



2024 CROSS-COUNTRY RALLY SPORTING REGULATIONS

WHAT'S NEW?

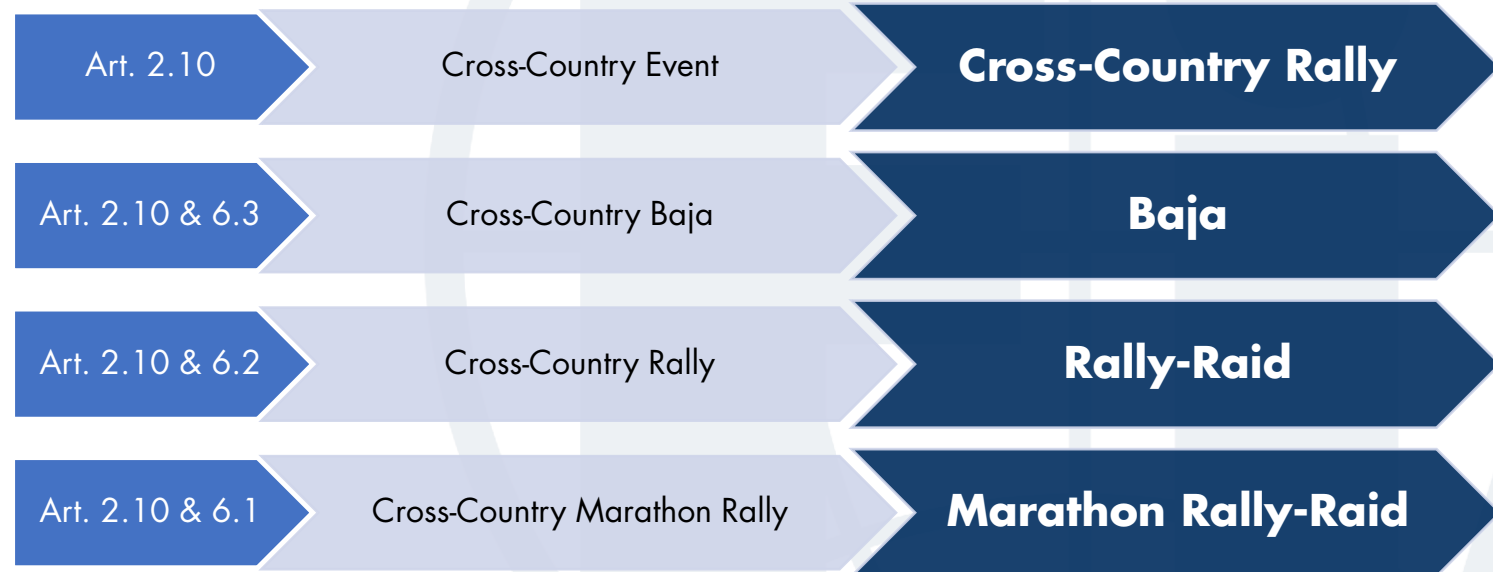
Note: this presentation has no regulatory value and is subject to approval of some of the proposals by the World Motor Sport Council of 19 October 2023.



1 MAIN REGULATIONS

NAME OF DISCIPLINE AND EVENTS

Rationale > Streamline the wording used within the regulations



REGULATIONS CHANGES:

- Art. 6.7: the name of the event should be appropriate to its characteristics and not lead to confusion with other motor sport disciplines

VEHICLE GROUP NAMES

Rationale > The names of the categories based on the T prefix were not easy to understand, especially with the T2s which have almost disappeared. This system is intended to be more user-friendly.



Formerly T1

ULTIMATE



Formerly T3

CHALLENGER



Formerly T4

SSV



Formerly T2

STOCK



Formerly T5

TRUCK

FIA PRIORITY DRIVERS FOR CROSS-COUNTRY RALLIES

Rationale > Improve the selection of FIA Priority drivers



REGULATIONS CHANGES:

- Art. 5: All status related to the W2RC are considering the last two seasons
- Art. 5: Drivers nominated to score W2RC Manufacturers points get the Gold status
- Art. 5: Winners of the two last W2RC Challenger and SSV Championships get the Gold status
- Art. 5: No Priority status for the W2RC Truck championship winners
- Art. 5: Silver status coming with W2RC registration is only valid for W2RC events where the driver is nominated to score points

DRIVER DECLARATION AND UNDERTAKINGS

Rationale > Implement the process for this legal document

REGULATIONS CHANGES:

- Art. 1.1.6: All Drivers and Co-Drivers participating in a FIA Championship event must sign the Driver Declaration and Undertakings Form
- Art. 22.2: This document must be provided at the Administrative Checks
- Appendix XI: Driver Declaration and Undertakings Form



LENGTH OF SELECTIVE SECTION

Rationale > The mileage of a Stage can include large Transfer Zones and competitors should know about this as early as possible, both for their sporting strategy and for logistical reasons.

REGULATIONS CHANGES:

- Art. 6.4: if a Selective Section has more than 10% of Transfer Zone, this must be specified in the Supplementary Regulations

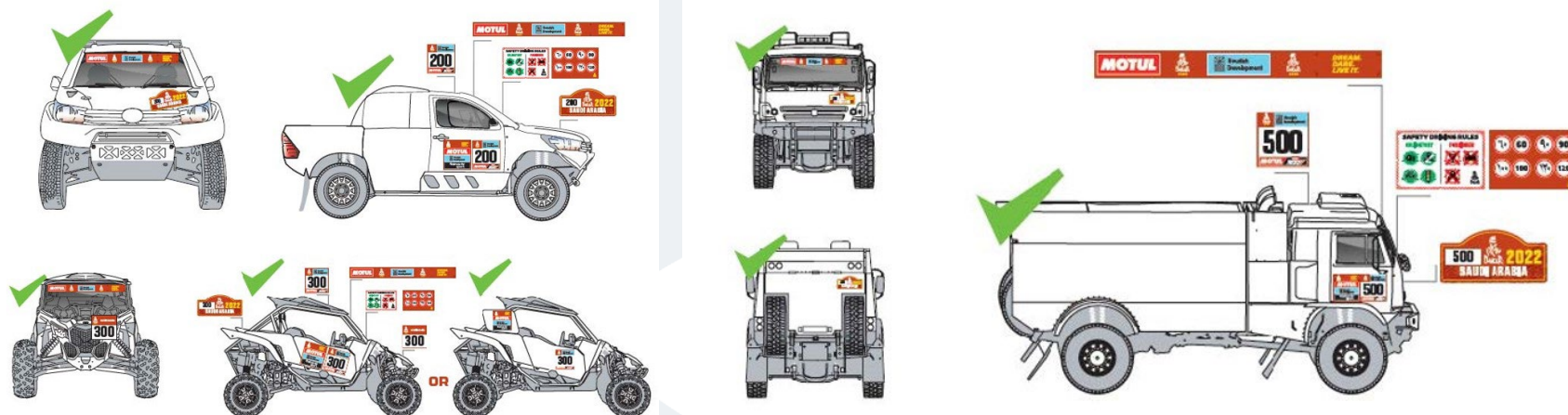


RACE NUMBERS, COMPULSORY IDENTIFICATION & ADVERTISING

Rationale > Allow competitors taking part in both the W2RC and the Bajas to use a single format for race numbers and identification, thus avoiding the need to constantly change the livery and positioning of partners

REGULATIONS CHANGES:

- V1 & V2 – Art. 19 & 20 are replaced with unique provisions set in the main part of the CCRSR. Current W2RC panel sizes, inherited from Dakar, will be used.



PROLOGUE

Rationale > Simplify and avoid the "double penalty" in the event of a bad Prologue, where a competitor ends up with a bad start order for Stages 1 and 2.

REGULATIONS CHANGES:

- Art. 2.25: new definition for Prologue (no longer Section 1 of Stage 1)
- Art. 33.1.4: the Prologue is organised before Stage 1 and determines Stage 1 start order
- Art. 33.2: the Prologue length is between 5 and 30 km
- Art. 33.3.1: Prologue still time to the tenth of a second, but no longer need to round times
- Art. 33.4.1: the Prologue does not count for the general classification
- Art. 33.4.3: no participation or retirement in the Prologue = last position in the group
- Art. 33.4.4: late or early check in at the TC before the start of the Prologue = application of 33.4.3
- Art. 34.3.3: repairs between Prologue and Stage 1 need re-scrutineering at the latest 1 hour before the scheduled start time
- Appendix I – Art. 33: penalty only for the absence of a driver at the position selection ceremony



START ORDER FOR STAGE 1

Rationale > Avoid weird situations where drivers having scored a few points (and thus possibly not very fast) would start ahead of Platinum or Gold drivers that are not ranked in the Championship yet.



REGULATIONS CHANGES:

- Art. 32.2.1: only the top 10 of the Championship is considered for the start order (NB: when no Prologue)
- Art. 32.1.2: Top 5 of the annex championships (Challenger, SSV...) start first in their groups
- Art. 32.1.3: same principles used for the 1st event of the year, based on the previous year's standings (NB: 32.1.2 deleted accordingly)

EXCESSIVE SPEEDING DURING THE EVENT / TRAFFIC LAWS

Rationale > Clarify the text and simplify the rules regarding overspeed during SS

REGULATIONS CHANGES:

- Art. 27.2.1: if the traffic law and the NAV-GPS speed limits are different, the lower speed must be observed
- Art. 27.3.1: only one pulse of tolerance for overspeeding during the SS
- Appendix I – Art. 27.3.1: new penalties:
 - 10s x the number of pulses between 1 and 5 kph
 - 1m x the number of pulses over 5 kph



REQUEST FOR OVERTAKING, SPEED CONTROL ZONES

Rationale > Avoiding unsporting behaviour

REGULATIONS CHANGES:

- Art. 47.3.3: requests for overtaking can't be made within Speed Control Zones

Rationale > Giving flexibility to the organisers

REGULATIONS CHANGES:

- Art. 37.2.3: deletion of the article forbidding more that two consecutive Speed Control Zones with different speeds in a Selective Section



WAYPOINTS

Rationale > Adapt the way the WPs given by the Official Opening Car are implemented

REGULATIONS CHANGES:

- Appendix III – Art. 5.3: the WP.1 style numbering for Opening Car waypoints is only for paper road books, as electronic road book software will renumber automatically
- Appendix III – Art. 5.12.3: deleted accordingly with the above

Rationale > Define all road book boxes as WPP in Safety Type B Selective Sections

REGULATIONS CHANGES:

- Art. 43.7: WPPs can be numbered and appear in the Road Book waypoint list
- Art. 43.7: in Safety Type B SS, each Road Book box is considered as a WPP if not already defined as another WP type



SERVICE ON COMMON ROAD, REFUELLING

Rationale > Clarify for both crews and teams the zones where it is possible to provide service and allow the organisers to ban dangerous areas.

REGULATIONS CHANGES:

- Art. 49.1.4: road books of competition and service vehicles should indicated the start/finish of authorised service zones.



Rationale > Improve the communication of information on petrol stations

REGULATIONS CHANGES:

- 54.1.1: the list of commercial petrol stations must be published 12 hours before the start of the stage, and specify the octan level of the available fuel.

TIMED SERVICE

Rationale > Clarify and simplify the existing texts

REGULATIONS CHANGES:

- Art. 2.41: new definition of Timed Service: maximum 3 hours controlled by two TCs (Service IN/OUT)
- Art. 49.2.4: tabards/armbands for mechanics (max 3) during timed service are now mandatory only for Platinum/Gold drivers
- Art. 49.2.4: timed service rules are not applicable to overnight service



ADMINISTRATIVE DOCUMENTS

Rationale > Reduce the CoC's paperwork when notifying small penalties

REGULATIONS CHANGES:

- Art. 2.10: Notification definition amended: when applying penalties, the CoC can group the notifications in a list, except for fines of €500 and more



Rationale > Ensure a legal process in case of changes in the entry list

REGULATIONS CHANGES:

- Appendix III – Art. 8.3: if an entry list is amended, it must be published with a time/date of publication and highlight the modifications

Rationale > Clarify competitors' responsibility for technical passports

REGULATIONS CHANGES:

- Art. 8.3: the competitor is responsible to make sure the documents for new Technical Passports are sent to the FIA on time.

PENALTIES

Rationale > Clarification on the penalties which are added to the Selective Section time

REGULATIONS CHANGES:

- Art. 2.36: improved definition of what is a sporting penalty (= added to the time of the SS)
- Appendix I: specification, where possible, that a penalty is sporting

Rationale > Clarify the engine block change penalty

REGULATIONS CHANGES:

- Art. 24.2.1: engine block change penalty to be applied in the Stage following the change
- Appendix I – Art. 24.2.1: penalty for engine block change set to 20 hours (instead of 50 previously)



PODIUM AND PRIZE-GIVING CEREMONIES

Rationale > Provide some guidance to the organisers for the podium ceremony, and better clarify which crews must attend the Prize-Giving.



REGULATIONS CHANGES:

- Art. 61.1: reference to the new Appendix XII for the organisation of the podium ceremony
- Art. 61.2: first three crews in the overall classification and group winners must attend the Prize-Giving
- Art. 61.3: deletion of the compulsory prize-giving attendance for all FIA Priority drivers
- Appendix XII: new text describing the podium ceremony, including running order, olympic podium, national anthems, etc. This is a simplified version of the WRC procedure.

CANDIDATE EVENTS

Rationale > The current provisions for Candidate Events are inapplicable and need to be adapted to reality, while ensuring that the new events are of the required standard.

REGULATIONS CHANGES:

- Appendix VIII – Art. 3.3.1: an event may qualify for a FIA Championship if it has been organised in the past 5 years by the same organiser, and provided that reports are satisfactory
- Appendix VIII – Art. 3.3.2: better description of the dossier that should be submitted to the FIA by Candidate Events organisers
- Appendix VIII – Art. 3.5.3: moving the requirement to have 10 FIA cars at the start of an event from the provisions for candidate events to the section concerning events on the calendar





2

FIA W2RC

CHAMPIONSHIPS PROVISIONS

Rationale > Return to the rule common to all FIA World Championships, with all results taken into account

REGULATIONS CHANGES:

- V1 Art. 3.2: all results are taken into account, including for the Manufacturers World Championship
- V1 Art. 3.4.3: a Manufacturer must participate in all events with at least one car

Rationale > Update of registration fees to compensate for inflation (OECD CPI Europe)

REGULATIONS CHANGES:

- V1: all fees are increased by 10% and registration must be made before 13 December 2023

Rationale > Rationalise the W2RC Championships when participation is too small

REGULATIONS CHANGES:

- V1 Art. 1 & 3.9: the W2RC Truck championship is deleted



ALLOCATION OF STAGE BONUS POINTS

Rationale > Encourage crews who have retired to continue in the Championships by letting them keep their Stage bonus points.

REGULATIONS CHANGES:

- V1, V2 & V3 - Art. 3.1.2: in case of a retirement, bonus points remain awarded if the car is in the final Parc Fermé one hour before the publication of the provisional classification



START ORDER OF STAGE 1

Rationale > Avoid to have Challengers opening the road in front of Ultimates, that will catch them anyway because of the higher top speed.

REGULATIONS CHANGES:

- V1 Art. 33.5.2: only the top 10 drivers of Ultimate vehicles will chose their start order for Stage 1, provided they have set a time of less than 115% of the 1st Ultimate



START ORDER OF SUBSEQUENT STAGES

Rationale > Challenger/SSV drivers are hampered when they start ahead of the Ultimates, who have much faster top speeds. This rule will allow all the top Ultimate competitors to start ahead each morning.

REGULATIONS CHANGES:

- V1 Art. 32.2.6: new start order rules (see below).
- V1 Art. 32.3: Platinum/Gold with other vehicles than Ultimate will be repositioned after the last driver with a time that is less than 115% of the fastest time in the group.
- V1 Art. 32.4: start intervals same as before but listed in a separated article



EQUIVALENCE OF TECHNOLOGY BETWEEN T1+ AND T1.U

Rationale > Slight update of the criteria triggering the EoT adjustment and better distribution of costs by avoiding passing them on to private drivers.



REGULATIONS CHANGES:

- V1 Art. 13.4.4: the difference of acceleration between the best T1+ and T1.U is now measured between 90 and 160 kph (instead of 70-150 kph)
- V1 Art. 13.4.5: the costs of EoT implementation now concern only Platinum/Gold drivers entered to the first round of the Championship, with variable fees depending on W2RC registration and T1+/T1.U class
- V1 Art. 13.4.5: EoT implementation fees must be paid no later than 20 December 2023.

TYRES FOR PLATINUM/GOLD DRIVERS WITH ULTIMATE VEHICLES

Rationale > Extend a cost reduction measure to the Dakar

REGULATIONS CHANGES:

- V1 Art. 10.1.5: the single use of type of tyre is extended to all W2RC events



ELECTRONIC EQUIPMENT

Rationale > Allowing some non-connected watches for co-drivers

REGULATIONS CHANGES:

- V1 Art. 9.1.6: only the watch models specified on the list published on fia.com are allowed, for the co-drivers only
- V1 Art. 9.1.7: for the top 10 from the previous stage and Priority drivers, mobile phones and watches (unless those allowed above) must be placed in the sealed pouch



Rationale > Removing duplicated provisions and aligning regs with actual practice

REGULATIONS CHANGES:

- V1 Art. 12.5.1 and 12.5.2 (control of NAV-GPS) are deleted as they are similar to Art. 12.3.2
- V1 Art. 12.5.4: data which can lead to penalties is automatically transmitted to the CoC (no paper to sign)
- V1 Art. 12.5.5: in case of concern about the NAV-GPS integrity, data is analysed by the supplier and the report is submitted to the CoC and the competitor

LATE CHECK IN AT TC, PARC FERME, MARATHON STAGE

Rationale > Avoiding tactics to benefit from a better start ORDER

REGULATIONS CHANGES:

- Appendix I - Art. 38.2.10: penalty for late check in is now 1 minute of penalty per minute of lateness (unchanged on Bajas, still 10 secondes per minute of lateness)

Rationale > Preserving the spirit of a Marathon Stage

REGULATIONS CHANGES:

- V1 49.3.6: crews must stay within the Marathon Bivouac

Rationale > Adapting to the specifics of the T1.U cars

REGULATIONS CHANGES:

- V1 57.2.2: crews can the Parc Fermé 30 minutes before their start time (instead of 15 until now which remains the valid rule for Bajas)



STAGE MEDALS CEREMONY

Rationale > Ensure that top crews are present at the ceremony highlighting their performance

REGULATIONS CHANGES:

- V1 Art. 61.3: W2RC crews must attend the medals ceremony if:
 - They won the Stage in overall, Challenger and SSV classifications,
 - If they are leaders of the overall, Challenger and SSV classifications.



RETIREMENT OF TRUCKS

Rationale > To avoid trucks that definitely retired but did not inform the CoC to be included every day on the start list

REGULATIONS CHANGES:

- Art. 58.2.7: trucks will be considered as definitely retired after 3 consecutive days without starting.





2 FIA WORLD AND REGIONAL BAJA CUPS

NAME OF CUPS

Rationale > Simplify the naming of the FIA Cups in accordance with the new wording



TITLES AWARDED

Rationale > Reward co-drivers at the same level as drivers, and remove SSV Teams titles which have limited interest

REGULATIONS CHANGES:

- V2 & V3 - Art. 1: co-driver titles are added to Stock, Challenger and SSV Championships
- V2 & V3 - Art. 1: SSV Teams titles are deleted



SELECTIVE SECTION PENALTY

Rationale > A crew who has missed more than 40% of the WPs in a SS is deemed to have retired for the whole Stage. It is fairer to consider him retired for the concerned SS only. This rules will also avoid unnecessary calculations for the application of penalties.



REGULATIONS CHANGES:

- Art. 34.1: Clarifications on the reason for a retirement
- Art. 34.3.1: Inspection by the FIA Technical Delegate before reparation is only in case of an accident
- V2 Art. 43.1.4: The maximum number of WPs missed is 40% of the SS, not 40% of the whole Stage.
- V2 Art. 48.1: A crew which does not complete a SS is given a Selective Section penalty.
- V2 Art. 58.2.4: A Crew receiving more SS penalties than the truncated half of the total number of SS will not be classified (e.g. in case of 3 SS, the truncated half is 1).
- V2 Art. 58.2.5: A Crew that has received a SS penalty on the final Stage must bring his vehicle in the final parc fermé one hour before the posting time of the Provisional Classification to be classified.
- Appendix I – 48.1: Selective Section Penalty is 150% of the maximum time is the competitor started the SS, and 200% if he didn't start (with a minimum of 4 hours).

TYRE MARKING / CONTROL ZONES

Rationale > Removal of a confusing provision, which duplicates with a clearer article specific to Bajas.

REGULATIONS CHANGES:

- Art. 10.7.3: the article mandating a tyre mark checking zone at the entrance of service areas is removed, as V2 Art. 25.1.1 already mandates a technical zone before services in Bajas





THANK YOU!

Final 2024 FIA Cross-Country Rally Sporting Regulations
will be published on 7 December 2023.

