



LAS VEGAS

More games, more fun!

YPRES HISTORIC RALLY



YPRES
BELGIUM
20 > 23 JUNE 2018
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Supplementary Regulation FIA

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1. Program

Friday	6 April	Opening date for entries.
Wednesday	23 May	Closing date of entries at reduced fee
Wednesday	6 June	Closing date for entries.
Friday	18 May	Road Book issued to Competitors on line
Wednesday	20 June	Start of reconnaissance.

Tuesday 19 June 2018

Administrative Check through online reservation
Competition numbers and documents issued to Competitors at:
Het Vleeshuis, Neermarkt 9, 8900 Ieper

Tuesday	19 June	14:00 - 19:00 Make your reservation online
Wednesday	20 June	09:00 - 14:00 On appointment annick.coopman@ypresrally.com Vleeshuis, Neermarkt 9, 8900 Ieper

Tuesday 19 June 2018

17:00	Pre -Press Conference
	Yperley, Sint-Jacobsstraat 1, Ieper

Thursday 21 June 2018

17:00	First stewards' meeting
	Rally HQ, Vleeshuis, Neermarkt 9, Ieper

Friday 22 June 2018

Scrutineering incl. tyre marking Schedule only by online reservation

07:00 - 10:00	cars 260 -201
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Scrutineering and Tyre Marking: Vervoer Dehem, Pilkemseweg 115A, Ieper

Friday 23 June 2018

14:00	List of crews admitted to start and exact start times.
16:55	Cars enter start park
17:40	Start of 1st leg Ypres, Menin Gate
23:30	End of 1st leg Ieper, IBP. - Parc Fermé

Saturday 24 June 2018

10:00	Publication of partial unofficial classification of 1st leg.
10:00	Publication of starting order for 2nd leg.
11:35	Start of Leg 2 and last leg Ypres Overnight Out. (*)
21:10	Finish Leg 2 and last Leg Ypres, Menin Gate
21:25	Final scrutineering
23:00	Publication of provisional final classification.

Saturday 23 June 2018 21:07

Prize-giving

The prize-giving is at the finish on the podium, Menin Gate, Ypres

(*) The exact Overnight Parc Fermé Out for Leg II will be adjusted in function of the number of qualified cars to start in the Renties Ypres Rally. It will be published at the same moment as the starting lists.

1. Organisation

1.1- Organisation

This Rally will be run in accordance with the FIA International Sporting Code («the Code») (and its appendices), the National Sporting Regulations (and its appendices) and the present Standard Supplementary Regulations for FIA Historic Sporting Rallies.

1.2- Definition

Name of the Rally:

LAS VEGAS YPRES HISTORIC RALLY

Name of the organising club:

SUPER STAGE vzw

Name of the National Sporting Authority:

Royal Automobile Club Belgium - RACB

ASN visa No. LVY-HRC6 issued on 09/04/2018

FIA visa No. 4EHSRC04052018 issued on 04/05/2018

Organising Committee:

SUPER STAGE vzw

Chairman: Alain PENASSE
Financial Director: André BOSTYN
Secretary: Jan HUYGHE

YPRES HISTORIC RALLY DIVISION:

Honorary President : Serge MESSINE
President : Philip STEYAERT
Vice-President: Johan TAFFIN
Secretary Annick COOPMAN
Members:
COGGE Serge, HAECK Jimmy, OLLEVIER Bernard, THYBERGIN Karl, VERHILLE Adrien, VERHACK Geert, VIERSTRAETE Hubert.

Rally Secretariat / Permanent Secretariat:

Johan Taffin, Tempermanstraat 8, B-8900 Ieper

The Rally Secretariat is at the Competitors' disposal to assist with accommodation. Please send email to accommodation@ypresrally.com

Official Notice Board

HQ Rally, Vleeshuis , Neermarkt 9,
17/06/2017

Press room:

Novotel, Sint Jacobsstraat 15, 8900 Ieper

Date and time:

20/06/2018 17:00 h - 18:00 h
21/06/2018 14:00h - 22:00 h
22/06/2018 08:00 h - 01:00 h
23/06/2018 08:00 h - 02:00 h

1.3- Officials of the Rally

Clerk of the course:	Alain PENASSE (BEL)
Deputy clerk of the course:	Johan TAFFIN (BEL) Hugo BRUYNEEL (BEL)
Stewards:	Ruth LAPIEZA (ESP)- FIA Paolo LOGONI (ITA) - FIA Jean Claude MENUET (BEL) - RACB
FIA observer:	Paavo VIRTANEN (FIN)
FIA Technical/eligibility Delegate:	Boris GORUP (HRV)
Assistant FIA technical delegate :	Lutz SPEER (DEU)
Chief Safety officer:	Jan VERVISCH (BEL)
Secretary of the Competition:	Nicole NELISSEN (BEL)
Scrutineers:	Philip HILLEN (BEL)

Competitors' relations officers:	Marc MAESEN (BEL) Christof SEYNAEVE (BEL)
Press officer:	Dirk TITECA (BEL)
Chief Medical officer:	Tom DECLERCQ (BEL)
Chief road marshal:	Jean Pierre DELEERSNIJDER (BEL)
PR & Media Officer:	Hugo VAN OPSTAL (BEL)
Chief timekeeper:	Chris DESCHILDRE (BEL)

1.4 - Amendments to the Regulations - Bulletins

The provisions of the present Regulations may only be amended according to Articles 3.6 and 11.9 of the Code.

Any amendment or additional provision will be announced by a dated and numbered bulletin which will be an integral part of the present regulations. These bulletins will be posted at the Secretariat and on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the Competition.

Any bulletin issued by the organisers before the start of the Rally (first stewards' meeting or beginning of scrutineering) must have received written FIA approval. Any bulletin issued after the start of the Rally must have received the prior approval of the stewards.

1.5 - Interpretation of the Regulations

- 1.5.1 - The clerk of the course is responsible for the application of the present Regulations and their provisions during the running of the Rally.
- 1.5.2 - Any protest concerning this application must be sent to the stewards for deliberation and decision (Article 13 of the Code).
- 1.5.3 - Similarly, any case not provided for in the aforementioned Regulations will be deliberated by the stewards, who alone have the authority of decision (Article 11.9 of the Code).
- 1.5.4 - **In case of dispute on the interpretation of the present Regulations only the English language text will be deemed authentic.**
- 1.5.5 - For the exact interpretation of this text the following definitions apply:
 - a) «Competitor» : either physical or legal entities.
 - b) «crew» : Driver and Co-driver.
- 1.5.6 - The Driver assumes the responsibility of the Competitor, when the latter is not on board the vehicle.
- 1.5.7 - Stage run on gravel: sections of the Rally declared as being run on gravel are decided by the clerk of the course (Not applicable)
- 1.5.8 - Crews (Driver and Co-driver) must report to the start (or ceremonial start) control, with their car and within their due time to be considered as starter.

2. Eligibility

2.1 - FIA Title

The LAS VEGAS YPRES HISTORIC RALLY counts for the FIA European Historic Sporting Rally Championship.

2.2 - National Title

The "LAS VEGAS YPRES HISTORIC RALLY" counts for the Historic Belgium Rally Championship

3. Description

3.1 - Total distance of the course including the special stages (in km)

409.91 Km

3.2 - Number of special stages

13 (9 different)

3.3 -Total distance of the special stages (km)

164,84 Km

3.4 - Number of legs

2 (Two)

3.5 - Interval between cars

1 min

Throughout the Rally, the official time will be DCF Clock (Frankfurt tower) The itinerary, time controls, passage controls, neutralisation periods, etc. are described on the time card and in the Road Book.
In case of discrepancy, the time specified on the time card is binding.

4. Eligible vehicles

4.1 - Eligible vehicles are those listed in Art. 2 of the «FIA European Historic Sporting Rally Championship» Sporting Regulations.

4.2 - The cars are divided into the classes stated in Article 2 of the «FIA European Historic Sporting Rally Championship» Sporting Regulations.

4.3 - At scrutineering, the Competitor must present the FIA Historic Technical Passport («HTP») to the FIA eligibility delegate who may keep it until the end of the Competition.

4.4 - Any disputes shall be decided by the stewards, following a report from the scrutineers and FIA eligibility delegate.

4.5 - All cars must be in conformity with the National Highway Code in their countries of registration.

4.6 - Studded tyres are forbidden.

4.7 - All cars must be fitted with a safety tracking system. The installation will be checked at scrutineering, but Instructions regarding collection, return and fitment will be given during the administrative checks by the Organiser. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards. Each competitor accepts the responsibility to make an appointment for his time slot for the administrative checks.

5. Eligible competitors - Entry forms - entries

5.1 - **Any person or legal entity** holding an FIA International Competitor's Licence valid for the current year is eligible.

5.2 - Where the Competitor is a legal entity, or is not part of the crew, the first Driver named on the entry form will be held entirely responsible for all the liabilities and obligations of the Competitor throughout the Competition. When the first Driver is not available, responsibility will be assumed by the Co-driver named on the entry list.

5.3 - Any incorrect, fraudulent or unsportsmanlike behaviour by the Competitor or members of the crew will be judged by the stewards, who will impose penalties which may go as far as disqualification.

5.4 - Anybody wishing to take part in the Rally must register and duly complete his entry on the dedicated website: www.ypreshistoricrally.be before **Wednesday, 6th June 2018 at midnight** and send the hardcopy or attached entry form, duly completed and signed, to the Rally Secretariat Tempermanstraat 8, B 8900 Ieper, before **Thursday 12th June 2018 at the latest**.

The entry form must be accompanied by at least one photo of the entered car and a copy of the ASN authorisation for the foreign competitors. Details concerning the Co-driver can be completed up to the start of scrutineering.

The entry form must be accompanied by a photocopy of the 1st page of the car's FIA HTP clearly showing its class and category, as attributed to the car by the issuing ASN.

No change of Competitor may be made after entries have closed: 6 June 2018.

One member of the crew may be replaced with the agreement of:
- the organisers, before the start of the administrative checking;

- the stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.
Only the FIA can authorise the replacement of both crewmembers.

5.5 - For foreign Competitors, Drivers and Co-drivers, authorisation must be given in accordance with Article 3.9 of the Code.

5.6 - No amendment may be made to the entry form except in cases provided for by the present Regulations. However, the Competitor may replace the car declared on the entry form by another from the same period and class up to the start of scrutineering.

5.7 - At scrutineering, if a vehicle does not correspond in its presentation to the category and/or class in which it was entered, this vehicle may, on proposal of the FIA eligibility delegate, be transferred to the appropriate class after decision of the panel of stewards.

5.8 - By signing the entry form, the Competitor and all crew members undertake to comply with all sporting prescriptions specified in the Code and to those of the present Regulations.

5.9 - The number of entries is limited to **60 vehicles**.

5.10 Tyres

a) Cars of Category 1: During Competitions classed as tarmac (i.e. excluding gravel or snow Competitions) there shall be a maximum of 14 tyres permitted. Tyres must be «E» marked and uniquely identified with a barcode (or such other method as may be prescribed) and registered with the FIA eligibility delegate before the start of the Competition.

Checks for compliance with this regulation may be undertaken at any time during the Competition and any discrepancies will be reported to the stewards. A detailed information sheet will be available before each competition.

b) Cars of Category 2, 3 and 4: During Competitions classed as tarmac (i.e. excluding gravel or snow Competitions) there shall be a maximum of 10 tyres said «dry» permitted. Tyres must be «E» marked and uniquely identified with a barcode (or such other method as may be prescribed) and registered with the FIA eligibility delegate before the start of the Competition.

Due to the lack of availability of «wet» tyres in their appropriate sizes, the cars listed as exceptions in the appendix to the FIA authorized wet tyre list may register a maximum of 14 tyres before the start of the Competition. Thus there is no allowance for additional «wet» tyres.

Checks for compliance with this regulation may be undertaken at any time during the Competition and any discrepancies will be reported to the stewards. The number of «wet» tyres is not limited. Only the «wet» tyres as per the FIA authorised tyre list can be used. A detailed information sheet will be available before each competition.

6. Entry fees - Insurance

6.1 - The entry fees for the Competition (per car) includes roadbook and program and are fixed at:

With organizer's proposed advertising
LAS VEGAS YPRES HISTORIC RALLY Entrants € 1250*
Without organizer's proposed advertising
LAS VEGAS YPRES HISTORIC RALLY Entrants € 2.500*

* Reduction of 300 euro if the amount is on our bank account at latest the 23 May 2018.

The entry fee must be paid on the bank account of SUPERSTAGE vzw - Vlamingstraat 4 - B 8560 WEVELGEM, with the mention:
LVYHR + **name of First driver**.

ING BANK BRUSSEL -

Swift Code : BBRU BE BB - IBAN : BE77 3200 0624 4042

After this date of 23 May 2018 the full amount should be paid.

Competitors who wish to receive an invoice for the entry fee must send their invoice details to andre.bostyn@ypresrally.com before the end of June 2018.

6.2 - The entry will only be accepted if accompanied by the total entry fees.

6.3 - Entry fees will be refunded in full:

- a) to candidates whose entry has not been accepted;
- b) in the case of the Rally not taking place.

The Organisers may refund 50% of the entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, before the Administrative Check, are unable to start in the Rally.

2. The Organiser refund 50% if the redraw is during the Shakedown.

This must be applied for in writing (johan.taffin@ypresrally.com), giving the reason of withdrawal, before Friday 22th June (beginning of Administrative Checks), including bank and account details.

6.4 - The organiser provides the following insurance:

Contract nr 730.261.439 AXA Belgium. Eligible for the LAS VEGAS YPRES HISTORIC RALLY including Shakedown.

The Organiser has a contract with the insurance in the field 'civil liability'. In accordance with chapter 2 - article 5 of the general national regulations and with the Belgian Legislation of 21 November 1989 – Art 8 concerning the compulsory Insurance. This insurance covers the Civil Responsibility of the RACB, the organiser of the competition (rally), the National Sport commission, the concerned governments and agents, services, volunteers or paid persons, as well as the civil liability of the owners, holders or drivers of the cars who are entered. Insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of the withdrawal, disqualification or exclusion of the competitor.

6.4.1 - Motor vehicle liability

Insured amount:

- Physical injury: unlimited per claim
- Property damage: € 100,000,000 per claim (index)

All cars participating in the rally must compulsory have a minimum of Motor Vehicle Insurance as proof that the car has valid third party liability insurance for Belgium, the appropriate Green Card (International Motor Insurance Card) has to be presented at the administrative check.

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

6.4.2 - Public liability "Organizer"

The Organizer has contracted a Civil Public Liability Organizer Insurance, which covers for damage to third parties caused by an accident during the preparation, conduct and the physical settlement of the event and is due to an organizational fault.

Insured limits:

- Bodily injury, property damage and consequential financial loss combined: € 5.000.000 per claim
- Excess: € 125 per claim for property damage

6.4.3 - Public liability "Volunteers"

The Organizer has contracted Civil Public Liability Organizers Insurance for damages caused to a third party by volunteers, which he appeals, during their volunteer activities. Commuting of these volunteers is also covered.

Insured limits:

- Bodily injury: € 12.394.676,24 per claim (index)
- Property Damage: € 619.733,81 per claim (index)

6.5 - In case of accident, the competitor or his representative must notify the clerk of the course within 24 hours.

6.6 - On arrival at each leg the competitor must sign a declaration concerning any accident he may have had en-route.

6.7 - The Organising Committee declines all liability due to consequences for breach of laws, regulations or prescriptions by Competitors in the countries they will cross, those consequences will be solely the liability of those who have incurred or committed them. The Organising Committee also declines all liability in case of riots, demonstrations, vandalism, natural disasters etc. from which Competitors or crewmembers could suffer, or from the consequences thereof. Any damages, fines or penalties will be borne by them.

7. Advertising

Must comply with the Article 2.1.9 of Appendix K.

8. General obligations

8.1- Crews

8.1.1 - Only crews made up of two persons shall be admitted to the start. The two members of the crew will be nominated as first Driver and Co-driver. All members of the crew may drive during the Competition, and each must possess an FIA International Driver's Licence valid for the current year.

8.1.2 - The full crew must be on board the car throughout the entire duration of the Competition, with the exception of the cases provided for in the

present Regulations. If one member leaves the car, or if a third person is admitted on board (unless this is to transport an injured person) the car shall be excluded from the Competition.

8.1.3 - An identity card bearing recent photos (4cm x 4cm) and the signatures of the two crew members and all the particulars of the car, must be displayed inside the car throughout the entire duration of the Competition and must be presented upon official request. Failure to do so may result in disqualification from the Competition.

8.1.4 - Safety Tracking System.

All cars must be fitted with a safety tracking system provided by the organiser. The STS devices will be distributed administration check see '3.Program' against the deposit of a € 200 guarantee refundable upon timely, undamaged return. Foreign competitors from outside the Euro zone, will be allowed to deposit a cash guarantee in their national currency for the equivalent value of € 200, in an envelope which will be sealed at the moment of the deposit. The Safety Tracking System has to be installed in the rally car. This installation, has to be installed before Scrutineering and will be checked during Scrutineering. For Instruction details regarding collection, installation and return see Appendix 6.

8.1.5 - Red Flag.

The use of on-board red flag system – through the safety tracking device, the clerk of the course can transmit a warning to the crews, which could encounter an obstruction in the special stage, by means of a red flag device mounted on the dashboard of the car. All competitors running this particular special stage in the area before that particular obstruction will receive a red flag warning through the on-board red flag device which will light up. The light will extinguish after the next security post following the obstruction or danger zone. Cars having received red flag warning are automatically registered and reported by the system. The driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters. Upon receiving a red flag sign, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule (red flag warning) will be reported to the stewards by the Clerk of the Course together with the registered data from the tracking system and will entail a penalty at the discretion of the Stewards. A crew, which has been shown the on board red flag will be given a notional time, which is judged the fairest, for the concerned stage.

Crew contact number

At the Administrative checks, all crews will have to declare the number of the mobile phone, which they will carry with them on board and keep connected during the whole event, or connect within 30 seconds when they stop their car during a special stage. This is part of the crew safety procedures of the events safety plan. The Clerk of the Course will report any crew who fails to comply with this rule, to the stewards.

8.1.6 - Windscreen.

In accordance with the ruling of the French Traffic Laws concerning identification of rally cars and upon request of the French Motor Sport Federation: All the competing cars will have a supplementary identification number applied on the car, this for the whole duration of the Event. This number will correspond with the competition number and will have the following dimensions: 13 cm wide and 10 cm high. It will be placed before at the Scrutineering, in the right upper right corner of the windscreen (under the windscreen strip). The letter format will be Helvetica 9 cm high with a minimum thickness of 14mm, black on white support.

8.2 - Starting order - Plates - Numbers

8.2.1 - The start of the first leg will be given in competition number order with the lowest number starting first. For safety reasons, this order may be modified at the request of the clerk of the course.

8.2.2 - The starting order for each of the following legs shall be determined according to the partial unofficial classification established at the end of the previous leg. For safety reasons, this order may be modified at the request of the clerk of the course.

8.2.3 - Any car reporting late for the start of the event, leg or section, shall be penalised by 10 seconds for every minute's delay. Any car arriving over 15 minutes late shall not be allowed to start.

8.2.4 - The Organising Committee will supply each crew with two Rally plates and three panels bearing the Competition numbers.

8.2.5 - The Rally plates must be fixed to the front and rear of the car in a visible position for the duration of the Rally. The Rally plates must not cover, even partially, the car licence plate. Any covering of the licence plate at any time during the event will incur a penalty.

8.2.6 - The number panels supplied by the organisers must be displayed on both sides and in front of the car for the duration of the Rally.

8.2.7 - If it is ascertained at any time during the event that:

- any Competition number or Rally plate is missing, a penalty will be imposed ;
- One missing Rally Plate or Competition Number: **cash penalty of € 100.**
- Rally Plates failing to be visible or partially covering license plate: **cash penalty of € 100.**
- Missing Organizers Optional Advertising at any moment: **payment of Entry Fee without advertising.**

- any three Competition numbers or two Rally plates are missing at the same time, disqualification will be pronounced.

8.2.8 - The Rally plates and the Competition numbers will be available to all participants at the Rally Secretariat as from Tuesday, 19th June 2018. The Competitors must go to scrutineering only after having fixed the Rally plates and the Competition numbers. Cars not in conformity will not be verified.

8.2.9 - The names of the crew plus their national flags must appear on both sides of the wings at the front of the car (max size 10cm x 40cm). Any car failing to comply with this rule shall be subject to a penalty.

8.2.10 - If present, the winner of the previous year championship will be supplied with the Competition number 1, at organiser discretion.

8.3 - Time card

8.3.1 - At the start of the Rally, each crew will be given a time card, on which the times to cover the distance between time controls will be shown. The time card will be handed in at the finish time control of a section and will be replaced by a new one at the start of the next section. Each crew is solely responsible for their time card.

8.3.2 - The time card must be available at all times for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.

8.3.3 - Any correction or amendment to the time card which has not been approved by an official will result in disqualification from the Competition.

8.3.4 - The absence of a stamp from any control, or failure to hand in the time card at the specified control (time or passage control, regrouping halt control or at the finish) will result in disqualification from the event, except where the provisions of the Article 9.3.6. - Catching Up, are applied.

8.3.5 - The crew alone is responsible for presenting the time card at the different controls and for the accuracy of the entries on the card.

8.3.6 - It is therefore up to the crew to submit the time card to the officials at the correct time and to check that the time is correctly entered. The timekeeper is the only person permitted to enter the time on the card.

8.4 - Traffic - Repairs

8.4.1 - Throughout the Rally, competitors must strictly observe the traffic laws. The penalties for infringement of traffic laws will be as follows:

- 1st infringement:	cash penalty of € 25 per exceed kilometre per hour
- 2nd infringement:	5 min. time penalty.
- 3rd infringement:	disqualification from the Rally.

Should the police decide against stopping the offending Driver, they may ask the organisers to apply the penalties set out in the present Regulations, subject to the following:

- notification of the infringement reaches the organisers through official channels and in writing, before posting the current results,
- the statements are sufficiently detailed for the identity of the offending Driver to be established beyond all doubt, as well as the place and time of the offence,
- the facts are not open to different interpretations.

8.4.2 - Repairs are **only permitted in the servicepark**, throughout the Competition, except in those cases expressly forbidden by the present Regulations and/or by the official Road Book. Change of engine, gearbox or final drive during the Competition is forbidden. Failure to observe these rules may lead up to disqualification from the Rally, at the discretion of the stewards.

8.4.2.1 - From the first TC onwards, service of a competing car may be carried out only in the servicepark with the exception of repairs to retired cars intending to re-start.

8.4.2.2 - PROHIBITED SERVICE.

The use or receipt by the crew of any manufactured materials (solid or liquid, unless if supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.

The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometre of its competing car except:

- In service park
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time. The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is only permitted in service parks, remote service zones, regroupings or whilst the cars are in a media zone.

Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

Failure to observe these rules may lead up to disqualification from the Rally, at the discretion of the stewards. Infringement to assistance rules are penalised by the stewards in accordance with Article 12.3. of the International Sporting Code.

The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

If a team needs more service space contact hubert.vierstraete@gmail.com (formulary available on the web).

8.4.3 – Not applicable

8.4.4 - Service cars are forbidden to enter a special stage or any area that the organisers specify as prohibited, on a pain of penalty up to the disqualification of the Competitor.

8.4.5 - It is forbidden, under pain of penalty up to disqualification, to tow or transport the cars or to have them pushed, except in order to bring them back onto the road, or to clear the road.

8.4.6 - Crews are also forbidden, under pain of disqualification:

- a) to deliberately block the passage of competing cars or to prevent them from overtaking,
- b) to behave in an unsportsmanlike manner.

8.5 - Route reconnaissance

8.5.1 -Duration and conditions:

- a) route reconnaissance may be performed by the entered crews after receipt of the Road Book and on the designated days;
- b) reconnaissance must always be made in accordance with the Highway Code.
- c) the period of reconnaissance is fixed as follows: **see appendix 5**
- d) Competitors should have the opportunity to pass a maximum 2 times through each special stage according to Belgian Laws.

8.5.2-Registration

a) Competitors or their representative must sign an ID form including details of the reconnaissance car and of the Driver. This form may be e-mailed or handed to the Secretariat, at last on the administrative control on 22th June 2018

b) Reconnaissance material will be issued upon collection of the Road Book. Foreign Competitors may collect all relevant material upon appointment with annick.coopman@ypresrally.com.

8.5.3 - Specific restrictions

a) All Drivers are authorised to cover each special stage a maximum of 2 passes.

b) An identification sticker, bearing the Competition number of the crew, will be issued for each car. This sticker must be displayed at the top (middle) of the front windscreen and remain visible during reconnaissance.

c) Each crew will be issued with a reconnaissance card valid for the passages through each special stage. This card must be carried in the reconnaissance vehicle and must be shown and endorsed by an official at the start and finish of each special stage during reconnaissance. Failure to hand in this card will result in refusal to participate in the reconnaissance. Reconnaissance cards must be returned either to the Rally Secretariat or to a Competitors' relations officer by technical scrutineering at latest.

d) Maximum speed allowed during reconnaissance is 70 km/h on special stages, unless another speed limit is indicated by traffic signs or by written instructions in the Road Book (or in bulletins). All crews are reminded of Art. 20.2 in the 2018 FIA RRSR:

"20.2 DURING RECONNAISSANCE

20.2.1 It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.

20.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows: Per km per hour over the speed limit: €25.

20.2.3 Other traffic infringements during reconnaissance will incur a fine applied by the Stewards according to Art. 20.4.4.

20.2.4 The amount of this fine will be unaltered by any fine imposed by the police.

20.2.5 The fine will be doubled in case of a second offence committed during reconnaissance in the same rally."

e) The stages will be open to the traffic; therefore, the safety and rights of other road users must be respected.

f) In no circumstances may crews drive in the opposite direction in the special stages, unless given particular instructions to do so by the organisers, road marshals or the police. Competitors may enter a special stage only from the start. Abuses will be reported to the Stewards.

g) No more than two persons are permitted in the car during each passage through a special stage. One of these persons must be either the Driver or the Co-driver of the competing crew.

h) The organisers **will monitor the behaviour of the Competitors** on the reconnaissance route, by using any kind of means.

i) Should a Competitor's reconnaissance car have to be replaced for any reason whatsoever, he/she must inform the Rally Secretariat and give the details of the new car.

j) From the end of reconnaissance, any person connected with an entered crew, in any way whatsoever, is forbidden to travel (except on foot) on or over the route of a special stage of the Rally without express authorisation from the clerk of the course.

8.5.4 - Reconnaissance cars:

All reconnaissance operations, for all crews, may only be carried out using standard road cars, including Jeeps or SUV cars or cars used for the Competition if they are identified as Standard Touring or Grand Touring cars. In general, no Competition modifications are allowed and reconnaissance cars must comply with the specifications defined in the following Regulations:

a) Series production car:

b) The car must be painted in a single colour, with no advertising, stickers, etc.

c) The engine shall be a production engine (complying with the Group N Regulations).

d) The gearbox shall be a production gearbox (complying with the Group N Regulations).

e) The exhaust shall be a production exhaust with a maximum noise level within the permitted legal tolerance (max. 93 dBA).

f) Suspensions shall comply with the Group N Regulations.

g) Underbody protection is authorised (complying with the Group N Regulations).

h) The fitting of a safety rollbar is authorised.

i) Safety harnesses in colours similar to those of the interior of the car are authorised.

j) Bucket seats in colours similar to those of the interior of the car are authorised.

k) Two additional road-homologated headlamps are authorised.

l) The rims are free and shall be fitted with:

m) Road-homologated series production tyres for asphalt (no competition tyres).

n) Free tyres for gravel.

o) The crew may use a «light» intercommunication system (without helmets).

8.5-5. Sanctions:

Drivers who fail to respect these instructions may be sanctioned up to refused start or disqualification. The entry fees will not be reimbursed by the Organising Committee.

9.1.1 -The crews must present the car at the entrance TC of the start area Ypres, Menin Gate on the 22th June 25 minutes before their individual start time as mentioned on the Official Start List to be published at 14:00h. The start area will be made available at the time scheduled in the programme. Any delay will be penalised with a fine of €100.

9.1.2 - The cars will be started at one minute intervals as stated in the Rally programme. Any crew reporting late at the start of the event, leg or section shall be penalised by 10 seconds for every minute late. Cars arriving more than 15 minutes late will not be allowed to start. Since the crews have 15 minutes within which to report to the start of the event, leg or section, if they report within these 15 minutes, the exact starting time shall be stamped on the time card.

9.1.3 - Crews are obliged to have their passage checked at all points mentioned on their time card, and in the correct order. The target time for covering the distance between two time controls will be shown on the time card.

9.1.4 - Hours and minutes will always be shown from 00.01 to 24.00. Throughout the Competition the official time will be that indicated in Article 3.5.

9.1.5 -Each crew will be provided with a Road Book, which will detail the compulsory route to be followed throughout the Rally.

9.2 - Controls - General provisions

9.2.1 - All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of FIA-approved standardised signs (see Appendix 1).

9.2.2 - The beginning of the control area is marked by a corresponding yellow FIA warning sign. At a distance of about 25m the position of the post is indicated by a final corresponding FIA red sign. The warning finish sign at the end of special stages will be placed at about **100 m** before the finish line.

9.2.3 -All control areas (i.e. the area between the first warning sign and the final sign are considered to be «Parc Fermé» (see Article 9.6).

9.2.4 -The stopping time within a control area must not exceed the time necessary for carrying out control operations.

9.2.5 -It is strictly forbidden, under pain of penalty up to disqualification:

a) to enter a control area in any direction other than that of the Rally,

b) to cross over or re-enter a control area once checking-in has taken place at this control.

9.2.6 -The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post marshals may not give them any information on this target check-in time.

9.2.7 -Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew. Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, plus disqualification time.

9.2.8 - Crews are obliged to follow the instructions of the road marshal in charge of any control post. Failure to observe this may lead to disqualification at the discretion of the stewards.

9.2.9 - Road marshals and post chiefs shall be distinguished as follows:

- road marshals will wear Orange jackets marked *Safety Marshal*,

- post chiefs will wear Blue jackets marked *Post Chief*

9. Running of the Competition

9.1 - Start

Official function with text on tabard	Colour of the identification tabard
Safety Marshal	Orange with text
Safety Officer	Orange with stripe and text
Post Chief	Blue with stripe and text
Marshal	Blue with text
Media	Green
Stage Commander	Red with text
Stage Assistant	Red with text
Competitor Relations Officer – C.R.O.	Red with text
Doctor (Medical)	White with text
Paramedic	White with text
Radio	Yellow with blue radio mark at the front
Scrutineer	Black with text

9.3 - Passage Control - Time Control - Disqualification

9.3.1 - Passage Control

At these controls, the post marshals must simply stamp the time card as soon as it is handed in by the crew, without mentioning the time of passage. The absence of a stamp from a passage control may result in disqualification, except where the provisions of Article 9.3.6.1 apply.

9.3.2 - Time controls

At these controls, the post marshals shall mark on the time card the time at which the card was handed in. The absence of a stamp from a time control may result in disqualification, except where the provisions of Article 9.3.6.1 apply. To be classified for the Rally, the Driver has to pass the last time control of the event 113C Menin Gate Holding In - final arrival Podium .

9.3.3 - Check-in/out procedure

9.3.3.1 - Check-in procedure begins the moment the vehicle passes the zone entry sign. Between the zone entry sign and the control post, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

9.3.3.2 - Clocking the card can only be carried out if the two crew members and the car are in the control zone and in the immediate vicinity of the control table.

9.3.3.3 - The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the time keeper. Then, either by hand or by means of a stamp, the time-keeper marks on this card the actual time at which the card was handed in.

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

9.3.3.5 - The crew does not incur any penalty for checking in before time if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

9.3.3.6 - The crew does not incur any penalty for being late if the act of handing the card to the time-keeper takes place during the target check-in minute; *e.g. a crew who is supposed to check in at a control at 18h 58' shall be considered on time if the check-in takes place between 18h 58' 00" and 18h 58' 59".*

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

- for late arrival: 10 seconds per minute or fraction of a minute,
- for early arrival: 1 minute per minute or fraction of a minute.

9.3.3.8 - Finally, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control zone more than a minute before the actual check-in time) the chief marshal at the control post must make this the subject of a written report to be sent immediately to the clerk of the course.

9.3.4 - Time of leaving control

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

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

- These two posts shall be included in a single control area (see Article 9.2) whose signs shall be as follows:
 - **FIA Pre Sign TC Yellow**: beginning of zone,
 - **FIA Time Control Red** time control post at a distance of approx. 25m,
 - **FIA Special Stage Start Red** start of special stage at a distance of 50 to 200m,
 - **FIA End of Control Zone Beige** end of control sign 50m further on.
- At the time control at the finish of a road section, the post marshal will enter on the time card the check-in time of the crew together with its provisional start time for the following road section. There must be a 3 minutes gap to allow the crew to prepare for the start.
- Immediately after checking in at the time control the crew will go to the start of the special stage. The marshal in charge of this post will enter the provisional time for the start of the stage on the stage sheet, which usually corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in the Regulations (see Article 9.5.4).

9.3.4.3 - If a difference exists between the two entries, the starting time of the special stage will be binding, unless the stewards decide otherwise.

9.3.4.4 - In the case of a flat tyre, an additional 5 minutes will be allowed for repairs.

9.3.5 - Disqualification

9.3.5.1 - Any delay exceeding 15 minutes at the target time between two time controls, or a total delay exceeding 30 minutes at the end of each section and/or leg of the Rally, will result in the disqualification of the crew except where the provisions of Article 9.3.6 apply.

9.3.5.2 - Under no circumstances may crews having exceeded their maximum delay attempt to reduce this delay by arriving early at controls, neither shall penalties for early arrival be taken into account when calculating any delay exceeding the maximum permitted delay which results in disqualification.

For example:

Road section A

Start 12h00 - target time 1h00 - check-in time 13h10'

Penalty for late arrival: 100"

Delay counting towards disqualification: 10 minutes

Road section B

Target time 1h30' - check-in time 14h20'

Penalty for early arrival: 1200"

Delay counting towards disqualification: 10 minutes (not combined)

Road section C

Target time 2h00' - check-in time 16h30'

Penalty for late arrival: 100 additional seconds

Delay counting toward disqualification: 10 minutes

Total road section controls A + B + C

Total penalties (for late and early arrivals): 100" + 1200" + 100" = 1400 seconds

Total delay counting toward disqualification: 10' + 10' = 20 minutes

9.3.5.3 - The disqualification time may be increased at any point by the stewards, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible.

9.3.5.4 - Disqualification for exceeding the maximum permitted delay may only be announced at the end of a section or at the end of a leg.

9.3.6 - Catching up (not applicable to the last leg)

9.3.6.1 - Provision shall be made for a Driver who has missed, during a leg, a special stage and/or who did not check-in at the last time control of the leg, or place the car in Parc Fermé, to catch up and be re-admitted to the following leg. He will be given the worst overall time achieved in his category in that particular leg. If there are no finishers in his category then the next worst time in any appropriate category may be used. In all cases the penalty will be increased by a penalty of 60 seconds for each special stage missed. He may be re-admitted to the following leg unless, prior to the posting of the classification for that leg, he informs the clerk of the course in writing of his intention to withdraw from the event. Those Competitors wishing to be re-admitted must report to the Parc Fermé 30 minutes before the start of the next leg.

The clerk of the course or stewards may order that the car be re-scrutineered.

This catching up is not applicable for the last leg of the Competition and in order to be classified, the car must have passed the last time control of the Competition within the time allowed.

9.3.6.2 - The starting order for the newly admitted cars will be at the discretion of the clerk of the course.

9.4 - Regrouping controls

9.4.1 - Regrouping controls will be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts (Article 9.2).

9.4.2 - The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or withdrawals. Thus the starting time from the regrouping control and not its duration must be taken into account.

For example: 120 cars at the start of the Rally – first regrouping of 4 hours - starting time from the regrouping control: 12h01:

a) target time for the arrival of car no. 1 at the regrouping control: 8h01, target time for the arrival of car no. 120 at the regrouping control: 10h.

b) actual arrival time of car no. 1 at the regrouping control: 8h45, actual arrival time of car no. 120 at the regrouping control: 11h50 (60 cars have withdrawn during this part of the Rally).

c) starting time of car no. 1: 12h01, starting time of car no. 120: 13h00.

The respective duration of stopping times should therefore have been:

- 3h16' for car no. 1

- 1h10' for car no. 120.

9.4.3 - On their arrival at these regrouping controls, the crews will hand to the post marshal their time card. The crews will receive instructions on their starting time. They must then drive their cars immediately and directly to the Parc Fermé. Engines must be stopped.

9.5. Special Stages

9.5.1 - Special Stages are tests on roads closed specially for the event.

9.5.2 - During these events, all those in the car must wear, under pain of disqualification, approved crash helmets and flame-resistant overalls, according to Appendix L, Chapter III, Article 2 specifications.

9.5.3 - Crews are forbidden to drive in the opposite direction to that of the Rally, under pain of disqualification.

9.5.4 - Starts of special stages will be given as follows: when the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the stage sheet, and he will hand this document back to the crew. The start will be given by the marshals. A penalty of 2 minutes shall be imposed on any crew which fails to start within 20 seconds of the starting signal.

9.5.5 – Not applicable

9.5.6 - The start of the special stage may only be delayed in relation to the scheduled starting time by the post marshal in a case of «force majeure».

In the event of a crew being late, the chief post marshal will enter a new time and the delay will then be considered as the delay recorded on a road section. It will therefore be taken into consideration for the calculation of the disqualification time.

9.5.7 - A false start, particularly one made before the signal has been given, is penalised as follows:

1st offence: 10 seconds,

2nd offence: 1 minute,

3rd offence: 3 minutes.

further offences: at the stewards' discretion.

These penalties do not prevent the stewards from imposing heavier penalties if they judge it necessary.

9.5.8 - Special stages will end in a flying finish, stopping between the warning sign and the stop sign being forbidden on pain of disqualification. Timing will be done on the finish line, which must have print-out equipment backed up by stop watches. At a distance of 200 to 300m after the finish, the crew must report to a control (Point Stop) indicated by a red 'STOP' sign to have its finishing time entered on the time sheet. If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralisation zone or regrouping control.

9.5.9 - If, due to a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

a) at the start: disqualification;

b) at the «STOP» (Stop Point): 300" time penalty.

9.5.10 - The times recorded by the crews in each special stage, expressed in hours, minutes, seconds and tenth of seconds (example.00.07.57.8), shall be added to their other penalties expressed in time.

9.5.11 - During a special stage, assistance is forbidden. Any breach of this rule will result in the offending Competitor being automatically excluded from the event by the panel of stewards.

9.5.12 - The start intervals for special stages must comply with the same dispositions as those laid down for the start of the leg in question.

9.5.13 - Termination of a special stage When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, the results for the stage may be established by allocating to each crew who has been unable to complete the stage, the slowest time set before the termination.

These results may be drawn up even if only one crew has been able to cover the stage in normal racing conditions. Only the stewards may apply this disposition after the clerk of the course has given the reasons for the termination. Should the stewards consider the slowest time set as abnormal, they may take as the scratch time one of the four slowest times which seems the most suitable. However, no crew who is totally or partially responsible for stopping a stage may benefit from this measure. This crew will be given the time which it might have made if this is greater than the scratch time awarded to other crews.

9.5.14 - Any crew refusing to start in a special stage at the time and in the position allocated to it shall be given a penalty of 300".

9.5.15 - On special stages, the following rules apply:
a) If, during a special stage, a competitor is caught up by a faster competitor who gives headlight or horn signals, the slower competitor is obliged to let the faster one pass, even if he has to stop on the right or left side of the road, showing with the appropriate indicator that he is ready to be overtaken. Infringement may result in a fine or disqualification, depending on the decision of the stewards,

b) Stopping on or directly before or after a bend, or moving the car across the course or in a direction other than that of the Rally, is strictly forbidden. Drivers who have to stop for an emergency must stop their car at the side of the road and warn the Drivers following by appropriate means (e.g. red triangle),

c) If the road is blocked because of an accident, it must be cleared as soon as possible to allow safety vehicles or ambulances through. Damaged cars must be kept clear of the road until Rally officials have re-opened the stage to traffic.

Each infringement will result in a penalty which may go as far as disqualification.

9.6 - Parc Fermé

9.6.1 - Cars shall be subject to Parc Fermé rules:

a) from the moment they enter the starting area, a regrouping area or an end of leg, until they leave,

b) from the moment they enter a control area until they leave it,

c) from as soon as they reach the end of the Rally until the time for lodging protests has expired.

9.6.2 - While the vehicles are subject to Parc Fermé rules:

a) any repairs or refuelling are strictly forbidden, under pain of disqualification,

b) however, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with the normal road use, they must immediately inform the clerk of the course thereof who may request that the car be repaired,

c) in this case, the minutes used to carry out the repairs will be considered as the same number of minutes' delay recorded in a road section. After repairs, the crew will possibly be given a new starting time.

9.6.3 - As an exception, and under the supervision of the competent marshal, the crew may, while in the Parc Fermé at the start, regrouping zone or end of leg:

- change a punctured or damaged tyre using the equipment on board,

- change the windscreen with the possibility of outside help.

These repairs must be completed before the starting time. Otherwise a penalty shall be imposed in accordance with the provisions stated in Article 9.6.2.c.

9.6.4 - As soon as they have parked their cars in the Parc Fermé, the Drivers will leave the Parc Fermé and no crew member will be allowed to re-enter.

9.6.5 - To leave a Parc Fermé for the start, regrouping halt or end of leg, the crew shall be allowed to enter the Parc Fermé 10 minutes before their start time.

9.6.6 - If a vehicle is unable to move under its own power:

At a Parc Fermé at a start, regrouping halt or end of leg, only the officials on duty or the members of the crew are authorised to push a competing vehicle inside or at the entrance to or exit from a Parc Fermé at a start, regrouping halt or end of leg. An additional battery may be used to help to start the car but cannot be carried on board the car.

9.6.7 - Any infringement of the Parc Fermé Regulations shall (or, in the case of catching up, may) result in disqualification from the Rally.

9.6.8 - After the Rally, all cars which have crossed the last time control shall be driven, under the supervision of the officials of the Competition, to a Parc Fermé where they shall remain for at least 30 minutes after the posting of the provisional results and until the stewards order their release.

Any classified car which is unable to cross the line and/or reach the Parc Fermé under its own power will immediately upon such disability occurring be placed under the exclusive control of the marshals and scrutineers who, as soon as this is possible, will conduct the car to the Parc Fermé. Cars which have not been placed in the Parc Fermé will not be classified.

10. Administration and checking - Penalties

10.1 - Checking before the start and during the Rally

10.1.1 - Any team taking part in the Rally, must arrive at scrutineering with its full crew and car in accordance with the published timetable. Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of «force majeure» duly recognised as such by the stewards. The crew must present the FIA HTP to the FIA eligibility delegate who may keep it until the end of the event. If this is not submitted, the car may not start.

10.1.2 - The checks carried out before the start will be of a completely general nature (checking Licences, driving licences, make and model of the car, apparent conformity of the car with its HTP, essential safety items, conformity of the car with the National Highway Code, etc.).

This shall be followed by:

identification of crew.

Each member must have with him one recent identity photo:

identification of the vehicle, the chassis and cylinder block of which may be «marked», at the organiser's discretion.

10.1.3 - To be allowed to start, all cars must be equipped with extinguisher(s) according to Article 5.7.1 of Appendix K.

10.1.4 - No car will be allowed to start unless it complies with the FIA safety regulations.

At any time during the event, additional checks may be carried out regarding the crew or the vehicle. The competitor is responsible for the technical conformity of his car throughout the entire duration of the Rally, under penalty of disqualification.

10.1.5 - Should identification marks (art.10.1.2) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Rally. If they are missing, the car will be excluded from the Competition immediately.

10.1.6 - Any fraud discovered, and in particular showing as intact identification marks which have been altered, will result in the disqualification of the crew from the Competition. As well as any Competitor or crew who has helped or been involved in carrying out the infringement. This will not prejudice the fact that the National Sporting Authority (ASN), to which Competitor or accomplice belongs, may be asked to impose heavier sanctions.

10.1.7 - The following documents will be checked:

- a) International Competitor's Licence,
- b) International Licences of both Drivers,
- c) driving licences of both Drivers,
- d) car registration papers
- e) car insurance papers,
- f) identity card with recent photos of both Drivers,
- g) authorisation to compete abroad for Competitors with Licences issued by another ASN than the organising ASN,
- h) FIA HTP for the vehicle, in compliance with Article 2 of Appendix K. The organiser will retain this form for the duration of the event.

10.2 - Final control

10.2.1 - As soon as each crew reaches the finish, they shall drive their car to the Parc Fermé.

A check shall be made to verify:

- its conformity with the car submitted at initial scrutineering,
- if there is any reason to impose any of the penalties specified under Article 8.2.

The absence of any of the identification marks, as per Article 10.1.5, shall result in disqualification from the Competition.

10.2.3 - Without it being compulsory, scrutineering involving the dismantling of the vehicles may be carried out at the absolute discretion of the stewards ex-officio or following a protest or upon the decision of the clerk of the course. If this dismantling does not follow a protest, the Competitor will have to pay the reasonable expenses which exercise of the powers mentioned herein may entail. In case of dismantling following a protest, Article 11 of these Regulations will apply.

10.2.4 - See Article 11.

10.2.5 - Those vehicles which are to be subjected to final scrutineering, as ordered by the stewards, should be announced by a notice at the entrance to the Parc Fermé.

10.2.6 - A car not conforming to Appendix K and/or its HTP may be excluded from the Competition.

10.2.7 - The HTP will be returned to the Competitor at the Parc Fermé and at the latest after the final control.

11. Protests and appeals

11.1- All protests shall be lodged in accordance with the stipulations of the Code (see Article 13.1 and following)

11.1.2 - All protests must be lodged in writing and handed to the clerk of the course together with the sum of €500 which shall not be returned if the protest is judged unfounded. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit, the amount of which will be decided by the stewards.

11.1.3 - The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the Competitor against whom the protest is lodged if the claim is upheld.

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

11.1.5 - The entrants may lodge an appeal against the decisions of the stewards, in conformity with the stipulations of Article 15.3 of the Code. 11.2 - International appeal fee (FIA): €3000.

11.2 – International appeal fee (FIA): € 3000.

11.3 - Any protest must be lodged in accordance with the prescriptions of the Code. Protests must be made in writing and given to the clerk of the course or to his assistant, or in their absence to a steward, accompanied by the requisite protest fees.

If the protest requires the dismantling and re-assembly of various parts of a car, the claimant must also pay a deposit which shall be set by the stewards.

11.4 - The International Court of Appeal will hear, in the context of a Competition forming part of an FIA Championship (which includes the FIA European Historic Sporting Rally Championship), appeals against decisions of the stewards of a Competition brought by organisers, Competitors, Drivers or other licence-holders that are addressees of such decisions or that are individually affected by such decisions. In this case, the ASNs cannot refuse to give their assistance and agreement (Article 14.1.1 of the Judicial and Disciplinary Rules of the FIA).

12. Final Results

12.1 - Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the special stages and the penalties incurred during the road sections and any other penalties expressed in time. The crew with the lowest total shall be proclaimed the overall winner, the next lowest second and so on. The period and class results shall be determined on the same basis. To be classified for the Rally, the car has to pass the last time control of the Competition = TC113C (location: Ypres Menin Gate *Holding In- Podium - End of Rally*)

12.2 - In the event of a dead heat, the competitor who accomplished the best time for the first special stage will be proclaimed the winner. If this is not sufficient to be able to decide between the competitors, the times of the 2nd, 3rd, 4th and 5th special stages shall be taken into consideration.

12.3 - An independent general final result and class final result will be issued for each category of eligible cars.

12.4 - The results shall be posted in accordance with the programme of the Rally.

12.5 - The final result can be protested until 30 minutes after the results are posted and approval by the panel of stewards. However, a provisional result

will be issued at the end of the 1st leg to establish the starting order of the 2nd leg.

12.6 - Team Cup - Not applicable

12.7 - A separate classification will be posted for the crews registered in the FIA Championship for the Categories 1, 2, 3 and 4.

13. Prizes - Cups

Prizes will be awarded according to the final results of the Rally.

The following cups will be awarded as a minimum to both Driver and Co-driver:

- Winners in each category.
- Winners in each class.

Where there are three or more classified in either category or class, awards for 2nd place will be given.

Where there are six or more classified in either category or class, awards for 3rd place will be given.

The organisers may increase the above awards according to participation.

14. Prize-giving

The **prize-giving** will take place on

Date:	23 June 2018
Place:	On the final Podium Ypres, Menin Gate
Time:	21:10

All the members of the crew must be present at the prize-giving. Crews who are not present at the prize-giving may forfeit their prizes; however, the final results will not be modified.

FIA STANDARD RALLY CONTROL SIGNS

TIME CONTROL



Pre sign YELLOW
Control sign RED

SPECIAL STAGE START



Control sign RED

SPECIAL STAGE FINISH



Pre sign YELLOW
Finish sign RED

SPECIAL STAGE STOP CONTROL



Stop sign RED

END OF CONTROL ZONE



End of Control BEIGE

PASSAGE CONTROL



Pre sign YELLOW
Control sign RED

REFUEL ZONE START



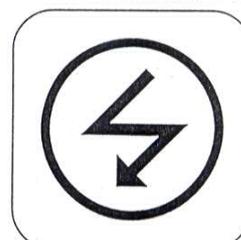
Zone start BLUE

REFUEL ZONE END



Zone finish BLUE

RADIO COMMUNICATION POINT



Pre sign YELLOW
Radio point sign BLUE

SAFETY MEDICAL POINT



Pre sign YELLOW
Medical point sign BLUE

TYRE MARKING



Sign BLUE
Marker pen RED

TYRE MARK CHECKING



Sign BLUE
Magnifier RED

(Diameter of the signs: about 70 cm)

Direction Sens du parcours	Control type Nature du contrôle	CONTROL ZONE ZONE DE CONTRÔLE			Direction Sens du parcours	
⇒	PASSAGE CONTROL CONTRÔLE DE PASSAGE	YELLOW SIGNS Beginning of Control Zone PANNEAUX JAUNES Début de Zone de Contrôle	RED SIGNS Compulsory Stop PANNEAUX ROUGES Arrêt obligatoire	BEIGE SIGNS End of Control Zone PANNEAUX BEIGES Fin de Zone de Contrôle	⇒	
⇒	TIME CONTROL CONTRÔLE HORAIRE				⇒	
⇒	TIME CONTROL AND SS START CONTROLE HORAIRE ET DEPART D'ES				⇒	
⇒	END OF SS FIN D'ES				⇒	

Appendix 2 - Safety Tracking System

Collecting Tracking System and recollect Tracking System and refuel armbands, Vleeshuis Neermarkt 9, 8900 Ieper, after administrative check.

The competitors must collect the GPS/GRPS kit at the material collection only on the following schedule.

Tuesday 19/6/2018	14:00 - 19:00 Make your reservation
Wednesday 20/06/2018	09:00 - 14:00 Make your reservation

Collection

All cars must be fitted with a Safety Tracking System (STS) device provided by the organiser. The STS devices will be distributed see Schedule above against the cash deposit of a € 200 guarantee refundable upon timely, undamaged return. Foreign competitors from outside the Euro zone, will be allowed to deposit a cash guarantee in their national currency for the equivalent value of € 200, in an envelope which will be sealed at the moment of the deposit.

Tracking installation and inspection

Installation and inspection

Team/crew are personally responsible for mounting safety and tracking equipment. Same STS device must be used during reconnaissance and race. During reconnaissance device must be in a visible place, so Marshals or other Officials will be able to identify it. The STS device must be mounted and the sticker must be placed into the rally car before practice, shakedown and TC0. Officials, appointed by the Organiser, will inspect if the equipment has been fitted correctly and the informational sticker, containing contact phone number of the rally control centre, has been stuck to the dedicated area on co-driver's door. Team/crew, that has fitted the equipment incorrectly, must fit it correctly before start of the rally.

If the crew stops in the special stage, "SOS" or "OK" button must be pressed within 30 seconds. Team/crew that has stopped in the special stage must ASAP inform rally control concerning the reason of stopping. Contact number can be found on informational sticker.

In case the team/crew receives electronic Red Flag hazard signal (loud sound signal, and yellow led lights up), "OK" button must be pressed in hold for 1 sec in order to confirm message receiving to rally control centre. The crew must immediately reduce speed and follow the instructions of marshals.

For the infringement of usage of "SOS" and "OK" signals, the team/crew can be fined according by the Stewards. Any manipulation or disconnecting of the device will be considered as unauthorized reconnaissance and reported to the stewards by the Clerk of the Course.

Use

See Rally Guide 2 Appendix 5 "Safety Tracking System User's Guide".

Return

The competitors must dismount the complete STS device kit during the last Service and return it to "Rally HQ" (Neermarkt 9, 8900 Ypres) at last on Sunday 24 June 01:00. No refunds will be made after this time limit.

In case of an **earlier retirement the competitor** must contact the Rally HQ on the emergency telephone number mentioned in the Road Book or on the back of the timecards, and must return the complete STS device kit to Rally HQ (Neermarkt 9, 8900 Ypres) Friday 22 June 23:00 - 24:00 or Saturday 23 June 21:00 - 01:00.

At the end of the rally the competitor must return the complete STS device kit see Roadbook. Please note also that the refuel armbands should be returned at the same location as the Safety Tracking System.

Appendix 3 - Supplementary identification

In accordance with the ruling of the French Traffic Laws concerning identification of rally cars and upon request of the French Motor Sport Federation: All the competing cars will have a supplementary identification number applied on the car, this for the whole duration of the Event. This number will correspond with the competition number and will have the following dimensions: 13 cm wide and 10 cm high. It will be applied by the competitors in the right upper corner of the windscreen (under the windscreen strip). The letter format will be Helvetica 9 cm high with a minimum thickness of 14mm,

black on white support. This will be applied on technical scrutineering.

Appendix 4 – Speed Limits

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

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

Foreign drivers must, pay the fine immediately on the spot. The vehicle will be seized on the spot when payment is refused.

		Vitesse maximale autorisée Maximum speed limit Maximum toegelaten snelheid	Retrait du permis de conduire à partir de Withdrawal of driving licence as from Intrekking van het rijbewijs vanaf	
	Autoroutes Motorways Autosnelwegen		120 Km/h	160 Km/h
	Routes publiques Public roads Openbare wegen		70 Km/h	110 Km/h
	Aglomérations Urban zones Bebouwde kommen		50 Km/h	90 Km/h
	Zone 30		30 Km/h	50 Km/h

Appendix 5 - Schedule Recce

RECONNAISSANCE CONTROLE CARD					100 SUPER TAG			
		YPRES HISTORIC RALLY 2018						
WEDNESDAY 20/06/2018								
9h00 - 14h00		Pass. 1			Pass. 2			
Stage	START	TIME	STOP	TIME	START	TIME	STOP	TIME
ZILLEBEKE								
LANGEMARK								
ZONNEBEKE								
WEDNESDAY 20/06/2018								
15h00 - 18h00		Pass. 1			Pass. 2			
Stage	START	TIME	STOP	TIME	START	TIME	STOP	TIME
DIKKEBUS (FIA)								
KEMMELBERG								
SD Boezinge 14.00 - 16.00								
This card has to be returned: To the RALLY OFFICE in HQ by Friday 22/06/2018 at 15h00 latest by all the crews								
Car number		100			Thursday >>>>>>			

RECONNAISSANCE CONTROLE CARD					100 SUPER TAG			
		YPRES HISTORIC RALLY 2018						
THURSDAY 21/06/2018								
9h00 - 15h00		Pass. 1			Pass. 2			
Stage	START	TIME	STOP	TIME	START	TIME	STOP	TIME
WESTOUTER - BOESCHEPE								
WATOU								
VLETEREN								
RENINGE								

Appendix 6 - Extracts from FIA Appendix L relating to overalls, helmets and any other safety requirements.

HELMETS STANDARDS

All drivers competing in circuit events, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets homologated to one of the standards listed in FIA Technical List N° 25.

CONDITIONS OF USE

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test (1), to ensure that appropriate access to the airway of an injured driver is possible:

- the driver is to be seated in his car, with helmet and FIA-approved head restraint in place and attached and safety harness buckled.
- with the help of two rescuers, the chief medical officer of the Event (or, if present, the FIA medical delegate) must be able to remove the helmet with the driver's head maintained permanently in a neutral position.

If this is impossible, the driver will be required to wear an open-face helmet.

MODIFICATIONS

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA-listed standards organisations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present Article.

MAXIMUM WEIGHT AND COMMUNICATIONS SYSTEMS

- Helmet weights may be checked at any time during an event and must not exceed 1900 g for a full-face type or 1700 g for an open-face type, including all accessories and attachments.
- Helmet-mounted radio speakers are prohibited in all circuit and hill-climb events (earplug-type transducers are allowed). Applications for waivers, on medical grounds only, may be made through the driver's ASN's Medical Commission. The fitting of microphones may be done only in respect of Article 1.3 above.

DECORATION

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

FLAME-RESISTANT CLOTHING

In circuit events, hill-climbs, special stages of rallies and selective sections of cross-country events entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27).

Users must ensure that garments are not too tight, as this reduces the level of protection.

Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

Substances, which may circulate in any cooling system worn by a driver, are restricted to water, or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

For events taking place in extreme heat, it is recommended that a cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard).

FRONTAL HEAD RESTRAINT (FHR)

THE WEARING IN AN INTERNATIONAL EVENT OF ANY DEVICE INTENDED TO PROTECT THE HEAD OR NECK AND ATTACHED TO THE HELMET IS PROHIBITED, UNLESS THE DEVICE HAS BEEN HOMOLOGATED ACCORDING TO THE FIA 8858 STANDARD. HOMOLOGATED FHR SYSTEMS ARE LISTED IN THE FIA TECHNICAL LIST N° 29.

FIA-approved FHR systems must be worn by drivers in all International Events.

CONDITIONS OF USE

FHR systems must be worn only with FIA-approved items according to the following chart:

Helmet ⁽²⁾	Tether system (tether, tether end fitting and helmet anchorage)
FIA 8860 (Technical List N° 33) FIA 8858 (Technical List N° 41) FIA 8859 (Technical List n°49)	FIA 8858 (Technical List N° 29)

⁽²⁾ Mandatory wearing of helmets in each championship according to Art 1.1 above.

For more details when the device used is the HANS®, the "Guide for the Use of HANS® in international motor sport", published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com, under the heading FIA Sport - Regulations - Drivers' Equipment.

COMPATIBILITY AND PERMITTED USE OF ITEMS APPROVED TO THE FIA 8858-2002, 8858-2010, 8860-2004 AND 8860-2010 STANDARDS

The FIA 8860-2004 (Advanced helmets) and FIA 8858-2002 (FHR systems and compatible helmets) standards were updated in 2010. Both the original and revised versions remain valid when used as shown on the chart below.

	FHR 8858-2010	Tether (with end fitting) 8858-2010	Helmet anchorage 8858-2010	Helmet 8858-2010 and 8860-2010
HANS 8858-2002	X	YES	YES	YES
Tether (w/end fitting) 8858-2002	NO	X	If mechanically compatible	YES
Helmet anchorage 8858-2002	YES	If mechanically compatible	X	NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	X

SAFETY BELTS

Drivers must be properly restrained in their seat by safety belts in conformity with the specifications of Appendix J for the vehicle concerned, at all times during an event when it is mobile on a circuit, pit lane, special stage or competition course.

Appendix 7 - Fuel and Refueling

Types of fuel

All competitor should refuel in the refuelling area, location see Road Book. The type of fuel must be conform to the FIA prescriptions for the 2018 FIA European Historic Sporting Rally Championship.

Competitors can use fuel sold and distributed to the general consumers in the fuel stations indicated in the road book as long this fuel is filled directly into the fuel tank from a fixed fuel pump useable for the normal consumers.

Competitors can also use fuel provided from the dispensers of the supplier of the 2018 Belgian Rally Championship, appointed by the RACB Sport, in the official refuel zone stated in the road book.

The specifications of the fuels and from the suppliers appointed by RACB Sport will be available in Rally Guide 2

Addition of any compliments to those fuels is strictly forbidden.

ORDERING PROCEDURE

Information about times and places of the distribution of fuel throughout the programme of the rally will be given in Rally Guide 2.

Competitors are responsible for settling direct with the supplier, or supplier's agent, all matters relating to supply and payment.

TECHNICAL REQUIREMENTS

The RACB Sport reserves the right, at all times and without having to state the reasons, to replace the fuel with another fuel conforming to the Code (Appendix J).

All competitors are required to fit FIA-specified refuel couplings, except drivers using a car which retains the standard tank.

The RACB Sport cannot be held responsible for any consequences of using non-conforming fuel.

The RACB Sport reserves the right to check the fuel of any competitor at any time.

DISTRIBUTION - PROCEDURES (FIA 2018 RRSR ART. 58)

Refuelling Zone

All competitors may only refuel in the refuelling zone.

- Shakedown: There will be no refuelling zone after the Service Park in Boezinge!!!.

There will be a refuelling zone:

During the rally at the crossing of N308 and N38, GPS coordinates 50°51'04.8"N 2°50'40.1"E (see road book).

To access the refuelling zones each service team/crewmember (maximum of 2) must wear the armband (provided with the service pack) and fireproof protection clothing.

Appendix 8 - Itinerary

Start (Sections 1,2)				Friday 22 June 2018		
ver. 1.5 - 17032018				Sunrise 05:36		Sunset 22:04
TC	LOCATION	SS dist.	Liaison	Total dist.	Target	First car
RZ	Refuel		4,86			
0	Distance to next refuel	(17,94)	(40,78)	(58,72)		
100	Menin Gate - TC Podium					17:40
100A	Regroup Museum Passchendaele In	-	7,78	7,78	0:20	18:00
100B	Regroup Museum Passchendaele Out				1:00	19:00
101	St Jan	-	7,62	7,62	0:18	19:18
SS 101	Langemark 1	8,97	-	-	-	19:21
101A	Technical Zone IN	-	9,71	18,68	0:26	19:47
101B	Technical Zone OUT - Service IN				0:10	19:57
Service A (Vesting, Historic Center)		(8,97)	(25,11)	(34,08)	0:30	
101C	Service OUT - Regroup IN					20:27
101D	Menin Gate - Regroup OUT				0:40	21:07
102	St Jan	-	6,46	6,46	0:15	21:22
SS 102	Langemark 2	8,97	-	-	-	21:25
RZ	Refuel		6,72			
1	Distance to next refuel	(12,53)	(44,46)	(56,99)		
103	De Groene Jager	-	11,07	20,04	0:37	22:02
SS 103	Dikkebus	12,53	-	-	-	22:05
103A	Technical Zone IN	-	28,11	40,64	0:52	22:57
103B	Technical Zone OUT - Service IN				0:03	23:00
Service B (Vesting, Historic Center)		(21,50)	(45,64)	(67,14)	0:30	
103C	Service OUT					23:30
103D	Parc Fermé IN (early check in allowed)	-	2,80	2,80	0:10	(23:40)
Friday totals		30,47	73,55	104,02		

Section 1

Section 2

ver.1.5 - 17032018

Sunrise 05:36

Sunset 22:04

TC	LOCATION	SS dist.	Liaison	Total dist.	Target	First car
103E	Parc Fermé OUT					11:35
103F	Service IN	-	4,34	4,34	0:15	11:50
Service C (Vesting, Historic Center)			(7,14)	(7,14)	0:15	
103G	Service OUT					12:05
103H	Menin Gate - Podium				0:03	12:08
RZ	Refuel		4,86			
2	Distance to next refuel	(40,45)	(50,3)	(90,75)		
104	Dries	-	15,74	15,74	0:34	12:42
SS 104	Kemmelberg 1	15,00	-	-	-	12:45
105	Kasteelhoek	-	23,41	38,41	0:42	13:27
SS 105	Zillebeke 1	14,37	-	-	-	13:30
106	Meerlaan	-	8,00	22,37	0:23	13:53
SS 106	Zonnebeke 1	11,08	-	-	-	13:56
106A	Technical Zone IN	-	3,15	14,23	0:19	14:15
106B	Technical Zone OUT - Service IN				0:03	14:18
Service D (Vesting, Historic Center)		(40,45)	(50,3)	(90,75)	0:30	
106C	Service OUT - Regroup IN					14:48
106D	Menin Gate - Regroup OUT				0:15	15:03
RZ	Refuel		4,86			
3	Distance to next refuel	(53,47)	(66,25)	(119,72)		
107	Pijpegale	-	16,65	16,65	0:34	15:37
SS 107	Reninge 1	11,92	-	-	-	15:40
108	Hoge Brug	-	4,97	16,89	0:17	15:57
SS 108	Vleteren 1	9,25	-	-	-	16:00
109	Rattekot	-	16,26	25,51	0:31	16:31
SS 109	Watou 1	14,77	-	-	-	16:34
110	Lysenthoek	-	3,45	18,22	0:18	16:52
SS 110	Westouter-Boeschepe 1	17,53	-	-	-	16:55
110A	Technical Zone IN	-	24,92	42,45	0:50	17:45
110B	Technical Zone OUT - Service IN				0:03	17:48
Service E (Vesting, Historic Center)		(53,47)	(66,25)	(119,72)	0:30	
110C	Service OUT - Regroup IN					18:18
110D	Menin Gate - Regroup OUT				0:15	18:33
RZ	Refuel		4,86			
4	Distance to next refuel	(40,45)	(45,77)	(91,08)		
111	Dries	-	16,07	16,07	0:34	19:07
SS 111	Kemmelberg 2	15,00	-	-	-	19:10
112	Kasteelhoek	-	23,41	38,41	0:42	19:52
SS 112	Zillebeke 2	14,37	-	-	-	19:55
113	Meerlaan	-	8,00	22,37	0:22	20:17
SS 113	Zonnebeke 2	11,08	-	-	-	20:20
113A	Technical Zone IN	-	3,15	14,23	0:19	20:39
113B	Technical Zone OUT - Service IN				0:03	20:42
Service F (Vesting, Historic Center)		(40,45)	(50,63)	(91,08)	0:12	
113C	Service OUT - End of Rally					20:54
113D	Menin Gate Podium					21:10

Convoy to final scrutineering and/or final Parc Fermé Ter Waarde

Saturday totals	134,37	171,52	305,89
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Section 3

Section 4

Section 5

Convoy to final scrutineering and/or final Parc Fermé Ter Waarde

Saturday totals	134,37	171,52	305,89
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TOTALS OF THE RALLY

	SS	Liaison	Total	% SS
Friday 22 June	30,47	73,55	104,02	29,29%
Sections 1, 2				
Saturday 23 June	134,37	171,52	305,89	43,93%
Sections 3, 4, 5, 6				
Total - 13 SS	164,84	245,07	409,91	40,21%

Appendix 9 - List Classes and Category

Cars that do not have a valid FIA HTP in accordance with FIA regulations at the time of registration must register for the Classic Ypres Rally, no car transfer will be made after publication of the entry list. Foreign competitors must present a copy of their ASN authorization to participate in the Las Vegas Ypres Rally.

As published in FIA Sporting Regulations Rally Championship

[2018 euro historic sporting rally champs sporting regs web 20171208.pdf](#)

ELIGIBLE CARS 2.1

Category 1: Road legal cars built between 1/1/1931 and 31/12/1957 and Touring and GT cars, models homologated between 1/1/1958 and 31/12/1969.

A1	up to 1000cm3 (before 31/12/1961)
A2	from 1001cm3 to 1600 cm3 (before 31/12/1961)
A3	over 1600cm3 (before 31/12/1961)
B1	up to 1000cm3 (after 31/12/1961)
B2	from 1001cm3 to 1300cm3 (after 31/12/1961)
B3	from 1301cm3 to 1600cm3 (after 31/12/1961)
B4	from 1601cm3 to 2000cm3 (after 31/12/1961)
B5	over 2000cm3 (after 31/12/1961)

Category 2: Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1, 2, 3 and 4, models homologated between 1/1/1970 and 31/12/1975.

C0	up to 1150cm3
C1	from 1151 cm3 to 1300cm3
C2	from 1301 cm3 to 1600cm3
C3	from 1601 cm3 to 2000cm3
C4	over 2000 cm3

Category 3: Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1, 2, 3 and 4, models homologated between 1/1/1976 and 31/12/1981.

D0	up to 1150 cm3	D1	from 1151cm3 to 1300cm3
D2	from 1301 cm3 to 1600cm3		
D3	from 1601 cm3 to 2000cm3		
D4	over 2000 cm3		

Category 4: Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups A, B and N, models homologated between 1/1/1982 and 31/12/1985 (Period J1) and models homologated between 1/1/1986 and 31/12/1990 (Period J2 - see 2.2 below).

E1	Group A up to 1300 cm3
E2	Group A from 1301 cm3 to 1600cm3
E3	Group A from 1601 cm3 to 2000cm3
E4	Group A over 2000 cm3
E5	Group B up to 1600 cm3
E6	Group B over 1600 cm3
E7	Group N up to 1600 cm3
E8	over 1600 cm ³

Competitors competing in Category 4 (J1 and J2) must comply with the FIA Regulations in Appendix XI to Appendix K. In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 by 1.7.

Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

All cars must be registered for open public road use.

For safety reasons, mid- and rear-engined two-seater racing cars shall not be admitted to this Championship.

2.2 - Period E to J2 categorized as HSA (not applicable)

Are authorised to take part in Competitions without scoring Championship points, international rally cars built to specific supplementary regulations run on the African continent complying with the period specific technical regulations of these Competitions. These cars must hold a valid HTP for Periods E to J2 and must be categorized as HSA