a competitor doubts the accuracy of a marshal's watch, he shall ask the marshal to record on the marshal's 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.

2.21.5 Control Signs

Standard 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-checked flag signboard will warn competitors prior to the end of the special stage and a red-checked 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.

2.21.6 Unmanned Controls

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

2.21.7 Control Zones

At a special stage, the area from the first yellow sign to 160 feet after the last sign of both the start and finish control is considered a Control Zone. If Control Zone signs are present, their location supersedes the aforementioned 160 foot distance.

Working on the vehicle by any person is prohibited in a control zone. Minor repairs, tune ups, or operations which can be generally be completed in less than approximately 30 seconds are

exempted and are allowed to be performed by the competitors as long as performing the repair does not delay the vehicle in being ready to start, impede the operation of the control, or cause the order of vehicles to be altered. Multiple minor operations are allowed. Additional time is not granted to competitors to perform these tasks. Examples of allowed tasks are:

- Cleaning a window
- Cleaning a light
- Starting or stopping a camera
- Checking the pressure of a tire
- Reducing the pressure of a tire
- Applying a zip tie
- Securing a hood pin
- Wiping dirt or snow off a radiator
- Adding oil
- Pulling on the edge of sheet metal that has intruded into the wheel well
- Tightening a bolt

For additional clarification, operations that significantly reduces the ability of the vehicle to move or to be ready to start if the operation were to be interrupted in the middle of the operation remain forbidden and do not fall under the above classification of 'minor'.

Examples are:

- Changing a tire
- Removing a skid plate
- Raising the vehicle with a jack
- Disconnecting items or systems critical to the operation of the vehicle

At a stage start, any unusual gaps recorded in the starting order is sufficient evidence to apply a penalty equivalent to working in a control zone.

Once a crew has checked in, their vehicle is considered within the control regardless of the vehicle's physical locations.

2.21.8 Physical Layout of Controls

2.21.8.1 At Stage Start

The yellow clock sign warning of the control, then approximately 80 feet, then the red clock sign designating the control, then approximately from 160 feet to 0.12 miles to the red flag. An optional End of Control Zone sign may be 160 feet later.

2.21.8.2 At Stage Finish

The yellow flag sign, then approximately 0.12 miles to the red flag sign, then approximately from 325 feet to 0.25 miles to a red

STOP sign indicating the control. An optional End of Control Zone sign may be 160 feet later.

2.21.8.3 Other Controls

Other controls should reference the online resources at NASARallySport.com for sign placement guidelines.

2.21.9 Regrouping Controls

Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing controls.

Inside a regrouping area, the engines may be started by means of an external battery. This battery must not then be taken on board the vehicle.

On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card. The crews will receive instructions on their starting time. The organizers may give them a new set of time cards at either the entrance or exit of the control.

The purpose of these regrouping controls is twofold: First, to remove gaps in the starting order which may have occurred between competing vehicles as a result of late arrivals or retirements. Second, to return the rally to its original schedule if there have been delays. Thus, the starting time from the regrouping control, and not its duration, must be taken into account. Vehicles will exit the regroup control in the same order that they entered.

2.21.9.1 Reseeding within a Regroup

The organizer may choose to perform a reseeding during a regroup. In this case the order that the vehicles leave the control will match the results or stage speeds measured at some previous point in the rally. As the intent is to sort the vehicles such that the fastest vehicle is on the road first, which will reduce the need to have vehicles passing on stage, road penalties should not be included when calculating the results that determine the leaving order.

2.21.10 Observation Controls

Observation Controls will display a control sign and all rally vehicles are required to stop and be logged. 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 may be placed at several locations along the route. Observation Controls may use

radar, timing, or other techniques or equipment to measure the speed of vehicles. Any vehicles not stopping will be assessed a penalty for shorting the course in addition to any penalties for exceeding the speed limit.

2.22 Timing Systems

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

1. The Modified FIA System (also used in Canada)
2. The National System
3. The FIA system

The Modified FIA System and the National system differences largely fall into two categories:

1. The target check-in time calculation methods are different.
2. The National system explicitly names more pieces of the time controls, while the Modified FIA System calls everything a Time Control.

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.

2.22.1 Expression of Scores

Scores for special stages may be expressed as any of the following:

1. Hours, minutes, and seconds.
2. Hours, minutes, seconds, and tenths of a second. If tenths 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 vehicle leaves that start line ahead of the correct time and is also used to detect the flying finish.
3. Minutes and hundredths of a minute.

2.22.2 Target Check-In Time Calculation

2.22.2.1 Modified FIA System

Three general scenarios are possible:

2.22.2.1.1 From a Non-Stage Control

The allowed transit time on the time card is added to the time of day you departed from the control. The result is your target check-in time at the next control.

2.22.2.1.2 From a Stage Finish

Add the allowed stage time for the stage you have just completed to the allowed transit time for the transit you are about to start. Add the result to the time of day you started the stage. This is your target time for the next control.

2.22.2.1.3 From a Stage Finish When Slow

If the time taken to complete the stage exceeds the time allowed for the stage, the previous method would not give you enough time to safely complete the transit. Instead, remove the seconds from the time of day that you finished the stage. Add the allowed transit time to your truncated finish time. The result is your target time for the next control.

2.22.2.2 National System

Two general scenarios are possible:

2.22.2.2.1 From a Non-Stage Control

The allowed transit time on the time card is added to the time of day you departed from the control. The result is your target check-in time at the next control. This is identical to the Modified FIA System for the same situation.

2.22.2.2.2 From a Stage Finish

Remove the seconds from the time of day that you finished the stage. Add the allowed transit time. The result is your target time for the next control. This is identical to the Modified FIA System for “From a Stage Finish When Slow”.

2.22.2.3 FIA System

For information only, the FIA system is described. Refer to the FIA rules. Only one scenario is possible: From any control, add the allowed time for the next section to the time you left that control. The stage and transit allowed times are combined.

2.22.3 Provision for 30 Second Intervals

In the case where competitors are running on 30 second intervals, those that are running “off the minute” must adjust their target check-in calculation method. If the competitor starts a stage on the 30th second of the minute, when instructed by 2.22.2 to “remove the seconds” from a time of day, which effectively winds the second hand of the calculation back to the top of the minute (second zero) they must instead back up to the previous 30th of a minute. This will ensure their next target check-in time is also on the 30th second of a minute.

If the 30 second intervals are only temporary, for example, used just for a super special stage starting the day, intervals may be increased at back to one minute by waiting within the control at the

next stage start. Competitors must still check in properly at 30 second intervals, but would be released at one minute intervals.

2.22.4 National System Control Types

2.22.4.1 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. 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. **For MTC controls that are at the end of a day, timing penalties will not be assessed for declared times that are earlier than the calculated ideal arrival time.** 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. If time cards are collected, control officials will give the competitor instructions on when new time cards will be issued.

2.22.4.2 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 record 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 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. The ATC will assign a Special stage Start Time on the competitor's time card. The ATC and SC are considered as both being a part of the same control and are included in the same control zone.

2.22.4.3 Start Controls (SC)

The SC official will record the actual start time for the competitor on the time card and start the competitor.

2.22.4.4 Flying Finish (FF)

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

A red-checked 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.

2.22.4.5 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.

2.22.5 Exclusion Due To Time Barring

2.22.5.1 Intent

The intent of Maximum Permitted Lateness (MPL) time barring is to remove entrants from competition who have fallen so far behind the schedule of the rally that they are delaying the event.

The intent of Maximum Permitted Earliness (MPE) time barring is to penalize competitors who are speeding on transits.

2.22.5.2 Time Limits

Maximum Permitted Lateness for each day of the rally is 30 minutes. The MPL time maybe modified by the supplementary regulations of the event. The Stewards, upon the proposal of the organizer, may increase the MPL time at any point.

Maximum Permitted Earliness (MPE) for each leg of the rally is 10 minutes.

2.22.5.3 Calculation Method

At each time control one minute of lateness will be accumulated for every minute after the scheduled arrival that the competitor is delayed. At a stage finish, the lateness accumulated will be the number of minutes by which the competitor has exceeded the allowed time for that stage.

In calculating the accumulated lateness the actual time and not the penalty time (10 seconds per minute) shall apply. MPL may not be reduced by early arrivals at controls. Each competitor's lateness is reduced to zero at the beginning of each day.

One minute of earliness will be accumulated for each minute of early arrival at a time control. Earliness may not be reduced by late arrivals at controls. Each competitor's earliness is reduced to zero at the beginning of each leg.

2.22.5.4 Actions Taken

When a competitor exceeds MPL for a leg, or 60 minutes for the whole rally, the Clerk of Course and Stewards will confer, and

verify the calculation. If officials determine that the competitor is holding up the rally they may choose to exclude the competitor at that point. The people staffing the stage or service at which the competitor is due to arrive next will be told to inform the competitor that they have been excluded and may not continue.

If a competitor's exceeding the MPL is discovered after the completion of the rally, the competitor will be judged to be a finisher of the event and scored without any specific penalty added for exceeding MPL.

When a competitor exceeds MPE for a leg, the Clerk of Course and Stewards will confer, verify the calculation, and as soon as possible inform the offending team that they have been excluded and may not participate in any more stages.

If a competitor's exceeding the MPE is discovered after the completion of the rally, the competitor will be judged to not be a finisher of the event and will be scored as a DNF.

2.22.6 Superrally / Rally 2

Superrally is the system whereby competitors can, in some circumstances, continue racing and be scored as a finisher in the rally after having missed one or more stages. The Supplemental Regulations must state explicitly if superrally rules are in effect and which rallies during the event they apply to, otherwise, superrally is not in effect.

For all issues of championship points, the highest possible finishing position for any crew using superrally rules is fourth in class and fourth overall.

Crews may only restart from a service area or a main time control at the start of a day. The crew can only restart with permission from an official. The crew may or may not be inserted in their original run order, at the discretion of the Clerk of the Course, however their position within the field should not be more than ten spots behind their position when they began missing stages.

All stages between the initial stage missed and the restart point will be scored in superrally style. Intentionally DNFing with the perceived intention of strategically gaining an advantage via superrally will result in a DNF.

The penalty time for each stage will be relative to other competitors with a similar number of drive wheels. For cars, this will be either AWD or 2WD cars, and for motorcycles, overall will be used. The competitor halfway through the field of relevant vehicles that finished the stage, rounded higher numerically, will be selected, and their time will have five minutes added to it.

Example: A 2WD car, #77, misses a stage. Seven other 2WD cars complete that stage. Halfway through seven is 3.5. Rounded up numerically, 3.5 rounds to 4. The time of the fourth 2WD car, plus five minutes, is assigned to the #77 car which is superrallying that stage.

2.23 Control Closing Times

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

2.24 Finisher Defined

To be considered a finisher, a competitor must:

1. Must pass through and receive a time at all controls per these rules in the correct sequence and in the correct direction.
2. Complete the entire course per the route book or as amended by the event officials.
3. Not otherwise be excluded or removed from the event per these rules.

2.25 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.

2.26 Parc Fermé (Closed Park)

A Parc Fermé is a place to which the competitor is obliged to bring his or her vehicles as foreseen by the Supplementary Regulations. All vehicles must be checked into park Fermé by the time indicated. At the end of a leg a service time may be allowed prior to a Parc Fermé. Service member of the crews may check a vehicle into Parc Fermé. There is no penalty for early check-in at a Parc Fermé. Inside the park Fermé, only the officials assigned to surveillance may enter. No service, operation, checking, tuning or repair is allowed unless authorized by the same officials. Opening the hood

or trunk will be considered servicing. The Supplementary Regulations shall specify the place where any Parc Fermé will be set up. The Parc Fermé shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while vehicles are in the enclosure.

2.27 Time Penalties

2.27.1 The Course

- 5 minutes for a flagrant violation of purposely shorting or deviating from the course, including bypassing a chicane.
- 12 seconds for striking one element of a chicane.

2.27.2 Controls

- 10 seconds per minute for late arrival at an ATC, MTC, or TC.
- 10 seconds per minute for late departure from an MTC or TC.
- 1 minute per minute for early arrival at an ATC or TC.
- 2 minutes for jumping the start of a special stage by starting before the Start Official has signaled to start.
- 5 minutes for competitors working on a vehicle in a control zone.
- 10 minutes for re-entering a control.

2.27.3 Parc Expose and Parc Fermé

- 6 seconds per minute late arrival at Parc Expose.
- 10 minutes for early removal of vehicle from Parc Fermé or Parc Expose.
- 10 minutes for missing check-in to Parc Fermé.
- 10 minutes for servicing a vehicle in Parc Fermé.

2.27.4 Safety and Servicing

- 5 minutes for improper or missing warning triangle display.
- 5 minutes for unsafe or reckless service crew actions.
- 10 minutes for reckless or unsafe driving in an open public area.
- 10 minutes for servicing outside an authorized service area.

2.27.5 Speeding and Police Involvement

- 1 minute for driving 6 to 10 miles per hour over the legal speed limit.
- 4 minutes for driving 11 to 20 miles per hour over the legal speed limit.
- 10 minutes up to exclusion for driving over 20 miles per hour over the speed limit.
- 5 minutes for a moving violation from any authorized law enforcement official.

2.27.6 Competitor Conduct

- 5 minutes per incident for purposely balking or delaying another competitor on a stage.
- 10 minutes up to exclusion and removal of license for unsportsmanlike conduct.
- 10 minutes at the current rally and 2 minutes at the driver's next NRS sanctioned rally for any dishonesty to officials either in person or in writing, including entry forms, inquiry forms or steward interviews, by either member of the crew.

2.27.7 Miscellaneous

- 30 seconds for arriving at a control without sufficient tread depth (tarmac stages only)
- 10 minutes for failure to follow the directions or orders of an event official, exclusion for gross violations.
- As a catch-all, any infraction or breaking of the rules of these GRR may incur a 3 minute penalty, or more, at the discretion of the Stewards.

2.28 Results

2.28.1 Assessment of Performance

The method of assessing a competitor's performance will be the cumulative time taken for the team to travel from the start line to the finish line of each of the special stages plus appropriate penalties. This total is their score.

2.28.2 Final Classification

The competitor who has the lowest score is the overall winner of the rally. The one having the next lowest score is second, etcetera.

2.28.3 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.

2.29 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.

2.30 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.

2.30.1 Unplanned Assistance

Unplanned assistance by anyone other than a service member of the crew is allowed unless specifically restricted elsewhere in these rules. Competitors may accept assistance from the Sweep Vehicles.

2.30.2 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.

2.30.3 Fuel-Only Service

At a service designated fuel-only, only one action may be performed: adding combustible automotive fuel to the vehicle. Examples of combustible automotive fuel are: pump gasoline, high octane race gas, diesel fuel, bio-diesel fuel, ethanol fuel.

No other service may be performed by the crew or the service crew. No other liquids or materials may be added to the car. No other liquids, materials, objects, or tools may be delivered, lent, or given to the competitors.

2.30.4 Service Crew Penalties

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).

2.30.5 Service Crew Travel

Service crews must follow their designated service route. On the designated route, a service vehicle must not be stopped and within one mile of any team for whom they are crewing, or the team will be penalized for illegal service, with the start area, finish area, and service areas excluded from this prohibition. If for any reason a service vehicle is off the designated route, it must not be within one mile of any team for whom they are crewing, or the team will be penalized for illegal service with the exception that the team is in the start area, finish area, or a service area.

If the service route is not explicitly described, it shall be considered to be the most direct, timely, and obvious route from the start to each service, in order, and then to the finish, at all times avoiding stage roads.

2.30.6 Service Crew Registration

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

2.30.7 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. Any service crew failing to practice safe operations will be subject to a penalty assigned to their associated team(s).

No refueling shall be done in the area of a possible ignition sources. **Refueling procedures shall follow those outlined for Refueling Zones (2.12.1.4).**

Jack stands must always be placed under the vehicle when more than one wheel is in the air. The jack stand must always support the portion of the vehicle in the air when work is being performed underneath the vehicle.

2.30.8 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 Incident Form from the route book or service crew instructions should be used if possible.

2.31 Protests, Inquiries and Appeals

Only competitors whose entries have been duly accepted by the event organizers may file claims. Claims may take one of three forms:

1. An Inquiry is an informal written request to the organizers to examine a situation.
2. A Protest is a more formal procedure, which should only be undertaken after an Inquiry.
3. An Appeal can only be submitted in response to a Protest.

2.31.1 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 desired corrective action recommended. Inquiries should be presented personally to an official. The organizers will respond in writing by posting on the Official Notice Board.

2.31.2 Protest

A Protest is a more formal procedure, which should only be undertaken after an Inquiry. A Protest must be submitted in writing to the Clerk of the Course who will forward the protest to the Chairman of the Stewards for action by the Stewards committee. A cash fee must accompany protests as follows:

1. \$50.00 USD for protest of the conduct of the event or a competitor.
2. \$200.00 USD for protest of a vehicle.

The fee will be returned if the Protest is upheld or if so decided by the Steward. The Steward will respond in writing to all Protests. This written response will be posted on the Official Notice Board. A Protest must be filed within 30 minutes of the time that the response to the Inquiry is posted.

2.31.3 Inquiries and Protest against the Conduct of the Event

Inquiries 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.

2.31.4 Inquiries and Protests against the Conduct of a Competitor

Inquiries 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 control of the Leg in which the situation occurs.

2.31.5 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 vehicle on the first Leg of the event. The Clerk of the Course or a Steward 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 control 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.

2.31.6 Appeals

2.31.6.1 National Court of Appeal

1. If an appeal is filed, NASA Rally Sport shall establish a National Court of Appeal, which shall be the final Court of Appeal in respect to events sanctioned by NASA Rally Sport.
2. All members shall be appointed by the Directors of NASA Rally Sport. Each member will be chosen for their experience, perspective, and impartiality.
3. The National Court of Appeal shall have three, four, or five members. One member will be appointed as Chairman.
4. A vacancy in the National Court of Appeal may be filled by the Management Board appointing a new member.
5. The National Court of Appeal shall regulate its own procedure subject to any procedural requirements of the GRRs.

6. The decision of the National Court of Appeal shall be final and no part thereof shall be subject to further appeal or review of any kind.

2.31.6.2 Right of Appeal

The right of appeal is vested in any Driver, Co-Driver, or Rider upon whom a penalty or any other decision has been imposed.

2.31.6.3 Procedure for Appealing

1. Anyone who intends to appeal against any penalty or decision must deliver a Notice of Intention to Appeal to a Steward.
2. Subject to any delay caused by force majeure, every Notice of Intention to Appeal must be:
 - a. Delivered to a Steward within one hour of receipt by the competitor of the written decision or, (in the case of decisions delivered verbally) the Stewards' written confirmation of the verbal decision.
 - b. Accompanied by a fee of \$250 in cash. This fee shall be returned if the National Court of Appeal so directs.
 - c. A copy of the Notice of Intention to Appeal must be delivered to the appropriate NASA Rally Sport Director (East or West) by 8PM on the Monday following the event.
3. Anyone who has sent the Notice of Intention to Appeal must follow up by sending the actual Appeal.
4. Subject to any delay caused by force majeure, every Appeal to the National Court of Appeal must:
 - a. Be delivered to the appropriate NASA Rally Sport Director (East or West) by 8PM on the Tuesday following the event.
 - b. State with reasonable specificity the decision against which the appeal is made together with the grounds of appeal.

2.32 Series Regulations

These GRRs regulate how each event is to be run and how the vehicles are to be prepared. However, the promoters and organizers of various championship series will determine how the following areas best suit the ends they are trying to achieve, and freedom is granted to them to do so.

2.32.1 Series Points

The amount of points awarded for first, second, and all other places will be defined by the championship organizer. The procedures for dealing with ties and which events count for points is determined by the championship organizer. Refer to the relevant

championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.

2.32.2 Licensing Requirements to be Eligible for Points

Each championship will detail which licenses are required to be eligible to score points. Refer to the relevant championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.

2.32.3 Graphics and Advertising Regulations

Each championship will define what graphics, number backers, advertisements, or other vinyl or stickers are required. The requirements for graphics on the driving suits is also under the purview of the championship organizers. Refer to the relevant championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.