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EUROPEAN
RALLY
TROPHY

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DMSB Schötter-Rallye-Cup

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27.

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Int. ADMV 2024

5

Lausitz-Rallye

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**EUROPEAN
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27th International ADMV-Lausitz-Rallye
31.10. – 02.11.2024

**SUPPLEMENTARY
REGULATIONS**



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2024 SCHOTTER CUP

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Join the 2024 FIA European Rally Trophy!

14 RALLIES ACROSS 12 COUNTRIES IN EUROPE FROM APRIL TO NOVEMBER

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ART. 1. INTRODUCTION

Name of the event: **27th International ADMV-Lausitz-Rally**

Date of the event: **31.10. – 02.11.2024**

Art. 1.1 Preamble

This rally will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Regional Rally Sporting Regulations including appendices, the DMSB Technical Regulations (only when related to national cars) the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

The FIA Regional Rally Championships Sporting Regulations can be found at: <https://www.fia.com/regulation/category/117> .

The various documents will be written in English and German. In case of any discrepancy the English text will be binding.

Art. 1.2 Length of Special Stages and Road surface

Leg 1: Gravel	44,84 km	Asphalt	1,26 km
Leg 2: Gravel	72,90 km	Asphalt	19,54 km

Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs:	2
Number of Sections:	6
Number of Special Stages:	8
Number of different Special Stages:	4
Total distance of the itinerary:	266,75 km
Overall length of Special Stages:	138,54 km



ART. 2. ORGANISATION

Art. 2.1 Championships and titles for which the rally counts

Art. 2.1.1 FIA titles and classifications

Championships/ Series/ Titles	Status
FIA European Rally Trophy 2024 for drivers and co-drivers	International
FIA Junior ERT 2024 for drivers	International

Art. 2.1.2 Other titles/ Championships/ Cups

Championship/ Series/ Titles	Status	Min. drivers license
DMSB Schotter-Rallye-Cup 2024	National A	Min. National A
ADMV Rallye Meisterschaft 2024	National A	Min. National A
Schottercup 2024	National A	Min. National A
Sächsische Rallye Meisterschaft 2024	National A	Min. National A
Volvo Original Cup 2024	National A	Min. National A

As well as sport badges of the ADAC, ADMV, AvD and DMV in compliance with their specific regulations.

Art. 2.2 Approvals

Registration numbers/ Visa

DMSB Reg.-No: RY-14081/24

Approved on: 15.07.2024

FIA Visa No.: 13ERT/240822

Approved on: 22.08.2024

Art. 2.3 Organiser's name, address, and contact details

Organiser: Rallye- Renn- & Wassersport-Club Lausitz e.V. im ADMV
 Contact person: Wolfgang Rasper
 Street: Diesterwegstraße 37
 Post code/ City: 02943 Boxberg /O.L.
 Country: Deutschland
 Phone: +49 35774 30523
 Fax: +49 35774 55758
 Email: rrc-lausitz@t-online.de
 Website: www.lausitz-rallye.de

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Wolfgang Rasper (Chairman)
 Ronald Bauer
 Karlheinz Birk
 Bastian Hartmann
 Patrick Hünninger
 Sabine Schulze
 Jonny Trost
 Heike Vogt

Art. 2.5 Stewards of the Meeting

	Name	License no.
Chairperson of the Stewards	Arnas Paliukenas (LTU)	FIA-STW-
2nd FIA Steward	Kostyantyn Bezv (UKR)	FIA-STW-
DMSB Steward	Wolfgang Gasterfer (DEU)	SPA 1061002

Art. 2.6 FIA Delegates & Observer

	Name
FIA-Delegate	Paul Nagle (IRL)

Art. 2.7 Officials

	Name	DMSB License no.
Event Director	Wolfgang Rasper (DEU)	SPA 1037718
Clerk of the Course	Uwe M. Schmidt (DEU)	SPA 1062421
Deputy Clerk of the Course	Marianne Rehahn (DEU)	SPA 1054138
Secretary of the Event	TBA	
Chief Safety Officer	Jonny Trost (DEU)	SPA 1107473
Deputy Chief Safety Officer	Martin Zurhoff (DEU)	SPA 1121956
Chief Scrutineer	Uwe Führer (DEU)	SPA 1076854
Scrutineer	Peter Benack (DEU)	SPA 1156608
Scrutineer	Javier Juhre (DEU)	SPA 1173763
Scrutineer	Carl-Ulrich Karsten (DEU)	SPA 1054178
Scrutineer	Gerald Strauß (DEU)	SPA 1076832
Scrutineer	Martin Weber (DEU)	SPA 1214418
Chief Medical Officer (CMO)	MD Steffen Strube (SWE)	SPA 1132052
Chief Timekeeper	Peter Rother (DEU)	SPA 1026419
Competitors' Relations Officer (CRO)	Udo Schütt (DEU)	SPA 1095350
Results	Uwe Volberg (DEU)	SPA 1053709
Tracking System, SAS RallySafe	Hans Poortmann (NLD)	
Tracking System, SAS RallySafe	Kim Poortmann (NLD)	
Press Officer	Bastian Hartmann (DEU)	
Environmental Officer	Patrick Hünninger (DEU)	



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Art. 2.8 Location of Rally HQ and contact details

Art. 2.8.1 Rally office and Rally HQ

Tourist Information Center (TIZ) „Bärwalder See“
Zur Strandpromenade 1
02943 Boxberg/O.L.
Deutschland
Telefon: +49 35774 489579
Email: rrc-lausitz@t-online.de
Website: www.lausitz-rallye.de
Google Maps: N 51.39638, E 14.57323

Rally HQ in operation:
from 27.08. to 29.10.2024 daily from 18:00 to 19:00 h
on 30.10.2024 from 08:00 to 21:00 h
on 31.10.2024 from 12:00 to 22:00 h
on 01.11.2024 from 06:00 to 21:30 h
on 02.11.2024 from 07:00 to 21:00 h

Art. 2.8.2 Service Park

Campsite Sternencamp at Bärwalder See
Zur Strandpromenade 2
02943 Boxberg /O.L.
Deutschland
E-Mail: rrc-lausitz@t-online.de
Website: www.lausitz-rallye.de
Google Maps: N 51.39585, E 14.57456

Opening hours Service Park for registration and deregistration
on 30.10.2024 from 18:00 to 21:00 h
on 31.10.2024 from 08:00 to 22:00 h
on 01.11.2024 from 07:00 to 22:00 h
on 02.11.2024 from 07:00 to 21:00 h
on 03.11.2024 from 08:00 to 11:00 h

Art. 2.8.3 Digital Notice Board (DNB)

As provided for in 2024 FIA International Sporting Code, Art. 11.9.4, the Official Notice Board will be the Digital Notice Board (DNB), available in the Sportity App and published also on the Event website at www.lausitz-rallye.de **There will be no physical Official Notice Board.** All competitors will be informed only by **Sportity** notifications about the publication of any documents on the Digital Notice Board.

The event password is **ERTLR2024**.

Sportity app is downloadable for iOS devices on Appstore and for Android devices on Google Play.



Download from AppStore: <https://apps.apple.com/ee/app/sportity/id1344934434>

Download from Google Play: <https://play.google.com/store/apps/details?id=com.sportity.app>

During the event, individual and general communication between all Rally Officials (Rally Control/COC, Rally Secretariat, CRO, Stewards, Technical Staff etc.) and the competitors/crew members will primarily and as far as possible be conducted via Sportity App.

Art. 2.8.4 Press Centre

Municipal administration Boxberg/O.L.
Südstraße 4
02943 Boxberg/O.L.
Deutschland
E-Mail: rrc-lausitz@t-online.de
Internet: www.lausitz-rallye.de
Google Maps: N 51.40259, E 14.58144

Opening hours press office
Thursday, 31.10.2024 17:00 – 19:00 h
Friday, 01.11.2024 13:00 – 21:00 h
Saturday, 02.11.2024 07:00 – 21:00 h

Art. 2.8.5 Trailer parking area

Parking lot - old Lidl
Südstraße 6
02943 Boxberg/O.L.
Google Maps: N 51.40099, E 14.58086

Art. 2.8.6 Administrative checks and scrutineering

Fire station Boxberg/O.L. (Fire brigade Boxberg/O.L.)
Friedensstraße 23
02943 Boxberg/O.L.
Google Maps: N 51.40177, E 14.58276

ART. 3. PROGRAMME

Art. 3.1 Schedule before the rally week

	Location:	Date:	Time:
Publishing of the supplementary regulations and Entries open		04.09.2024	
Issuing of the Rally Guide		11.09.2024	



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2024 SCHOTTER CUP

	Location:	Date:	Time:
1 st Press conference before the rally	Community Center Alte Bautzener Straße 87 02943 Boxberg/O.L.	26.09.2024	11:00
Closure date of entries at reduced fees		02.10.2024	24:00
Closure date of entries		22.10.2024	24:00
Closing date for ordering additional service area and documents		22.10.2024	24:00
Publication date of entry list	DNB	23.10.2024	

Art. 3.2 Schedule during the rally week

	Location:	Date:	Time:
2 nd Press conference before the rally	Community Center Alte Bautzener Straße 87 02943 Boxberg/O.L.	29.10.2024	11:00
Opening hours of Service Park Registration and de-registration at Service area point	see Art. 2.8.2	30.10. – 03.11.2024	see SR Art. 2.8.2
Collection of tracking systems at the administrative checks	see Art. 2.8.6	31.10.2024	13:00 – 21:00
Administrative checks according to schedule	see Art. 2.8.6	31.10.2024	13:00 – 21:00
Scrutineering according to schedule	see Art. 2.8.6	31.10.2024	13:30 – 21:30
Opening of the media centre	see Art. 2.8.4	31.10. – 02.11.2024	see Art. 2.8.4.
Issuing of the ROAD BOOK and Recce part 1 and 2	see Art. 2.8.6	01.11.2024	05:45 – 09:30
Reconnaissance according to separate schedule (see Appendix 2)		01.11.2024	06:00 – 14:30
Collection of rally safety tracking systems	see Art. 2.8.6	01.11.2024	10:00 – 12:45
Administrative checks according to schedule	see Art. 2.8.6	01.11.2024	10:00 – 12:45
Scrutineering according to schedule	see Art. 2.8.6	01.11.2024	10:30 – 13:15
Entry closing date for teams See Art. 4.4.3	Rally HQ	01.11.2024	13:15

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	Location:	Date:	Time:
Re-Scrutineering for car did not pre-event scrutineering	see Art. 2.8.6	01.11.2024	13:30
Publication of Amended Entry List	DNB	01.11.2024	14:00
Publication of Start List Leg 1	DNB	01.11.2024	14:30
Start of the rally –1 st car	Tourist Information Center (TIZ) Strandpromenade 1, 02943 Boxberg/O.L.	01.11.2024	15:30
Finish Leg 1 (estimated time of 1st car)	Parc Fermé IN	01.11.2024	approx. 19:22
Publication of Start List Leg 2	DNB	01.11.2024	22:30
Re-scrutineering, cars to re-start after retirement	Parc Fermé	02.11.2024	One hour before start of the 1 st car
Start Leg 2 –1 st car	Parc Fermé OUT	02.11.2024	08:55
Finish of the rally –1 st car	Tourist Information Center	02.11.2024	approx 18:00
Podiums Ceremony	Tourist Information Center	02.11.2024	approx 18:00
Final scrutineering	see Art. 2.8.6	02.11.2024	Immediate after arrival in the finish
Publication of Provisional Classification	DNB	02.11.2024	20:00
Publication of Final Classification	DNB	02.11.2024	After signed by the stewards and after expiry of the pro-test time

ART. 4. ENTRIES

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) FIA RRSR Art. 23

Art. 4.2 Entry procedure

Entries must be submitted in accordance with the FIA RRSR Art. 22 – Art. 25.
See also FIA ISC Art. 3.8 – Art. 3.14.



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2024
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An electronic entry application (Internet) will be accepted on the organisers' website www.lausitz-rallye.de. An electronic entry application must be confirmed by way of personal signature by the competitor by the latest at administrative checks. **The entry form must be accompanied by a copy of the valid competitor's licence.** A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.

Foreign competitors, drivers and co-drivers may have to get the approval of their ASN and present it at the administrative checks.

For entries in national classes, a specific entry form must be used.

All competitors taking part in the rally must ensure that their drivers and co-drivers sign the Driver's declaration and undertakings form as attached in Appendix 6.

The entry form must be sent to:

Name: **Heike Vogt**
Street: **Eichenweg 136**
Post code/ City: **02943 Boxberg/O.L.**
Country: **Deutschland**
Email: vogt-boxberg@t-online.de
Fax: **+49 35774 489555**

An entry application (also made electronically) will be accepted only if accompanied by the total entry fees.

According to the International Sporting Code Art. 3.8.1 an entry compels the competitor to take part in the Competition in which they have been accepted to run, except in case of duly established Force Majeure.

Art. 4.2.1 Driver declaration and undertakings

FIA Regional Rally Sporting Regulations, Article 1.1.7: *"All competitors taking part in a Championship event must ensure that their drivers and co-drivers sign the driver's declarations and undertakings form as attached in Appendix XIV."*

Please print, fill in and sign the Driver's Declarations and Undertakings available at:

<https://www.fia.com/regulation/category/117> (under RELATED DOCUMENTS)

The completed and signed Driver's Declarations and Undertakings must be handed to the organiser at the administrative checks.



Art. 4.3 Number of competitors accepted and vehicle classes

Art. 4.3.1 The number of competitors shall be limited to: 100 cars

In case of exceeding the maximum number of entries, the teams who sent their entry last and paid the entry last will be put on a waiting list and not on the official entry list. In principle, FIA priority drivers will be accepted with priority.

The organiser reserves the right to decide which entries will be accepted aside from the priority drivers.

Art. 4.3.2 Eligible cars in ERT:

CLASS	GROUPS	
RC2	Group Rally2	<i>group Rally2 cars conforming to the 2024 Appendix J, Art. 261</i>
	Group Rally2 Kit (VR4K)	<i>cars fitted with R4 Kit conforming to the 2024 Appendix J, Art. 260E</i>
	Group NR4 over 2000cc	<i>group N cars conforming to the 2019 Appendix J, Art. 254</i>
	S2000-Rally : 2.0 Atmospheric	<i>Super 2000 cars (conforming to the 2013 Appendix J, Art. 254A)</i>
RGT	RGT cars	<i>group RGT cars conforming to the 2019 Appendix J, Art. 256 group RGT cars conforming to the 2024 Appendix J, Art. 256</i>
RC3	Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)	<i>group Rally3 cars homologated from 01/01/2021 and conforming to the 2024 Appendix J, Art. 260</i>
RC4	Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	<i>group Rally4 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260 group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260</i>
	R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	<i>group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260</i>
	R3 (turbo / up to 1620cc / nominal)	<i>group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D</i>
	group A up to 2000cc	<i>group A cars conforming to the 2019 Appendix J, Art. 255</i>
RC5	Rally5 (atmo up to 1600cc and turbo up to 1333cc)	<i>group Rally5 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260</i>
	Rally5-Kit (atmo or turbo up to 1600cc)	<i>group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2024 Appendix J, Art. 260B</i>
	Rally5 (atmo up to 1600cc and turbo up to 1067cc)	<i>group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260</i>

See also FIA RRSR Art. 12.2 additional provisions.
Only above listed cars are eligible to score points in the FIA European Rally Trophy.



Art. 4.3.3. Eligible national cars

Nationally homologated cars may participate in the European Rally Trophy rallies when they fit into a national group/class of the organising country, without eligibility to score Trophy points.

Class	Groups/divisions/displacement classes (nationally improved)
NC 1	Group F over 3000 cc Group N over 2000 cc CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 over 3000 cc Homol.-years 1966–incl. 1981 CTC/CGT Division 4.1, 4.2 and 4.3 over 3000 cc Homol.-years 1970–incl. 1981 CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 and 8 over 3000 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 9, 10, 13, 14 Homol.-years up to incl. 2016 CTC/CGT Division 16 Homol.-years up to incl. 2012 FIA Appendix K: Periods E-J Classes T, CT, GT, GTS over 3000 cc
NC 2	Group F over 2000 cc up to 3000 cc CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 over 2000 cc up to 3000 cc Homol.-years 1966–incl. 1981 CTC/CGT Division 4.1, 4.2 and 4.3 over 2000 cc up to 3000 cc Homol.-years 1970–incl. 1981 CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 and 8 over 2000 cc up to 3000 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 12 over 1600 cc up to 2000 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 19 group R3-cars Homol.-years 2011–incl. 2016 FIA Appendix K: Periods E-J Classes T, CT, GT, GTS over 2000 cc up to 3000 cc
NC 3	Group F over 1600 cc up to 2000 cc CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 over 1600 cc up to 2000 cc Homol.-years 1966–incl. 1981 CTC/CGT Division 4.1, 4.2 and 4.3 over 1600 cc up to 2000 cc Homol.-years 1970–incl. 1981 CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 and 8 over 1600 cc up to 2000 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 11 up to 2000 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 12 over 1400 cc up to 1600 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 18 group R2-cars Homol.-years 2011–incl. 2016 FIA Appendix K: Periods E-J Classes T, CT, GT, GTS over 1600 cc bis 2000 cc
NC 4	Group F over 1400 cc up to 1600 cc CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, over 1400 cc up to 1600 cc Homol.-years 1966–incl. 1981 CTC/CGT Division 4.1, 4.2 und 4.3 over 1400 cc up to 1600 cc Homol.-years 1970–incl. 1981 CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 and 8 over 1400 cc up to 1600 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 12 up to 1400 cc Homol.-years 1982–incl. 2016 CTC/CGT Division 17 group R1-cars Homol.-years 2011–incl. 2016 FIA Appendix K: Periods E-J Classes T, CT, GT, GTS over 1400 cc up to 1600 cc Opel ADAM Cup cars according to technical series regulations ADAC Rallye Cup 2019 incl. Bulletins
NC 5	Group F up to 1400 cc CTC/CGT Division 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3 up to 1400 cc Homol.-years 1966–incl. 1981 CTC/CGT Division 4.1, 4.2 and 4.3 up to 1400 cc Homol.-years 1970–incl. 1981 CTC/CGT Division 6, 6.1, 6.2, 7, 7.1, 7.2 and 8 up to 1400 cc Homol.-years 1982–incl. 2015 FIA Appendix K: Periods E-J Classes T, CT, GT, GTS up to 1400 cc

Class	Groups/divisions/displacement classes (nationally improved)
NC 6	Group G LG – lower than 9 („LG 0 and LG 1“)
NC 7	Group G LG from 9 – lower than 11 („LG 2“)
NC 8	Group G LG from 11 – lower than 13 („LG 3“)
NC 9	Group G LG from 13 („LG 4-6“)



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Merging of national classes:

Former Group A CTC/CTG of the Div. 7 with sequential gearbox will be merged in the next higher cylinder capacity class. Cars with homologation B-262, B-264, B-275, B-276, B-277, B-279 und B-280 are not eligible.

Group F vehicles are only permitted if their transmission complies with Sections 1-6 of the General Provisions, Definitions and Clarifications to Technical Regulations 2024, Section 2.7 (DMSB Handbook, blue part).

Common sequential sports gearbox according to Section 7 of the above provisions are not permitted.

Further groups and classes according to DMSB regulations for the approval of an automobile series/ event.

Art. 4.4 Entry fee/ Entry fee packages

Art. 4.4.1 Individual entry with organiser's optional advertising (see also FIA RRSR Art. 29):

- 690,00 € up to entry closing date with reduced entry fee **and entry fee paid**
- 600,00 € up to entry closing date with reduced entry fee **and entry fee paid**, for registered participants of the DMSB Schotter-Rallye-Cup 2024, the ADMV-Rallye Meisterschaft 2024, the Schotter Cup 2024, the Sächsische Rallye Meisterschaft 2024 and the Volvo Original Cup 2024
- 560,00 € FIA-ERT Junior Trophy for U 27 – competitor
- 760,00 € up to entry closing date **and entry fee paid**

Art. 4.4.2 Without organiser's optional advertising (see also FIA RRSR Art. 29):

- 1.380,00 € up to entry closing date with reduced entry fee
- 1.520,00 € up to entry closing date

Art. 4.4.3 Team entry:

- 100,00 € per team

A team consist of a maximum of 5 crews. The name of a team can be freely chosen.

The team classification will be drawn up according to the ranking in the classification of each class. The 3 best class rankings will be added. Winner is the team with the lowest total of rankings. In the event of a tie, the greater number of best rankings of all team crews will decide.



Art. 4.4.4 Service package

1 set of service documents is included in the entry fee.

1 Service plate „Service“ for windscreen from the service-car
6 badges and 6 wristbands for service personnel

1 additional Service plate „Service“ 30 €

Please note the size of the booked space in the service park.

There are only limited spaces available for parking within the service park. Trailers, mobile homes and cars that are not required must be parked in the designated trailer parking area (see VA Art. 2.8.5). Mobile homes are otherwise considered service cars and must have a service plate.

The badges and wristbands must be collected personally by each service personnel at the service area point.

Additional space for service can be rented. For this purpose, please specify the required space for service in square meters in the appropriate form and send it to the organiser together with the calculated rental charge and the entry form. **The regular area is 60 m². The fee for additional space for service is 3,00 €/m².**

The form „Registration Service Area“ with indication of the required area must be sent together with the entry, **otherwise the teams will not be entitled for a reserved area!**

We collect a fee of EUR 5 per day per driver, co-driver and **max. 6 service personnel** for infrastructure and sanitation from 31.10. to 02.11.2024. **The payment of 5 € by bank transfer is obligatory for all drivers, co-drivers and service personnel!!!**

For the eventual cleaning of the assigned service place, a **deposit of 200 € in cash must be paid** at the administrative checks. The deposit will be returned by the Chief of the Service Park after the proper handover of the service place. The deposit will not compensate any payment for damages caused by a member of the team.

Additional documents and areas in the service park must be ordered until **22.10.2024**, 24:00 h at the latest. After this date it cannot be guaranteed that the required spaces will be available. Parking space requests can be recorded in writing on the form but cannot always be realised.

Art. 4.5 Payment

The entry fee shall be paid by bank transfer to the account indicated below. The adequate proof of payment must be attached to the entry form.

The entry fee must be transferred to the organiser's bank account not later than the entry closing date.



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Entry fees must be transferred to the following bank account:

Account holder: **Rallye- Renn- & Wassersport-Club Lausitz e. V.
im ADMV**
Bank: **Sparkasse Oberlausitz-Niederschlesien**
IBAN: **DE11 8505 0100 0087 0026 04**
BIC: **WELADED1GRL**
Reason for payment: **Nenngeld LR 2024 + Teamname**

Those who have not transferred the entry fee to the specified bank account will not appear on the entry list and according to Art. 3.9.3 of the FIA ISC the entry is void.

Participants of the event should note that our points of sale do not accept 200 € and 500 € bills.

Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full:

- if the event does not take place
- to entrants whose entry application is rejected

The organiser may partially refund entry fees if a competitor cannot take part in the event due to a **duly proved case of force majeure**.

ART. 5. INSURANCE COVER

Art. 5.1 Description of organiser's insurance cover

According to the German law, the organiser provides a fixed sum third party liability insurance for the event, covering personal injuries, property damages and pecuniary losses. The sum insured is 10.000.000 Euro.

The insurance cover comes into effect at the start of the rally and ceases at the end of the rally or at the moment of disqualification or retirement of the driver team.

The owner liability insurance will however only be granted subsidiary on the liaison stages and it only covers competitors 'cars that do not comply with the minimum cover prescribed in the motor vehicle liability insurance regulations for the Federal Republic of Germany.

By submitting his entry, the entrant declares that a vehicle owner's liability insurance with a minimum liability insurance cover for the vehicle to be used exists without restriction. Further details are available upon request.

Evidence of the relevant insurance company of the entrant's insurance, the „green insurance card“ or the „pink border insurance confirmation“, must be submitted together with the entry form or presented at the administrative checks at the latest.



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It is pointed out that the reconnaissance of the special stages is not covered by the insurance liability listed above so that the driver teams must make their own arrangements.

Art. 5.2 Driver team's statements regarding the limitation of liability

By submitting the entry, the competitor/owner/driver/co-driver acknowledges that the insurance cover within the automobile insurance (compulsory liability insurance, comprehensive insurance and passenger casualty insurance) does not cover damages incurred on special stages of the event. They undertake to pass this information on to the keeper and the owner of the vehicle to be used.

Art. 5.3 Spectator Casualty Insurance

Spectator casualty insurance (paying or not paying persons provided that they are legitimate spectators of the event);

€ 15.000,- in the case of fatality,

€ 30.000,- in the case of invalidity (capital payment per person)

Art. 5.4 Insurance cover for marshals and volunteers

Provided that the insurance cover is not already provided under the DMSB casualty insurance, a casualty insurance must be taken out for marshals and volunteers with the following minimum insurance amounts:

€ 15.000,- in the case of fatality

€ 30.000,- in the case of invalidity (capital payment per person)

Art. 5.5 Vehicle insurance cover

According to the "Allgemeine Bedingungen für die Kraftfahrtversicherung" (AKB, General Terms for Car Insurance) insurance cover will not be provided for damages resulting from the participation in events which involve achieving high speeds, including the trial runs. Therefore, an adequate level of insurance may be specifically agreed, according to Art. 35 (1).

Art. 5.5.1 Competition vehicle insurance cover

Every participant in a motor sport event, which is wholly or partially run on roads that are not closed (actual public traffic area) is responsible for the appropriate third party liability insurance cover of the vehicle to be used, according to the "Verwaltungsvorschrift" (VwV, administrative regulation) to § 29 StVO with a minimum insurance lump sum of € 1.000.000.

ART. 6. ADVERTISING AND IDENTIFICATION

See Appendix 4 of these SR „Decals and positioning of supplementary advertising“



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Art. 6.1 Obligatory organiser's advertising

Rally plate (see Appendix 4):

Stiftung der Sparkasse Oberlausitz-Niederschlesien, Boxberg/O.L., Nadebor, Dr. Doerr Feinkost, NEG, „so geht sächsisch“, Stehr Baumaschinen GmbH, Richard Schulz Tiefbau GmbH, Autohaus Am Alten Dorf, Heduschke Spohla GbR and Hotel Stadt Spremberg.

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

Competition number A/ B (see Appendix 4):

Stiftung der Sparkasse Oberlausitz-Niederschlesien

ERT Eligible vehicles

A space measuring 67 x 6 cm, located immediately below the competition number panel, is reserved for the promotion of the FIA European Rally Trophy.

The following sticker shall be affixed at this space:



Competition number E/ F (see Appendix 4):

Dr. Doerr Feinkost

Art. 6.2 Optional organiser's advertising

Additional organiser's advertising:

Rear doors G/ H (see Appendix 4): TBA in a Bulletin

Art. 6.3 General provisions

The provisions of Article 28 and Art. 29 of the FIA RRSR and Appendix 4 of these supplementary regulations apply to identification and organiser's advertising. The material will be issued by the organiser and must be affixed to the cars prior to scrutineering and shall remain there during the whole event.

ART. 7. TYRES

Art. 7.1 Regulations regarding tyres which may be used during the rally

- See Art. 13 of the FIA RRSR (tyres and wheels)
- The hand cutting is permitted but must be in accordance with the patterns submitted by the tyre manufacturer to the FIA.
- The number of tyres is not limited.
- For vehicles in the national classes, the provisions of the DMSB Rally Regulations apply.



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ART. 8. FUEL

All type of fuel must follow Appendix J Art. 252.9 (RRSR Art. 62).

Art. 8.1 Refuelling

Art. 8.1.1 Where is refuelling permitted

Refuelling is only allowed in Refuelling Area (RA) and commercial fuel station. To refuel in the service park is forbidden at any time.

Art. 8.1.2 Number of team members refuelling

To access a Refuelling Area, all personnel involved in refuelling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a bala-clava. A maximum of 2 team members, in addition to the crew members, can access the refuelling zone. It is mandatory that they wear the „Service“ badge and the wristband.

Art. 8.1.3 Environmental Mat in the Refuelling Area (RA)

The organiser will protect the ground with an Environmental Mats.

Art. 8.1.4 Behaviour during refuelling

Engines must be switched off throughout the refuelling operation and it is required that the crew remain outside the car during refuelling.

Art. 8.1.5 Transport fuel

It is forbidden to use the competition car to transport fuel between the service park and the refuelling zone.

ART. 9. RECONNAISSANCE OF SPECIAL STAGES

Reconnaissance will be according to FIA RRSR Art. 35. The schedule for the reconnaissance is published in Appendix 2 of these supplementary regulations.

Art. 9.1 Registration procedure

Recce cars must be registered with a separate form prior to the start of reconnaissance.

Each car must be identified with a reconnaissance car number supplied by the organiser, which must be affixed to the **top right corner of the windscreen** and to the **rear side-windows**. Rally cars used in the event may not be used for reconnaissance.

The driver teams are obliged to immediately inform the rally control of any changes to the recce car.

The registration is carried out at the road book/ recce distribution according to Art. 3 of the Supplementary Regulations. At the road book/ recce distribution, the recce car must be registered with its official licence plate according to Art. 35 of the FIA-RRSR.



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The recce cars must be parked in the parking lot in front of the service area after reconnaissance.

Art. 9.2 Specific regulations

During reconnaissance, all national traffic regulation must be followed, including but not limited to the speed limits. Please note that the Special Stages will not be closed to public traffic during reconnaissance.

The organizer may reduce the allowed speed individually by marking the areas in the road book and along the route. Speeding during reconnaissance will be penalised according to FIA RRSR Article 34.2.

Art. 9.2.1 RECCE Documents

Each team will be provided with a RECCE card and a RECCE book at the road book distribution. This RECCE card must be handed in at the time control, at the **TC0**.

Art. 9.2.2 Number of persons on board

Only the crew of the entered team are allowed to be on board of the car during the reconnaissance of the special stages. (FIA RRSR Art. 35.4.6)

Art. 9.2.3 Road book publication

As most of the Special Stage will be on private property, there is a contractual obligation with the owner that the route may not be published. Therefore, the publication of the Road Book in whole or in part is forbidden and must not be made available to third persons. The Road Book may not be copied, nor published on social media platforms.

The team is liable for infringements of the copyright law. Failure to comply with the copyright laws may result in a penalty of **EUR 20.000,00**.

This is a civil contractual penalty, which is enforced through a civil court if necessary. This has no consequences under sports law.

Art. 9.2.4 Speed limits (FIA RRSR Art. 35.4.4)

The maximum speed limit of **50 km/h** may not be exceeded when passing built-up areas, individual buildings, courts or company areas and areas that are specified in the road book.

The organiser will monitor compliance with of the permitted speeds during reconnaissance of the special stages through police, public authorities, land owners and officials of the event. Speeding will be reported to the Clerk of the Course and to the Stewards.



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Art. 9.3 Number of reconnaissance passages

The **maximum** number of passages authorised for each crew on each special stage is **two**. (special stages run twice are one special stage).

ART. 10. ADMINISTRATIVE CHECKS

Art. 10.1 Documents to be presented.

To keep the time required for the Administrative Checks to the necessary minimum, Competitors are required to send a readable photo (.JPG) or readable scan copies (.PDF) of the documents required below, to the following email address vogt-boxberg@t-online.de. At administrative checks the Entry Form must be brought with original signature of competitor and drivers and following documents will be checked by the organiser during the administrative checks:

- Competitor's licence
- Driver's and co-driver's competition licences
- **Driver's and co-driver's ID cards/ passports**
- Driver's and co-driver's valid driving licences
- Driver's and co-driver's signed *Driver's declaration and undertakings forms*
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Car insurance cover certificate
- Car registration documents
- Declaration of consent by car owner (if driver is not the car owner)
- Team data sheet/ with **health insurance data!**
- Information sheet for speaker

Art. 10.2 Timetable

See Art. 3 of the supplementary regulations. The crew and a team representative (if any) must be present at the administrative checks according to a mandatory schedule. A detailed schedule will be published in a **Bulletin**.

Failure to comply with the detailed schedule will result in a fine of EUR 50 per 10 minutes lateness.

Art. 10.3 Team Data Sheet

Every team will receive a data sheet together with the entry documents. This must be filled in completely and submitted to the organiser at the administrative checks at the latest. This includes the following information: Contact details/ Contact person for teams, accommodation during the event.



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Art. 10.4 Team Representative

During the event, individual and general communication between all Rally Officials (Rally Control/COC, Rally Secretariat, CRO, Stewards, Technical Staff etc.) and the competitors/crew members will primarily and as far as possible be conducted via Sportity App.

For this purpose, each competitor is required to nominate **ONE official representative** authorised for the purpose of receiving any official notifications. As some of these notifications can be issued while rally cars are on stages, this person can neither be the driver nor the co-driver. This person should be a team representative who is based in the Service Park during the event.

This contact (name, title, cell phone, email) must be nominated in the “*Contact During the Rally*” form in the Competitors section of the Event website www.lausitz-rallye.de no later than on Tuesday 29 October 2024 and will be used both for general and individual communications.

ART. 11. SCRUTINEERING, SEALING AND MARKING

Art. 11.1 Scrutineering, venue, and time

Cars may be presented at scrutineering by a representative of the team. See SR Art. 3

Art. 11.1.1 Scrutineering, mandatory documents

- Cars' complete certified homologation (ORIGINAL)
- Certificate of the safety cell
- Data sheets
- Car registration papers
- Driver's safety equipment card (duly completed)
- „DMSB Kraftfahrzeugpass (KFP)“ for cars registered in Germany
- „DMSB-Identity-Form“ for cars with road approval outside of Germany of group F
- SOS/OK board (DIN A3 format) (can be purchased from the organiser at scrutineering).

For each car of the FIA Priority Drivers, one spare gearbox and one set of spare differentials (front and/or rear) may be used in each rally. These spare components and those fitted to the car will be marked/ sealed at initial scrutineering. These cars must have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighting.

The correct installation of the tracking system will be checked at scrutineering.



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Art. 11.1.2 Timetable for scrutineering

See Art. 3 of the SR. A detailed schedule will be published with a **bulletin**. Failure to comply with the detailed schedule will result in a penalty of EUR 50 per 10 minutes lateness.

Art. 11.2 Mud flaps

It is mandatory to fit transverse mud flaps in conformity with the article Appendix J, Art. 252.7.7

Art. 11.3 Windows

Use of tinted windows is **NOT** authorized in accordance with Article 253.11 "Windows/nets" of Appendix J of the FIA International Sporting Code.

Art. 11.4 Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

Art. 11.5 Noise regulations

For cars in national classes, the DMSB noise regulations 2024 will apply in full.

Art. 11.6 Special national requirements

For the classes NC1 – NC9 the national technical regulations of the DMSB will apply.

Art. 11.7 Installation of the Safety Tracking Systems

All cars must be equipped with a Safety Tracking System. Each team must install the necessary equipment according to the installation instruction which is published on our homepage (www.lausitz-rallye.de) and on SPORTITY APP.

The equipment will be provided by the organiser. **Each team must pay a rent of € 30.**

The Safety-Tracking-System will be removed in Service G by one team member, and it must be returned at the **Service area point**. In case of early retirement, the tracking system must be handed in at the **HQ to the company "ral-lysafe"** (Please report to the security at the entrance of the HQ).



ART. 12. OTHER PROCEDURES AND REGULATIONS

Art. 12.1 Ceremonial start procedures and order

There will be no Ceremonial Start.

Before the Start there will be no Start Area according to Art. 40.1 of the RRSR

Art. 12.2 Start procedure on Special Stages (Electronic start procedure)

An Electronic Countdown System and photocells (Light barrier) will be used.

Countdown clock:

5 seconds to start: one red block (light) is displayed

4 seconds to start: two red blocks are displayed

3 seconds to start: three red blocks are displayed

2 seconds to start: four red blocks are displayed

1 second to start: five red blocks are displayed

START Signal: five green blocks are displayed



Green lights will remain for 20 seconds.

Art. 12.3 Finish procedure

Art. 12.3.1 Podium ceremony

See Appendix 4 of the RRSR Podium ceremony (Prize giving on the podium).

Art. 12.3.2 Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final classification has been posted.

Art. 12.3.3 Classification

The final classification will not be distributed after the event. The final classification will be published on the Digital Notice Board. **(SPORTITY)**



Art. 12.4 Permitted early check-in.

Early check-in is allowed at the following time controls:

Service OUT	TC 2B
Entry to the Parc Fermé after Leg 1	TC 2C
Service IN	TC 8B
Finish	TC 8E
Entry to the Parc Fermé after Leg 2	TC 8F

Art. 12.5 Super Special Stage, regulations, and order

There will be no Super Special Stage.

Art. 12.6 Special procedures and activities

Art. 12.6.1 Shakedown

There will be no shakedown.

Art. 12.6.2 Tyre Warming Zone (TWZ)

There will be **no** Tyre Warming Zones according to Art. 44.4 of the RRSR.

Art. 12.6.3 OVERTAKING – “Push-to-Pass” feature in Tracking System

Any crew/vehicle caught by another must make the necessary move to allow itself to be overtaken. This applies notably if he has lost time due to a technical failure or has gone off the road before restarting. (see RRSR Art. 34.1.7)

Additionally, the Tracking System has a “push to pass” function which allows a car behind to alert a vehicle in front they have caught them on the Special Stage and wish to overtake safely. The proper operation is described in the manual of the tracking system.

The readiness to do so must be indicated by the appropriate direction indicator (who flashes left - drives / stays left | who flashes right - drives / stays right). The crew in front must ensure safe overtaking, if necessary, by stopping. This applies from the first request for overtaking. The crews are responsible for ensuring that no danger is caused by overtaking.

Any infringement will be considered an breach of the regulations and will result in a report to the Stewards.

Art. 12.7 Official time used during the rally

The official time used during the rally is the GPS time for Central Europe (CET)



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Art. 12.8 Rally emergency phone number

The emergency number of the rally is: **+49 35774 489588**.

This mandatory for all competitors to save this number at the mobile available in the rally car to secure quick dialling in emergency cases.

Art. 12.9 Special procedures for the Service Park

Art. 12.9.1 Speed limit (Art. 57.4 of the FIA-RRSR)

The **maximum speed in the whole service area is 10 km/h (walking pace)**. Speeding will be sanctioned by the Clerk of the Course with 25 € per km/h according to the FIA-RRSR.

Catering in the Service Park:

Catering in the service park is forbidden unless there is a written agreement with the organiser. The exception to this is the self-supply of the team members, in particular the drivers and the service staff. The use of LPG for cooking and heating purposes is only permitted if it is installed in a vehicle and has been approved by a specialist. The use of charcoal grills is prohibited in the entire service area due to the risk of fire. Selling of food and beverages is strictly forbidden. In case of infringements € 500 will be charged by the organiser. There will be a catering service for the teams in the Service Park.

Art. 12.9.2 Behaviour in the Service Park

Only competition cars and service vehicles with attached service plates of the organiser („Service“) or the start number are allowed to enter the service area. The surface of the Service Park shall not be damaged. Nails, screws or similar materials for fixing on the surface of the Service Park are not allowed.

The team is liable for damages in the service area assigned to the team.

Especially and additionally the following applies:

- At the service area a liquid-tight ground sheet (e.g. environment sheet) with a minimum size of 6 x 3 metres has to be put under the competition car as long as service works are carried out.
- Service works shall not cause sustainable, avoidable, ecological damages.
- At any time, the service team must have a sufficient volume of oil absorbent and canisters for the disposal of oil, brake fluids, etc.
- Waste, packing materials, vehicle parts, tyres, empty oil cans, batteries etc. must be taken away and disposed by the team. Used oils must be collected and disposed by the team.
- **The dirt on the ground sheets / environment sheets must be collected in own containers and taken away.**



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- **The teams will receive 2 trash bags for garbage papers and biologic waste which shall be disposed at a specific location. Moreover, the teams are required to have additional trash bags (minimum 100l) as a spare. This regulation will be checked by judges of fact.**
- Unreasonable or mischievous behaviour of teams, acting against the aim of environmental protection, harms the image of motorsport and will be punished – even if there are no detailed regulations mentioned.

The use of minibikes in the Service Park is not covered by the organiser's insurance and will be at one's own risk.

Art. 12.9.3 Infringement of the Service Park regulations

Infringements of these regulations, especially the contamination of the service area, will cause the forfeiture of the deposit and will result in a **compensation for damages of EUR 800** by the organiser.

Major infringements will be reported to the Stewards for further penalties and the costs of the disposal company will be charged to the team.

Art. 12.9.4 Security

The Service Park is only guarded temporary. The organiser takes no liability of the belongings of the teams.

Art. 12.9.5 Electricity in the Service Park

Depending on the pitch, electricity can be purchased on site from the campsite operator.

Art. 12.9.6 Disinfection of Wheels and Tyres

African swine fever is a disease that only affects pigs (domestic and wild). It is transferred directly from animal to animal or indirectly via objects to which the virus adheres. The virus cannot be transferred to humans. Due to the outbreak of swine fever in the rally region, the following procedures must be followed.

All wheels/tires used on the Special Stage must be stored separately in the service park so that they can be disinfected by a disinfection team. This team will visit each service bay and disinfect the tyres.

Before the last TC (Finish), the competition vehicles must drive to a disinfection zone described in the itinerary and in the Road Book, where the wheels and wheel housings are disinfected by appropriate personnel.

Leaving the rally region with wheels/tyres that have not been disinfected is a violation of the regulation of the state of Saxony and therefore a violation of the regulations applicable to this rally.



Art. 12.9.7 Restricted access to the Rally HQ/ Service Park

On the days of the competition (**01. and 02.11.2024**) the access to the HQ/ Service Park is only possible with Recce-car (sticker recce number), service plate or competition vehicles.

Please pay attention to the opening hours of the service area point (see Article 2.8.2 of the Supplementary Regulations)!!!

ART. 13. IDENTIFICATION OF OFFICIALS

The officials of the event will wear coloured tabards.

Competitors' Relation Officer:	red with text
Stage Commander:	red with text
Deputy Stage Commander:	red without text
Marshals:	orange with text
Radio marshal:	yellow with text
Post Chief:	blue, with text
Post marshals:	blue without text
Time keeper:	white with text
Medical:	white with text
Scrutineers:	black with text
Media:	green with text
VIP support:	light-blue with text
VIP guest	purple numbered

ART. 14. PRIZES

General classification 27. Int. ADMV Lausitz-Rallye 2024

Overall Classification:	1. – 3. Place (2 Cups each)
Team Classification:	1. Place (1 Cup)

FIA ERT Classification:

FIA ERT Classification by classes:	33% of the started crews (2 Cups each)
FIA Junior ERT Classification:	33% of the started junior drivers (1 Cup)
Ladies Classification:	1. Place (2 Cups)



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National/Other Classification:

National overall classification:	1. – 3. Place (2 Cups each)
Schottercup Category 1:	1. Place (2 Cups)
Schottercup Category 2:	1. Place (2 Cups)
Schottercup Category 3:	1. Place (2 Cups)
Schottercup Category 4:	1. Place (2 Cups)
Gravel Ladies Cup:	1. Place (2 Cups)
Newcomer Classification:	1. Place (2 Cups)
Team Classification:	1. Place (1 Cup)
National Classes:	33% of the started crews (2 Cups each)

Honorary Prices: additional prices and cups at the discretion of the organiser

ART. 15. FINAL SCRUTINEERING/ PROTESTS/ APPEALS

Art. 15.1 Final scrutineering

Time and location: see programme (SR Art. 3)

Any teams required to undergo final checks must immediately follow the marshals in charge and the escort vehicles to the final scrutineering, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA homologation form and other necessary certifications must be available for final scrutineering. A representative of the competitor as well as mechanics with the appropriate tools (in case of dismantling) must be present at the final scrutineering.

For national cars, the corresponding original ASN documents must be available.

Art. 15.2 Protest or petition for review deposit

The protest or petition for review deposit is: **1.000,00 €**
(to be paid in cash or by bank transfer)

If the deposit is made by bank transfer, the protest or petition for review must be accompanied by proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest or petition for review shall not be admissible.

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit will be specified by the Stewards upon a proposal of the Chief Scrutineer.



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Art. 15.3 Appeal deposit

The appeal deposit for an international appeal is: **EUR 3.000,00**

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the FIA International Sporting Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

Art. 15.4 Fines

In accordance with Article 12.8 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com>

Any delay in making payment may entail Suspension during the period a fine remains unpaid.



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2024 SCHOTTER CUP

ANHANG/ APPENDIX 1

Zeitplan Freitag Teil 1/ Itinerary Friday Part 1

27. Int. ADMV-Lausitz-Rallye 2024						
Zeitplan / Itinerary Section 1&2				Freitag/ Friday , 01.11.2024		
Sonnenaufgang / Sunrise 6 :56 h				Sonnenuntergang / Sunset 16:33 h		
ZK	Ort	WP	Verbindung	Total	Sollzeit	1. Fahrzeug
TC	Location	SS	Liason		target time	1st car due
		km	km	km	min	h
0	START Tourist Information Center (TIZ), Strandpromenade 1, 02943 Boxberg/O.L. (Startrampe)					15:30
RZ	<i>(alle Teilnehmer / all competitors)</i>					
1	km zur nächsten RZ / km to next RZ	(23,05)	(16,43)	(39,48)		
1	Sprey		7,30	7,30	00:15	15:45
	WP/SS 1 RK Sprey 1	23,05			(00:03)	15:48
1A	Service IN		9,13	32,18	00:42	16:30
	Service A (Servicepark)	(23,05)	(16,43)	(39,48)	00:30	
1B	Service OUT - Regrouping IN					17:00
	Regrouping & Media-Zone				00:35	
1C	Regrouping OUT					17:35
RZ	<i>(alle Teilnehmer / all competitors)</i>					
2	km zur nächsten RZ / km to next RZ	(23,05)	(16,39)	(39,44)		
2	Sprey		7,26	7,26	00:15	17:50
	WP/SS 2 RK Sprey 2	23,05			(00:03)	17:53
2A	Service IN		9,13	32,18	00:42	18:35
	Service B (Servicepark)	(23,05)	(16,39)	(39,44)	00:45	
2B	Service OUT <i>(Vorzeit erlaubt/Early Check In)</i>		0,50	0,50		19:20
2C	Park Fermé IN <i>(Vorzeit erlaubt/Early Check In)</i>				00:10	19:30
TOTAL	Freitag/Friday 2 WP/SS	46,10	33,32	79,42		
		(58,05%)	(41,95%)	(100,00%)		

Section 1

Section 2

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Zeitplan Sonnabend Teil 1/ *Itinerary Saturday Part 1*

27. Int. ADMV-Lausitz-Rallye 2024						
Zeitplan / <i>Itinerary</i> Section 3 - 6			Samstag/ <i>Saturday</i> , 02.11.2024			
Sonnenaufgang / <i>Sunrise</i> 6:58 h			Sonnenuntergang / <i>Sunset</i> 16:32 h			
ZK	Ort	WP	Verbindung	Total	Sollzeit	1. Fahrzeug
TC	<i>Location</i>	SS	<i>Liason</i>		<i>target time</i>	<i>1st car due</i>
		km	km	km	min	h
2D	Parc Fermé OUT					08:55
2E	Service IN		0,50	0,50	00:05	09:00
Service C (Servicepark)		(0,00)	(1,00)	(1,00)	00:15	
2F	Service OUT					09:15
RZ	(alle Teilnehmer / all competitors)					
3	km zur nächsten RZ / km to next RZ	(25,67)	(32,45)	(58,12)		
3	Mulkwitz		16,42	16,42	00:20	09:35
	WP/SS 3 Mulkwitz 1	9,45			(00:03)	09:38
4	Bärwalder See		10,53	19,98	00:26	10:04
	WP/SS 4 Bärwalder See 1	16,22			(00:03)	10:07
4A	Service IN		5,50	21,72	00:27	10:34
Service D (Servicepark)		(25,67)	(32,45)	(58,12)	00:30	
4B	Service OUT - Regrouping IN					11:04
Regrouping & Tech. Zone					00:28	
4C	Regrouping OUT					11:32
RZ	(alle Teilnehmer / all competitors)					
4	km zur nächsten RZ / km to next RZ	(20,55)	(14,38)	(34,93)		
5	Reichwalde		7,06	7,06	00:13	11:45
	WP/SS 5 Reichwalde 1	20,55			(00:03)	11:48
5A	Regrouping IN (Park Fermé)		6,82	27,37	00:36	12:24
Regrouping & Media Zone						

Section 3

Section 4

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Zeitplan Sonnabend Teil 2/ Itinerary Saturday Part 2

27. Int. ADMV-Lausitz-Rallye 2024						
Zeitplan / Itinerary Section 3 - 6				Samstag/Saturday, 02.11.2024		
Sonnenaufgang / Sunrise 6:58 h				Sonnenuntergang / Sunset 16:32 h		
ZK	Ort	WP	Verbindung	Total	Sollzeit	1. Fahrzeug
TC	Location	SS	Liason		target time	1st car due
		km	km	km	min	h
5B	Regrouping OUT					12:59
5C	Service IN		0,50	0,50	00:08	13:07
Service E (Servicepark)		(20,55)	(14,38)	(34,93)	00:30	
5D	Service OUT					13:37
RZ	(alle Teilnehmer / all competitors)					
5	km zur nächsten RZ / km to next RZ	(25,67)	(32,45)	(58,12)		
6	Mulkwitz		16,42	16,42	00:20	13:57
	WP/SS 6 Mulkwitz 2	9,45			(00:03)	14:00
7	Bärwalder See		10,53	19,98	00:26	14:26
	WP/SS 7 Bärwalder See 2	16,22			(00:03)	14:29
7A	Service IN		5,50	21,72	00:27	14:56
Service F (Servicepark)		(25,67)	(32,45)	(58,12)	00:30	
7B	Service OUT - Regrouping IN					15:26
Regrouping & Techn.Zone					00:28	
7C	Regrouping OUT					15:54
RZ	(alle Teilnehmer / all competitors)					
6	km zur nächsten RZ / km to next RZ	(20,55)	(14,59)	(35,14)		
8	Reichwalde		7,06	7,06	00:13	16:07
	WP/SS 8 Reichwalde 2	20,55			(00:03)	16:10
8A	Feuerwehr Boxberg/O.L.		6,15	26,70	00:36	16:46
Fahrzeuge außen abkärchern und desinfizieren/Clean and disinfect cars outside						
8B	Service IN		1,38	1,38	00:30	17:16
Service G (Servicepark)		(20,55)	(14,59)	(35,14)	00:10	
8C	Service OUT - Regrouping IN					17:26
Regrouping & Media Zone					00:30	
8D	Regrouping OUT					17:56
8E	ZIEL / FINISH TIZ Boxberg (Zielrampe)		0,02	0,02	00:04	18:00
8F	Park Fermé IN (Vorzeit erlaubt/Early Check In)		0,50	0,50	00:30	18:30
TOTAL Samstag/Saturday 6 WP/SS		92,44	94,89	187,33		
		(49,35%)	(50,65%)	(100,00%)		
TOTAL Freitag/Friday 2 WP/SS		46,10	33,32	79,42		
		(58,05%)	(41,95%)	(100,00%)		
TOTAL Rally 8 WP/SS		138,54	128,21	266,75		
		(51,94%)	(48,06%)	(100,00%)		

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ANHANG/ APPENDIX 2

Abfahrzeiten / Recce Times

Das Abfahren der WPs erfolgt nach StVO und gültiger Betriebsverkehrsordnung zu den vorgegebenen Zeiten. /

The reconnaissance of the SSs is carried out at the respective times according to the German road traffic regulations and the valid traffic regulations of the property owner.

Freitag/ Friday, 01.11.2024

Name der WP	WP-Nummer	1. Fahrzeug/ vehicle	letztes Fahrzeug/ last vehicle
Sprey	1 / 2	06:00	11:00
Mulkwitz	3 / 6	06:00	14:30
Bärwalder See	4 / 7	07:00	14:30
Reichwalde	5 / 8	09:00	14:30

Die Wertungsprüfung Bärwalder See sollte mit äußerster Vorsicht gefahren werden. Es wird teilweise auf Radwegen, die nicht gesperrt sind, gefahren. Es werden Radarkontrollen durchgeführt! /

The Bärwalder See special stage should be driven with extreme caution. Some of the route will be driven on cycle paths that are not closed to traffic.

Radar checks will be carried out!



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ANHANG/ APPENDIX 3

TEILNEHMERVERBINDUNGSMANN/ COMPETITORS RELATIONS OFFICER

KENNZEICHNUNG/ IDENTIFICATION:

Warnweste in der Farbe Rot mit der Aufschrift/ *Tabard colour red with text*
„Teilnehmerverbindung“/ „COMPETITOR RELATIONS OFFICER“



Name: **Udo Schütt**
Telefon/ Phone: **+49 177 7473327**

IST ANWESEND/ WILL BE PRESENT:

DONNERSTAG/ THURSDAY, 31.10.2024

13:00 h – 21:30 h - bei der Dokumenten- und Technischen Abnahme /
Administrative checks and optional Scrutineering

FREITAG/ FRIDAY, 01.11.2024

05:45 h – 09:30 h - Bordbuch und Recce Ausgabe / *Issuing of the ROAD BOOK and Recce*

10:00 h – 13:15 h - Dokumenten- und Technische Abnahme/ *Administrative checks, Scrutineering,*

14:00 h – 15:30 h - Veröffentlichung der korrigierten Nennliste, der Startliste und Start der Rallye – 1. Etappe, / *Publication of Amended Entry List, the Startlist Leg 1 and start the rally – Leg 1*

17:00 h – 18:40 h - Regrouping IN

19:00 h – 21:00 h - Parc Fermé IN

SAMSTAG/ SATURDAY, 02.11.2024

08:45 h – 10:00 h - Start der Rallye – 2. Etappe/ *Start of the rally – Leg 2*

11:00 h – 12:00 h - Regrouping IN

12:15 h – 14:00 h - Regrouping IN

15:15 h – 16:00 h - Regrouping IN

17:15 h – 17:45 h - Regrouping IN

17:45 h – 19:30 h - Siegerehrung, Techn. Schlusskontrolle, Digitaler Aushang/
Podiums Ceremony, Final scrutineering, DNB



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ANHANG/ APPENDIX 4

**STARTNUMMERN UND WERBUNG
START NUMBERS AND ADVERTISING**

Obligatorische Veranstalterwerbung / Obligatory organiser's advertising

A/B: Sparkasse Oberlausitz-Niederschlesien

(Größe je/size each: 50x12cm incl. Startnummer/Start number)

ERT: „European Rally Trophy“ – RC2 – RC5 classes only / nur FIA Klassen

(Größe je/size each: 50x6cm)

C: TBA (Größe/Size: 30x10cm)

D: Rallyeschild/Rally plate: (Größe/Size: 43x21,5 cm)

E: Dr. Doerr Feinkost

F: Dr. Doerr Feinkost

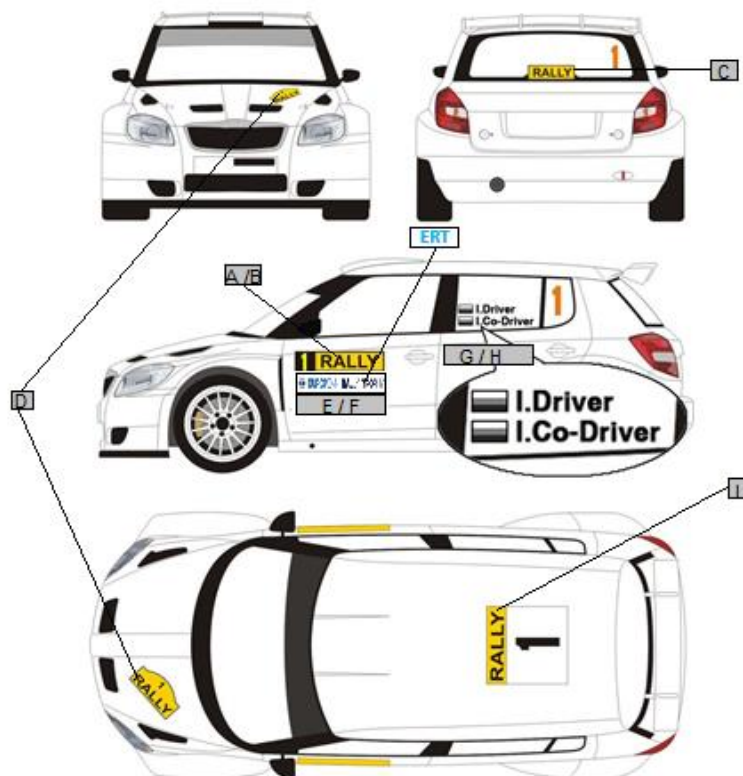
(E-F Größe je/size each: 33x12cm)

Optionale Veranstalterwerbung / Optional organiser's advertising

G: TBA

H: TBA

(links/left: A/E/G, rechts/right: B/F/H, Motorhaube/bonnet: D)





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APPENDIX 5

EXTRACTS FROM THE FIA ISC APPENDIX L REGARDING OVERALLS, HELMETS AND OTHER SAFETY PROVISIONS

All participants are reminded of Appendix L of the FIA International Sporting Code, in particular Chapter III –Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems that have been homologated according to the FIA 8858 standard.

Homologated FHR systems, helmet anchorages and tethers are listed in the FIA Technical List N° 29.

See also the compatibility chart for helmets in Appendix L, Chapter III, Art. 3.3.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

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) or 8856-2018 (Technical List N° 74).

Please pay special attention to the prescriptions of Art. 2 concerning embroidery and printing on flame-resistant clothing (manufacturer certificates etc.) as well as concerning the correct wearing of the clothing elements!

Biometric devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.



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Wearing of jewelry (Appendix L, Chapter III, Art. 5)

The wearing of any type of jewellery, such as but not limited to, neck chains, bracelets or watches is prohibited during the competition.

Exceptions to this rule, providing the Chief Medical Officer do not consider that due to size or location they may delay rescue or hinder emergency care, are:

- I) the wearing of watch(es) by co-drivers, on the condition that the watch(es) is worn over the overall,
- II) the wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- III) the wearing of body piercing(s) providing they are not worn in and/or around the oral cavity.

Related Links:

FIA International Sporting Code and appendices:

<https://www.fia.com/regulation/category/123>

FIA Technical Lists:

<https://www.fia.com/regulation/category/761>



APPENDIX 6

DRIVER DECLARATIONS AND UNDERTAKINGS

Driver information

Name*:

Full address*:

Date of birth*:

International Competition Licence Number*:

Licence issued by*:

I am contracted to drive in the [Championship name] (“Championship”) to be held during [year / dates]*.

**mandatory information*

Driver declaration and undertakings

1. I declare and represent that I have read, understood and agree to the terms of this Driver Declarations and Undertakings form (hereafter the “Driver Declaration”).
2. Prior to taking part or driving in a *Competition* or *Event* I undertake to obtain, and throughout my participation in the Championship will maintain, all *Licences*, permits and/or consents as may be required by, or in connection with:
 - 2.1 any relevant National Sporting Authority requirements, regulations or safety standards (“ASN Regulations”);
 - 2.2 any *FIA* requirements, regulations or safety standards (“*FIA* Regulations”); and
 - 2.3 any relevant transnational, national and/or local laws, regulations, directives and decrees passed by the government, a quasi-governmental entity or by any entity which has the same authority as the government in any applicable country or other territory, including all applicable local, state and federal laws relating to health and safety and insurance, and any industry practices, codes of practice and/or codes of conduct incorporated into any of the foregoing and all binding court orders, decrees, and any decisions and/or rulings of any competent authority that apply to a *Competition* (“Applicable Laws”).
3. I confirm that I have read and understood and undertake to observe and be bound by:
 - 3.1 All rules, regulations, conditions, requirements and obligations relating to any *Licence*, permit or consent referred to in clause 2; and
 - 3.2 Any applicable *FIA* Regulations as supplemented and amended from time to time including:
 - 3.2.1 The *FIA* Statutes;
 - 3.2.2 The *FIA* International Sporting Code and its *Appendices*;
 - 3.2.3 The *FIA* Code of Ethics;
 - 3.2.4 The *FIA* Judicial and Disciplinary Rules;
 - 3.2.5 Any applicable Sporting Regulations and Technical Regulations; and



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3.3 Any applicable ASN Regulations as supplemented and amended from time to time.

4. I understand that as a condition of my participation in the Championship and in any *Event(s)* forming part of or associated with the Championship, the *FIA*, *Event Organiser*, *Event promoter*, Championship promoter, National Sporting Authority or any other relevant organisation may require that I comply with requirements, including any requirements contained in the following documents and/or training:

4.1 Passholder documentation relating to *Entry* to an *Event* or provision of a pass;

4.2 Briefings, handouts, leaflets, guidance, directions (including from the race director and/or stewards) and training relating to security, medical or rescue procedures (including Covid-related matters), health and safety and e-Safety;

4.3 Bulletins and *Supplementary Regulations*;

4.4 Terms provided by any supplier to the Championship; and

I agree to observe and be bound by all such requirements.

5. I undertake to make no use of the substances or methods prohibited by the *FIA Anti-Doping Regulations* and/or defined in the Prohibited List published by the World Anti-Doping Agency.

Acknowledgement of Risk

6. I am fully aware of, appreciate, recognise and accept the risks inherent in my attendance and/or participation in any Championship event (including *races/Competitions/Events*, official racing tests, any track or pit lane activity, and any associated activities), including the possibility of contracting or spreading communicable diseases (including Covid-19 / SARS-CoV-2) and the possibility of incidents resulting in physical and/or mental injury or death which may arise from racing or any associated activities, including motor vehicles (or parts of them) colliding with other motor vehicles or persons or property, the acts (deliberate or otherwise) or omissions of other drivers or any other personnel present at *Events*, exposure to noise, interaction with or use of high voltage or other equipment at the event and/or in any other way arising from attendance at an event. I appreciate and agree that my attendance at any Championship event shall be at my own sole risk, hazard and responsibility.

Limitation of liability

7. I understand and accept that the *FIA*, on its own behalf and on behalf of any directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns (collectively the "Representatives") of the *FIA* and on behalf of the *Organisers*, the promoter, any National Sporting Authority(ies), *Automobile* clubs and any other organisations directly connected with an *Event* within the Championship (collectively the "Associated Bodies") together with the Representatives of the Associated Bodies:

7.1 Disclaim, exclude and limit any and all liability, costs, expenses, damages, losses (including any direct, indirect or consequential losses, property damage, loss of profit, loss of reputation or goodwill, loss of agreements or contracts, loss of sales or business and all interest, penalties and legal costs) any personal or mental injury (including nervous shock, disease, disablement and death), sustained by me, howsoever caused including in relation to any:

7.1.1 statements acts or omissions made by me, or the *FIA* or its Representatives or Associated Bodies or their Representatives;



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- 7.1.2** regulations, policies or procedures set by the FIA or its Representatives or Associated Bodies or their Representatives;
- 7.1.3** breach of warranty or obligation under any agreement between me and the FIA or its Representatives or Associated Bodies or their Representatives; or
- 7.1.4** any other negligence or lack of reasonable care by the FIA or its Representatives or Associated Bodies or their Representatives or me, in each case arising in connection with my participation in the Championship or attendance at Championship events, including my attendance at circuits, *Courses* or any other facilities, involvement in a race, *Competition*, test or any other associated activities and use of or interaction with equipment including high voltage equipment; and
- 7.2** I agree, in consideration of the *FIA* accepting my entry to the Championship, that I waive any rights and/or claims, agree to release, hold harmless and not to sue the *FIA* and its Representatives and any Associated Bodies and their Representatives in relation to any liabilities, costs, expenses, damages and losses referred to in clause 7.1.
- 8.** To the fullest extent permitted by *Applicable Laws*, clause 7 above shall be binding on me and my heirs and successors in title and is not limited to nor affected by any other release and/or indemnity granted by me to whomsoever.

Disclaimer

- 9.** I understand that it is my full responsibility to comply with any obligations or duties in relation to health and safety which are placed on me under any *Applicable Laws*, *FIA Regulations* and/or *ASN Regulations*, in relation to my participation in the Championship. Neither the *FIA* nor its Representatives assume any responsibility in relation to such compliance.
- 10.** For the avoidance of any doubt, *FIA Regulations* do not contain any advice or guidance in relation to *Applicable Laws*, and neither the *FIA* nor its Representatives make any representation or warranty that the information contained in *FIA Regulations* or *ASN Regulations* complies with *Applicable Laws*.
- 11.** With reference to clause 6 above, I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, in relation to the safety of participating in or attending Championship *Events* or *Competitions* or associated activities, to the maximum extent permissible under *Applicable Laws*.
- 12.** I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, as to the quality, suitability or fitness for purpose of:
- 12.1** any equipment, safety structures or facilities at any venue hosting Championship *Events* or at which I am required to attend in connection with my participation in the Championship; nor
- 12.2** any products that are supplied to me by any third party (aside from the *FIA*) in connection with my participation in the Championship or attendance at any Championship *Events*.
- 13.** I am also fully aware and accept that the technology utilised in motor sport vehicles, Circuits, roads and safety technology, is at the leading edge of state of the art scientific, technical and engineering knowledge. The technology is therefore subject to ongoing change and development.

Medical consent

- 14.** If I am injured during a Championship *Event*, I hereby expressly authorise all medical treatment, rescue operations, arrangement for my transport to hospital or other emergency measures which the personnel



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appointed by the *FIA* and /or the *Event Organiser* may in their absolute discretion consider necessary for my well-being and I undertake to pay all costs associated therewith.

Insurance

15. I fully understand and accept that:

15.1 The *FIA* and Associated Bodies assume no responsibility in relation to providing suitable insurance cover in relation to all of the risks arising from my participation in the Championship, unless otherwise required by local laws applying in the location of a particular *Competition*; and

15.2 The risks arising and cover required will differ depending on my particular circumstances and requirements and accordingly it is my full responsibility to take out adequate insurance cover and any other protections as may be necessary in connection with my participation in the Championship, and as may be required by Applicable Laws, *FIA* Regulations and *ASN* Regulations including suitable insurance cover for:

15.2.1 damage to or loss of my property;

15.2.2 any personal injury or death that I may sustain to include financial losses (for example loss of earnings and medical expenses) resulting from any injury or death; and

15.2.3 third party liability cover for damage, loss or injury which may be sustained by a third party (including a fellow *Driver*) arising from my participation in the Championship.

16. I confirm that I have considered and taken out adequate insurance cover and any other protections as may be necessary as referred to in clause 15 or otherwise. I undertake to maintain this cover throughout my participation in the Championship and as may be necessary thereafter to cover losses and claims arising from my participation.

Public declarations

17. I undertake that I shall:

17.1 Participate in the Championship *Events* in an individual and neutral capacity and I will not make/display any political, religious and personal statements or comments, notably in violation of the general principle of neutrality promoted by the *FIA* under the terms of its Statutes, unless previously approved in writing by the *FIA*;

17.2 Refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the goodwill, fame, name and/or image of the Championship and the *FIA* and/or any of the Associated Bodies;

17.3 At all times use my best endeavours to promote and encourage support for the Championship and motor sports generally; and

17.4 Subject to my commitments to my team and so far as is reasonably practicable, I will make myself available to all branches of the media at all times during all *FIA* Championship Events.

Applicable law and jurisdiction

18. I agree in relation to legal claims that:



- 18.1 This Driver Declaration and any dispute or claim arising out of or in connection with it or its subject matter or formation, shall be governed by and construed in accordance with the laws of France; and
- 18.2 The courts of France shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Driver Declaration or its subject matter or formation.
- 19. I agree that any matters relating to investigation and enforcement of *FIA* Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the *FIA*.

Interpretation

- 20. If any provision or part-provision of this Driver Declaration is or becomes invalid, illegal or unenforceable, it shall be deemed deleted, but that shall not affect the validity and enforceability of the rest of this Driver Declaration.
- 21. In this Driver Declaration any words following the terms including, include, in particular, for example or any similar expression shall be interpreted as illustrative and shall not limit the sense of the words preceding those terms.
- 22. All terms written in italic in this Driver Declaration correspond to the definitions set out in the *FIA* International Sporting Code.

Authority

- 23. I confirm that I have had the opportunity to or have been advised by legal advisors in connection with my rights and responsibilities in connection with, and the implications and practical effect of agreeing to, this Driver Declaration, and fully understand and accept all the terms set out in this Driver Declaration.
- 24. I have the capacity, and have obtained all necessary and desirable authorisations to enable me, to execute, deliver and perform the obligations under this Driver Declaration. Subject to any general principles of law limiting obligations, my obligations under this Driver Declaration are legal, valid, binding and enforceable.

This document has been executed and takes effect as from [date]. It is understood and agreed that the terms of this Driver Declaration shall be deemed incorporated into and form part of all the contractual documents concluded between myself and the *FIA* in connection with my participation in the [title] Championship [year].

Signed as a unilateral undertaking by:

Driver name:

Driver Signature:



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Annex I – WADB Declaration of Consent

I, the undersigned Applicant, expressly consent to the collection, use and processing of data related to myself, including personal and sensitive data (such as medical information) in relation to my involvement in a motor sport accident or incident and related ONLY to the circumstances of the accident or incident and its immediate outcome, including any injuries suffered, by an appropriately authorised person representing the FIA or the National Sporting Authority.

I, the undersigned Applicant, agree that said data may be stored electronically, even after the expiration of my licence, and may be used at any time, for the sole purpose of research in support of improving safety in motor sport competitions, during and after the validity period of my licence, on the World Motor Sport Accident Database ("WADB").

I, the undersigned Applicant, acknowledge that I have read and fully understood the WADB Guide published by the FIA, which provides for further information about such data collection and processing, including the conditions under which I may request access to my personal data, their rectification or suppression, and object, on legitimate grounds, to their processing.

By making a mark in this box I, the undersigned Applicant confirm that I UNDERSTAND AND I ACCEPT the present WADB Declaration of Consent.



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Annex II – Data Protection Notice

The security of your personal data is extremely important to the Fédération Internationale de l'Automobile ("FIA", "us", "we", "our"). The FIA processes your personal data to fulfil its commercial and regulatory functions as the international federation for Motorsport. This includes processing your personal data for the enforcement of our rules, to ensure participant safety and to promote the sport.

For more information on how we use your personal data, your data subject rights and how to exercise them, please see our Motorsport Privacy Notice, available at <https://www.fia.com/motorsport-privacy-notice> [and available below].

If you have any questions, please contact: dpo@fia.com



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FIA MOTORSPORT PRIVACY NOTICE

Last updated: April 2024

Summary of how the FIA uses your data

- The FIA processes the data of individuals and personnel participating in motorsport, as well as their relatives and associates, in order to carry out its commercial and regulatory functions as set out in the FIA's official Statutes, and for the purposes identified in the International Sporting Code and the FIA's Sporting, Technical and Financial Regulations, Judicial and Disciplinary Rules, and any other FIA rules and regulations that may apply from time to time. This notice addresses how we process personal data relating to Competitors, Participants and other Competitor, Promoter or Organiser personnel, owners or directors, Drivers, officials, manufacturers and suppliers and their personnel, and any other individual who may be subject to the FIA's Statutes, International Sporting Code, or Sporting, Technical or Financial Regulations from time to time, or whose data may be processed in connection with these regulations or motorsport related activities, such as members of the press or media who seek accreditation.
- The FIA will particularly use your data to allow it to administer and govern championships, cups, trophies, challenges and series [*whether organised by the FIA ("FIA Events") or authorized by the FIA ("FIA authorized Events")*], together referred to as "Events", ensure that on and off-track discipline and health and safety are maintained, to uphold the integrity of motorsport and to promote motorsport, the FIA and FIA Events, merchandise and services.
- The FIA will process some special category personal data in carrying out these functions. This will usually be done for the purposes of protecting safety within motorsport, particularly Driver safety, for integrity related processing such as anti-doping, and for conducting relevant research into motorsport safety.
- Subject to your consent, and applicable law, the FIA may collect personal data relating to diversity, inclusion and disability for monitoring purposes, and for the distribution of Disabled Drivers' Grants and similar initiatives operated by the FIA from time to time.
- Data may be obtained from and shared with a number of third parties. We may obtain data from your employer, or the Competitor or team or motorsport participant with which you have a relationship, or from Promoters or Organisers. Your data may in turn be shared with Promoters, Organisers, Competitors and teams or other motorsport participants and contacts referenced in relevant applications, for example in relation to your conduct or the conducting of due diligence. We share information with our suppliers and professional advisors as necessary for the purposes identified in this notice. Information may be shared with law enforcement or regulatory authorities where there is evidence of relevant criminal conduct. Data is also shared with courts and tribunals as necessary for disciplinary or any other legal proceedings.
- This notice sets out more details in respect of your data protection rights, including your right to object to certain processing.

What does this notice cover?

This notice describes how the Fédération Internationale de l'Automobile (the "FIA", "we", "us") will make use of your data where your data is processed in connection with the FIA's role as the international federation responsible for the governance and commercial promotion of motorsport, and as an organisation responsible for authorising and organising certain motorsport competitions. The FIA also has other privacy notices which may be relevant to you (for example the Main Privacy Notice [<https://www.fia.com/data-privacy-notice>] available on its website, its employee privacy notice, or notices that may be presented in relation to a specific processing activity).



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This notice describes your data protection rights, including a right to object to some of the processing which the FIA carries out. More information about your rights, and how to exercise them, is set out in the “What rights do I have?” section.

What categories of personal data do we collect?

The FIA collects and processes personal data in a number of ways. It collects the following types of personal data:

- **Identification data:** your name, log-in details where you make use of FIA platforms and portals, your gender, age and date of birth;
- **Contact details:** your personal and work addresses, email addresses and phone numbers as appropriate;
- **Travel related data:** personal data necessary to allow the FIA to arrange your travel in addition to your identification information, including your passport and visa details, information on your right to work, dietary requirements and travel preferences and details of any assistance you may require, including if needed details of your disability;
- **Motorsport participation data:** details of your involvement in motorsport or with an individual or body involved in motorsport, including as appropriate information about your role, your employer, details of your licences including your licence number, your FIA driver categorisation, and information collected upon your registration for a licence or during your attendance at or entry application for an event including your health data where required for the issue of a licence or other compliance with the FIA’s Sporting Regulations or details of your close contacts in relation to Covid regulations;
- **Motorsport performance data:** details of your performance in Events or other motorsport competitions, including as a Competitor and/or as a Driver;
- **Integrity and conduct data:** details of your behaviour, integrity and conduct, including any intelligence or allegations passed to the FIA, and relevant intelligence and evidence collected about your background, integrity, behaviour and conduct including through testimony, press reports, imagery and footage or background screening reports. This include information collected about you where you are subject to the FIA’s Anti-Doping or Anti-Alcohol Regulations, including health information collected as part of an associated test;
- **Safety data:** where you are a Driver, the FIA may process biometric data collected for safety purposes (including through FIA approved biometric gloves), and other information relating to your health including information collected through medical forms, your involvement in an accident taking place during an Event, and information collected through re-integration consultations or through management or scrutiny of medical and rescue teams at Events;
- **Financial data:** your payment and bank details, where you are required to make a payment or where we are required to make a payment to you, and details of your compensation where this must be disclosed under the FIA’s Financial Regulations;
- **Imagery and promotional data:** details of your biography, photos and footage of your participation in Events or as otherwise collected in connection with your participation;
- **Equality, diversity and inclusion data:** information required to offer specific FIA grants, such as Disabled Drivers Grants, such as details of disability and impairment, and information requested through equal opportunity monitoring surveys, such as information about your ethnicity, sexual orientation, religion or belief, social background and health conditions.



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We collect much of this information from you directly, such as through our various registration, entry and licence forms and portals. We also collect some of this information from other motorsport participants with whom you interact, such as your employer, officials, your previous employers, other Drivers and Competitors and from broadcasters and the media. This is especially true where we carry out our integrity and disciplinary role.

As part of our integrity activities, we also actively gather intelligence from relevant sources, including members of the public and publicly available sources, including with the assistance of our background screening providers. We also collect data from anti-doping organisations (such as the World Anti-Doping Agency and National Anti-Doping Organisations) and our appointed anti-doping service provider.

Where you choose to involve a third party, for example, your employer, a representative, lawyer or relative, we will receive and share data with this person or organisation.

Why we collect, use and store this personal data

We are usually required to have a lawful basis to process your data. We explain each of these legal bases below. We also set out the purposes for which we process your data. For each purpose, we explain the lawful basis for that processing, the processing operations that we carry out and the categories of data that we process.

Legal bases relied on by the FIA for motorsport related processing

Consent – sometimes we ask for your consent to use your data.

Contract – if we have an agreement in place with you, we may process your data where it is necessary for us to meet our obligations or enforce our rights under the contract.

Legitimate interest – we can process your data when this is necessary for us to achieve a legitimate business purpose, or where this is necessary for someone else to achieve their legitimate purpose. We explain below what interests we, or others, are trying to achieve when we process your data. Where we process personal data on the basis of a legitimate interest, we consider what the impact of the processing will be on affected individuals and determine whether those individuals' interests outweigh our interests in the processing taking place.

Legal obligation – we have obligations to comply with legal and regulatory requirements under various applicable laws. In certain cases, we have to use your data to meet these obligations.

Vital interests – in exceptional circumstances, we may rely on the need to protect your vital interests to process certain data, particularly sharing information as needed with medical professionals for safety purposes.

Where we process your special category data – such as information relating to your health, biometric data that might identify you, your ethnicity, your religion, your sex life or sexual orientation, your trade union membership or your political opinions – we usually require a further lawful basis. These are as follows:

Explicit consent – we may ask you to consent to use this data;

Medical diagnosis/preventative and occupation medicine – we will only process data for medical purposes where required by law, or under the supervision of a health professional who is subject to an obligation of professional secrecy;

Substantial public interest, as set out in law – the law may make special provision for our processing, for example in relation to health and safety requirements;

Establishment, exercise or defence of legal claims – we are entitled to process special category data where this is necessary to establish, exercise or defend our legal rights;



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Scientific research, as permitted by law – we will use your special category data for research where we can demonstrate that we meet legal requirements and have applied appropriate safeguards;

Vital interest – again, in exceptional circumstances, we rely on the need to protect your vital interests to process your special category data.

For certain types of processing, the FIA may be exempt from the requirement to have a lawful basis. This is notably the case where the FIA processes personal data to allow academic or artistic expression. The FIA has explained in this notice where this is relevant to its motorsport related processing.

FIA purposes of processing

The FIA processes your data for the following purposes:

Administering and managing FIA Events, including selecting and authorising Competitors, manufacturers and suppliers, issuing motorsport licences and categorising Drivers, and associated health assessment (legitimate interests, healthcare processing, explicit consent)

We collect and use your personal data so that we can carry out the FIA's role as a FIA Events organiser, and as a governing body providing administrative assistance and management of FIA authorized Events . This reflects our legitimate interest in administering and managing these FIA Events, and the legitimate interest of other motorsport participants in ensuring these FIA authorized Events can take place. This includes the collection of personal data to carry out due diligence in the selection and authorisation of Competitors, suppliers and manufacturers, to issue motorsport licences and categorise drivers, to issue media and other access accreditations, to allow Competitors and Drivers to register for specific FIA Events, to appoint and manage relevant officials and to provide administrative support to FIA Events such as issuing additional accreditation, liaising with third parties such as venues, Promoters or Organisers. This also includes our processing relating to checks of your fitness to attend an event, and arranging your travel and accommodation where required. It may also involve the taking of certain payments where required for entry or registration for a particular FIA Events or for obtaining a particular categorisation or accreditation.

Where we collect any special category data, particularly safety data collected in accordance with the role of the FIA's medical teams and medical delegates set out in the International Sporting Code, we rely upon our need to assess your health under the supervision of a healthcare professional where appropriate safeguards are in place. Where we receive your health data in connection with your fitness to attend an event, particularly as this relates to rules connected to Covid-19 protocols, we will typically process this to ensure the health and safety of other participants at these events.

In some cases, if you provide us with special category data to provide administrative or other assistance, we seek your explicit consent to process this information to the extent required by applicable data protection laws. Failure to provide this information, or withdrawing your consent, may result in the revoking of a licence if this would mean you are not eligible for the relevant licence, or may mean that the FIA is unable to provide appropriate assistance.

We use your identification data, contact details, travel related data, motorsport participation data, motorsport performance data, integrity and conduct data, financial data and safety data for this purpose.

We share your information with Organisers, our officials, with appropriate authorities involved in the organisation of a FIA Events, with Promoters and with our suppliers for example our background screening providers who assist with assessment of potential participants and IT service providers who host relevant platforms, our professional advisors, and travel agencies involved in our administrative role. Where you are a Driver seeking a licence, we share information relating to your application with your team and representatives and your ASN. We also publish certain information, such as the names and categories of categorised Drivers and details of individuals who have



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had motorsport licences suspended. We also share information with law enforcement authorities if they have specific questions regarding the administration and management of FIA Events.

Carry out the FIA’s governance, integrity and disciplinary role (legitimate interests, establishing, exercising and defending legal claims, substantial public interest, explicit consent)

We process personal data to carry out the FIA’s governance role in motorsport, including the collection and processing of information to confirm and enforce compliance with the FIA’s Statutes, International Sporting Code and the FIA’s Sporting, Technical and Financial Regulations, Judicial and Disciplinary Rules, and any other FIA rules and regulations that may apply from time to time. This includes the collection of information directly from you, and from third parties with whom you may interact in motorsport, such as your ASN, your employer or team or your relatives. We also receive information from a wider variety of third-party sources where this provides relevant information or intelligence, including the media, members of the public and other motorsport participants.

We will use the data to carry out any necessary disciplinary and other legal processes, including appropriate investigations into possible breaches of our rules and regulations, to take decisions and enforce our decisions, and to publish details of the integrity decisions we take, including details of any bans we may impose. This processing is done to pursue our legitimate interest in maintaining the integrity of our sport, and the legitimate interest of other competitors to ensure motorsport is fair and free from improper influence or cheating.

In some cases, where we collect special category data for this purpose, we may rely on an additional lawful basis to the extent required by applicable data protection laws. Some of our integrity processing relies on specific local laws in the substantial public interest, for example to justify the processing of anti-doping data. We are also entitled to process special category data where we are seeking to establish, exercise and defend legal claims in the enforcement of our rules and regulations, including our Anti-Doping Regulations. However, in some cases we may need to seek your explicit consent. Where we rely on this consent, you may refuse or withdraw this consent at any time, but this may limit your ability to participate in motorsport if this undermines our ability to ensure compliance with our regulations.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data and your integrity and conduct data. It will also include your financial data where disclosure is required under the FIA’s Financial Regulations.

We share your information with other participants in motorsport, including Organisers, Promoters, with your representatives and advisors, with your ASN, your employer, with our officials, with appropriate authorities involved in the organisation of a FIA Events, and with our suppliers for example our background screening providers and IT service providers who host relevant platforms, our professional advisors including our legal counsel, forensic experts and auditors, and with the world at large if we choose to publish a decision. We share your information with other sports governing bodies and the World Anti-Doping Agency as required under the World Anti-Doping Code and our own International Sporting Code. We may discuss integrity matters with the media where appropriate. We also share information with law enforcement authorities and other regulatory authorities if they have specific questions regarding integrity matters FIA Events, or where there is evidence of unlawful activity.

Ensuring the health and safety of all participants (legitimate interests, compliance with laws, vital interest, healthcare processing or laws in the substantial public interest)

We collect information about you, including information about your health, for the purposes of ensuring the health and safety of all participants in motorsport, including yourself. This includes information collected from you in relevant medical forms. This will involve the processing of personal data to assess your health and safety whilst participating in a FIA Events, to ensure that you receive appropriate medical attention in the event of an incident during a FIA Events, and to ensure we carry out appropriate scrutiny of medical and rescue service providers and can carry investigations of health and safety related incidents during FIA Events. We process much of this data on the basis of our legitimate interest of ensuring the health and safety of the participants in motorsport, and the



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interests of those participants both current and future. In some instances, we may be required to process data by law, where local laws require the maintaining of health and safety records or the engagement with public authorities conducting health and safety investigations. We may also use your personal data for the protection of your vital interests where, exceptionally, we need to share your data with medical professionals in the event of an incident.

Where this data involves the processing of special category data, in particular your safety data, we process this to protect your vital interests, or as necessary to provide medical treatment under the supervision of a healthcare professional. If we are required to collect or share your data to comply with health and safety laws, we rely on these laws in the substantial public interest to justify our processing.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data and your safety data.

We share your information with appropriate medical professionals where this is needed for your diagnosis, treatment or care, including the local ASN doctor present at the relevant FIA Events. We will also share data with appropriate public authorities as required by local laws. We also share data with our advisors and third-party IT providers to the extent we need to retain information relation to your incident on our systems.

Promoting motorsport, the FIA and FIA Events, merchandise and services (legitimate interest, contractual necessity)

We will use information we collect and receive as part of your participation in FIA Events and any connected media work for the purposes of our legitimate interest in promoting motorsport, the FIA, and our connected FIA Events, merchandise, services and assets. If we have a specific agreement with you, giving us certain rights to use your personal data, we may instead process this on the basis of contractual necessity.

The information we use for this purpose is your identification data, your contact details, your motorsport participation data, your motorsport performance data, your imagery and promotional data and, where necessary for performing a contract with you, your financial data.

We share the information widely for the promotional purposes described above. This involves the sharing of data with specific media partners and broadcasters and commercial partners, but also involves the publication of your data. We also share data with our advisors and third-party IT providers.

Conducting safety related research (consent)

We collect and process data relating to incidents logged in the World Accident Database, for the purpose of analysis and compilation of findings. In accordance with the World Accident Database Guide, we rely on your explicit consent to process any identifiable information in the World Accident Database. We may, if you do not consent or later withdraw your consent, retain anonymised information relating to relevant incidents. We are a joint controller with ASNs for the details of the reports submitted to the World Accident Database. Affected data subjects can find out more about the split of responsibilities between the FIA and its joint controllers, and steps taken to ensure data minimisation, by reviewing the [WADB Guide](#).

The information we use for this purpose is your identification data, your motorsport participation data, your motorsport performance data and your safety data.

We share your information within the World Accident Database with ASNs, our advisors and our provider who hosts and operates the WADB on behalf of the FIA. We also share your data with consultants and administrators who engage in FIA safety research projects or who otherwise assist the FIA with administering the WADB.

Maintaining a record of motorsport (legitimate interests, academic/artistic expression)



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As the governing body for motorsport, we collect and retain personal data for our legitimate academic and artistic purposes in creating and curating a history of motorsport. This includes the creation of our electronic library of FIA archives.

The information we use for this purpose is your identification data, your motorsport performance data, and your imagery and promotional data. In the event this contains special category data, for example in placing materials relating to published details of accidents within our electronic library, we process this to allow academic and artistic expression.

We may share this information widely for the purpose set out above. We may publish the information on our websites, share it with journalists or historians, or relevant broadcasters and media contacts, or share it with museums or art galleries. We also share data with our advisors and third-party suppliers.

Equality, diversity and inclusion, including grants (consent)

As a responsible sports organisation, the FIA is committed to ensuring it supports inclusivity in motorsport. The FIA may in some circumstances seek personal data relating to diversity, inclusion and disability for monitoring purposes, based always on your consent. It may also collect equality, diversity and inclusion data for the purposes of providing inclusion related grants, including distribution of the Disabled Drivers Grants and similar initiatives operated by the FIA from time to time.

The information we use for this purposes is your equality, diversity and inclusion data. This will always be collected with your consent. Where it is possible to ensure the anonymisation of your data for these purposes, the FIA will take such steps.

We will not share your identifiable equality, diversity and inclusion data with third party controllers without your consent. We may share your information with our third-party suppliers to the extent that they are assisting us with relevant activities, such as administering a Disabled Driver Grant request. Any information used for diversity monitoring is likely to be shared with a specialist company that advises us on diversity, or that assists us with ensuring that responses are appropriately anonymised.

Business interests (legitimate interests, establishment, exercise and defence of legal claims)

We have a legitimate interest in protecting our business interests and legal rights, including, use in connection with legal claims, compliance, regulatory, auditing, investigative and disciplinary purposes and ethics and compliance reporting requirements. Where we process your special category data for these purposes, we will typically rely upon our need to establish, exercise or defend ourselves from legal claims.

We may process any of the types of data mentioned in this notice for these purposes.

This information will be shared with our advisors and suppliers who provide our IT systems and storage. We share information with legal and other advisers if there are investigations or potential claims. We also disclosure information of this nature in connection with legal processes or litigation or to other relevant regulators, other governing bodies, law enforcement bodies or to teams and other employers where appropriate.

Compliance with laws (legal obligations)

Where necessary to comply with a legal obligation we will store and use your data. This may include responding to requests by government regulators, law enforcement authorities or any other regulatory authority conducting an investigation.

We may process any of the types of data mentioned in this notice for these purposes.



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This information will be shared as required to comply with law, including with law enforcement or public authorities as required.

Withdrawing consent

Wherever we rely on your consent, including explicit consent, you will always be able to withdraw that consent. This will not undermine the legitimacy of any processing carried out prior to your consent being withdrawn. If you withdraw consent, this may in some cases impact on your ability to access certain services or events as explained above.

How is personal data shared, where and when?

Your data may be shared with a variety of third parties as described above. Personal data is also shared as necessary within the FIA and within the FIA group, including with our sporting, legal, privacy and IT departments. Your personal data will be shared with the FIA's third-party service providers, who will process it on behalf of the FIA for the purposes identified above. This may include the providers of insurance services, IT and technology services, survey providers and event organisers. We also share information with our professional advisers.

Personal data may be shared with government authorities and/or law enforcement officials if required for the purposes above, if mandated by law or if required for the legal protection of our legitimate interests in compliance with applicable laws.

In the event that FIA's business is sold or integrated with another business, your details may be disclosed to our advisers and any prospective purchaser's adviser and will be passed to the new owners of the business as required for the purposes above.

For a number of purposes set out above, the data sharing described is likely to result in the sharing of your data with third parties located outside your country; in principle, this may be any country in the world. Where information is transferred outside the EEA, Switzerland or the UK, and where this is to a third party in a country that is not to a country considered adequate under Swiss, EU or UK law, data is usually adequately protected by approved standard contractual clauses, or a vendor's Processor Binding Corporate Rules. In some limited circumstances our transfers may be exempt from adequacy obligations, where transfers are for important reasons of public interest, such as sharing of data for anti-doping purposes. Where we transfer on the basis of an adequacy mechanism, a copy of the relevant mechanism can be provided for your review on request by contacting us using the details set out below.

What rights do I have?

You have the right to **ask us for a copy** of your personal data; to **correct, delete or restrict** (stop any active) processing of your personal data; and to **obtain the personal data you provide to us for a contract or with your consent in a structured, machine-readable format**.

In addition, you can **object to the processing** of your personal data in some circumstances (in particular, where we don't have to process the data to meet a contractual or other legal requirement, or where we are using the data for direct marketing).

These **rights may be limited**, for example if fulfilling your request would reveal personal data about another person, where it would infringe the rights of a third party (including our rights) or if you ask us to delete information which we are required by law to keep or have compelling legitimate interests in keeping. Relevant exemptions are included in European, Swiss and UK data protection laws and under applicable member state laws. We will inform you of relevant exemptions we rely upon when responding to any request you make.

To exercise any of these rights, you can contact us – or our Data Protection Officer – using the details set out below. If you have unresolved concerns, you have the right to complain to an EU data protection authority where you live,



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work or where you believe a breach may have occurred. This may be the CNIL in France. You may also complain to the Federal Data Protection and Information Commissioner in Switzerland.

We will always inform you where information you provide is mandatory. Information that is provided in order to comply with the FIA's various rules and regulations listed above is mandatory. Failure to provide this information breach our regulations.

Details of the FIA as a controller

The FIA has two primary entities: a French association having its registered office in 8 Place de la Concorde, Paris, and a Swiss association having its registered office in 2 Chemin de Blandonnet, Geneva.

Both entities work together as joint controllers in the processing of personal data relating to motorsport. These entities collaborate on the determination of the purposes and means of processing described in this notice.

The FIA's Swiss association takes primary responsibility for supporting data subjects, and in handling any requests data subjects may have. You can find the relevant contact details below.

How do I contact you, or your data protection officer?

We hope that we can satisfy queries you may have about the way we process your data. If you have any concerns about how we process your data, you can get in touch with us and our Data Protection Officer at dpo@fia.com or by writing to: Commercial Legal, 2 Chemin de Blandonnet, 1215 Geneva 15, Switzerland.

How long will you retain my data?

FIA will retain and process personal data relating to Participants for as long as necessary for the purposes identified above, including for the purposes of satisfying any specific legal requirements, such as accounting or health and safety rules, and, where required for us to assert or defend against legal claims, until the end of the relevant limitation period or until the claims in question have been settled.

After this period, we will take steps to delete your personal data or hold it in a form that no longer identifies, you provided that we have no further lawful basis requiring us to maintain your data.

Where we maintain a record of motorsport, we retain your data indefinitely in order to maintain a historically accurate record.

Updates to this privacy notice

We reserve the right to update this privacy notice at any time, and we will provide you with a new privacy notice when we make any substantial updates. We may also notify you in other ways from time to time about the processing of your personal information.



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APPENDIX 7

FIA REGIONAL RALLY SPORTING REGULATIONS ARTICLE 53 “COMPETITOR SAFETY”

53.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on any type of special stage and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalised by the Stewards.

53.2 EQUIPMENT OF THE CARS

53.2.1 In case a Safety Emergency console (Tracking System) is provided by the organiser, the system must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

53.2.2 “SOS/OK” sign:

Each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3). The sign must be placed in the car and be readily accessible for both drivers.

53.2.3 Each competing car must carry a red reflective triangle.

53.3 INCIDENT ON A SPECIAL STAGE

53.3.1 In the case of an accident where urgent medical attention is required, the following applies:

- The SOS switch on the emergency console must be activated as soon as possible (if applicable)
- When possible, the red “SOS” sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
- As soon as possible, the red reflective triangle must be placed in a conspicuous position on the same side of the road as the car at least 50 metres before the car's position, to warn following drivers, even if the car is off the road.

53.3.2 Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident, and the OK sign is not shown, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will be allocated a time according to Art. 52.

53.3.3 In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies:

- The OK switch on the emergency console must be activated within one minute (if applicable).
- The green “OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews.
- The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car’s position, to warn following drivers, even if the car is off the road.

53.3.4 Should the emergency console display show the SOS, the OK or Hazard signal, then this signal is the equivalent to the display of the SOS/OK board or the red reflective triangle.

53.3.5 Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- – an arm and thumb up to indicate “OK”
- – crossed arms above the head to indicate “SOS”.



53.3.6 Any crew which is able but fails to comply with the above rules will be reported by the Clerk of the Course to the Stewards.

53.3.7 The road book shall contain a page giving the accident procedure.

53.3.8 Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards’ discretion.



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53.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER

If a crew is involved in an accident in which a member of the public sustains physical injury, the car must stop immediately, and the procedure as laid down in Article 53.3.1 must be followed.

53.5 USE OF RED FLAGS

53.5.1 Electronic Red Flags (if applicable)

Electronic red flags will be used in all competing cars. When activated from rally control, the screen of the Emergency Console will turn red and show the message “RED FLAG”. Crews must immediately confirm the electronic Red Flag by pressing the button “ACKNOWLEDGE” and proceed as specified in Art. 53.5.3.

53.5.2 Red Flags at radio points

The Red Flag will be displayed to crews only on the instruction of the Clerk of the Course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix H, Article 5.2.7 and on which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident.

A Red Flag must be available at each stage radio point (situated at approximately 5 km intervals). No flag other than the Red Flag may be deployed at any point in a special stage.

53.5.3 Meanings of a Red Flag

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first, 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 will entail a penalty at the discretion of the Stewards.

53.5.4 A crew which has been shown the Red Flag will be given a notional time for the stage as in according to Art. 52.

53.5.5 If different signalling systems (e.g. flashing lights) are used in super special stages, full details must be included in the Supplementary Regulations.

53.5.6 If a stage is interrupted or stopped and the crews are required to pass through the special stage, a Red Flag must be displayed at the start to inform the drivers how they must proceed.

53.5.7 Red Flag points during reconnaissance

During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.