



# GRAN CANARIA 1<sup>st</sup> - 4<sup>th</sup> May 2024

## SUPPLEMENTARY REGULATIONS

- FIA European Rally Championship for Drivers and Co-Drivers
- FIA European Rally Championship for Teams
- FIA European Rally Championship for Tyre Suppliers
- FIA ERC3 Championship for Drivers and Co-Drivers
- FIA ERC4 Championship for Drivers and Co-Drivers
- FIA Junior ERC Championship for Drivers

[www.rallyislascanarias.com](http://www.rallyislascanarias.com)



*Please consider the environment before printing this document. If you must print, please print double-sided, black & white and on recycled paper. Thank you*



## INDEX

1-	INTRODUCTION .....	2
2-	ORGANISATION .....	2
3-	PROGRAMME.....	6
4-	ENTRIES .....	9
5-	INSURANCE.....	15
6-	ADVERTISING AND IDENTIFICATION .....	16
7-	TYRES.....	16
8-	FUEL .....	17
9-	RECONNAISSANCE.....	18
10-	ADMINISTRATIVE CHECKS.....	20
11-	SCRUTINEERING, SEALING AND MARKING .....	21
12-	OTHER PROCEDURES .....	23
13-	IDENTIFICATION OF OFFICIALS.....	27
14-	PRIZES.....	27
15-	FINAL CHECKS, PROTESTS AND APPEAL .....	28
	APPENDIX 1– ITINERARY.....	30
	APPENDIX 2 – RECONNAISSANCE SCHEDULE.....	33
	APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO's AND THEIR PROGRAMME .....	34
	APPENDIX 4 – COMPETITION NUMBERS AND ADVERTISING .....	36
	APPENDIX 5 – EXTRACTS FROM FIA APPENDIX L RELATING SAFETY EQUIPMENT .....	38
	APPENDIX 6 – FREE PRACTICE / SHAKEDOWN DISCLAIMER.....	40
	APPENDIX 7 – SAS TRACKER COMPETITOR USER'S MANUAL.....	41
	SAS FITTING KIT MANUAL – RALLY CAR.....	53
	APPENDIX 8 – RECONNAISSANCE SYSTEM (RS Lite for Rally usage).....	62
	APPENDIX 9 – RULES FOR ENVIRONMENTAL POLICY .....	64



## 1- INTRODUCTION

1.1 This rally will be run in compliance with the 2024 FIA International Sporting Code including appendices, the 2024 FIA Regional Rally Sporting Regulations including appendices, the ASN 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).

Additional information will be published in the Rally Guide, issued on 6<sup>th</sup> March.

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

1.2 **Road surface**  
100% of asphalt

1.3 **Overall SS distance and total distance of the itinerary**

	Leg	Nº of SS	SS	Liason	Total	%
	1	7	95,90	228,80	324,70	29,5%
	2	6	97,22	195,76	292,98	33,2%
<b>TOTALS</b>	<b>2</b>	<b>13</b>	<b>193,12</b>	<b>424,56</b>	<b>617,68</b>	<b>31,3%</b>

## 2 – ORGANISATION

2.1 **Titles**  
 FIA European Rally Championship for Drivers and Co-Drivers  
 FIA European Rally Championship for Teams  
 FIA European Rally Championship for Tyre Suppliers  
 FIA ERC3 Championship for Drivers and Co-Drivers  
 FIA ERC4 Championship for Drivers and Co-Drivers  
 FIA Junior ERC Championship for Drivers

2.2 **VISA numbers – FIA and ASN FIA**  
 Visa No : 02ERC/06032024  
 ASN Visa No :



### 2.3 Organiser's name, address, and contact details

CLUB DEPORTIVO TODO SPORT



**Permanent Secretariat (Monday to Friday, 9:00 - 14:00 h)**

C/ Pepe García Fajardo, 14. Pta. 18  
35012 - Las Palmas de Gran Canaria

**Tel:** +34 669150412  
**Mail:** [secretaria@rallyislascanarias.com](mailto:secretaria@rallyislascanarias.com)  
**WEBSITE:** [www.rallyislascanarias.com](http://www.rallyislascanarias.com)

### 2.4 Organisation Committee

Chairman

Germán Morales (ESP)  
Karen Hoo-Paris (ESP)  
Miguel Espino (ESP)

### 2.5 Stewards of the Meeting

Chairperson  
FIA Steward  
ASN Steward  
Stewards' Secretary

Edoardo Delleani (ITA)  
Emilia Abel (EST)  
David Domingo (ESP)  
Sonia Martínez (ESP)

### 2.6 FIA Delegates

FIA Sporting Delegate  
FIA Safety Delegate  
FIA Technical Delegate  
Asst. to FIA Technical Delegate

Miikka Anttila (FIN)  
Benjamin Schmidt (DEU)  
Emanuele Saglia (ITA)  
Ludovic PATURET (FRA)

### 2.7 Senior officials

Clerk of the Course  
Asst. Clerk of the Course  
Deputy Clerk of the Course

Manuel Vidal (ESP)

General Secretary of the Meeting  
Asst. to Secretary of the Meeting  
Chief Safety Officer  
Asst. Safety Officer

David Espino (ESP)  
Alejandro Fraga (ESP)  
Julio Martínez (ESP)  
Eduardo Sánchez (ESP)  
Jose Guerra (ESP)  
Damián Suárez (ESP)  
Miguel Espino (ESP)  
Javier Prol (ESP)

Chief Medical Officer  
RFEDA Sporting Delegate

M<sup>a</sup> Crucelia Robayna (ESP)  
José Vicente Medina (ESP)



RFEDA Safety Delegate  
 Master of Ceremonies  
 Chief Scrutineers

Angel Estéve (ESP)  
 Karen Hoo-Paris (ESP)  
 Cristo Javier Hernández (ESP)

Scrutineers Coordinator  
 Sponsoring & Advertising Officer  
 Rally Press Officer  
 Competitors' Relations Officers

Ángel Quintana (ESP)  
 Alejandro González (ESP)  
 Javier Viera (ESP)  
 Wolfgang Gasterfer (DEU)  
 Ricardo Sánchez (ESP)

Chief Results Officer  
 Chief Timekeeper  
 Asst. to Chief Timekeeper  
 Special Stages Chief Officers

Emilio Macías (ESP)  
 Aarón Santana (ESP)  
 José Nicolás González (ESP)  
 José Benítez-Inglott (ESP)  
 Carmelo Jiménez (ESP)

Special Stages Safety Officers

TBA  
 Iván Rodríguez (ESP)  
 Isidro Delgado (ESP)  
 TBA

Chief of Parc Fermé  
 Chief of Service Park  
 Chief of Refuelling  
 Environmental Officer

Manuel Bassó (ESP)  
 Hierón Armas (ESP)  
 Eutimio Santana (ESP)  
 José Ángel Batista Falcón (ESP)

## 2.8 Rally HQ Location and contact details

Place: Gran Canaria Arena  
 Fondos de Segura, s/n  
 35019 Las Palmas de Gran Canaria

GPS: N 28° 06,150' W 15° 27,440'

Telephone: +34 690861164

Mail: [secretaria@rallyislascanarias.com](mailto:secretaria@rallyislascanarias.com)

Schedules:

30 <sup>th</sup> April 2024	10:00 – 21:00
01 <sup>st</sup> May 2024	09:00 – 22:00
02 <sup>nd</sup> May 2024	08:30 – 23:00
03 <sup>rd</sup> May 2024	09:00 – 21:30
04 <sup>th</sup> May 2024	09:00 – 21:30

### 2.8.1 Media Center location

Place: Estadio de Gran Canaria  
 Fondos de Segura, s/n  
 35019 Las Palmas de Gran Canaria

GPS: N 28° 05,953' W 15° 27,365'

Telephone: +34 682276340

Mail: [prensa@rallyislascanarias.com](mailto:prensa@rallyislascanarias.com)



Schedules:	30 <sup>th</sup> April 2024	12:00 – 21:00
	01 <sup>st</sup> May 2024	09:00 – 21:00
	02 <sup>nd</sup> May 2024	08:00 – 23:00
	03 <sup>rd</sup> May 2024	09:00 – 23:00
	04 <sup>th</sup> May 2024	09:00 – 23:00

### 2.8.2 Service Park / Refuel Area location

Place: Parking Estadio de Gran Canaria  
Fondos de Segura, s/n  
35019 Las Palmas de Gran Canaria

GPS: N 28° 05,911' W 15° 27,498'

### 2.8.3 Official Notice Board

As provided for in FIA ISC Art. 11.9.4 the Official Notice Board will be the Digital Official Notice Board (DNB) published on the event website [www.rallyislascanarias.com](http://www.rallyislascanarias.com)

There will be no physical official notice board.

Additionally, rally documents will also be available in the Sportity App (downloadable for IOS devices on Appstore and for Android devices on Google Play): Password “ERCRC2024”.

During the event, individual and general communication between all rally officials and the competitors/crew members will primarily and as far as possible be conducted electronically.

For this purpose, each competitor is required to nominate one official representative, who shall be 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 will be based in the service park during the event.

This contact information (name, title, mobile phone, e-mail) must be given at the latest on Monday 29th April 2024 to the Secretary of the Rally: [entry@rallyislascanarias.com](mailto:entry@rallyislascanarias.com)

At documentation control contact phone number and email address will be registered.



### Podium & Parc Fermé location

Podium Place: Avenida Mesa y López  
35007 Las Palmas de Gran Canaria

GPS: N 28° 08,078 W 15°26,022

Parc Fermé: Estadio de Gran Canaria  
Fondos de Segura, s/n.  
35019 Las Palmas de Gran Canaria

GPS: N 28° 05,993' W 15° 27,488'

According to RRSR Art. 18.1.4 a WRC Promoter personnel is authorised to enter the overnight Parc Fermé when accompanied by a scrutineer.

### 3- PROGRAMME

Wednesday, 6 <sup>th</sup> March		
14:00	Publishing of Supplementary Regulations	<a href="http://www.rallyislascanarias.com">www.rallyislascanarias.com</a>
	Issuing of Itinerary, Map and Rally Guide	
	Entries opening	
	Press accreditations opening	
	Official Notice Board opening	
Tuesday, 16 <sup>th</sup> April		
20:00	Closure date of Entries	<a href="http://www.rallyislascanarias.com">www.rallyislascanarias.com</a>
	Deadline for sending facilities form	
	Issuing of Road Book	
Tuesday, 23 <sup>rd</sup> April		
14:00	Publication of the Entry List	<a href="http://www.rallyislascanarias.com">www.rallyislascanarias.com</a>
Sunday, 28 <sup>th</sup> April		
12:00	Service Park Opening	Estadio Gran Canaria
Monday, 29 <sup>th</sup> April		
12:00	Rally HQ Opening	Estadio Gran Canaria



Tuesday, 30 <sup>th</sup> April		
12:00	Media Center Opening	Estadio Gran Canaria
17:00 – 20:00	Collection of reconnaissance's documentation	
	Optional Administrative Checks	
20:00	Time limit for Shakedown registrations	
21:00 – 23:00	Reconnaissance for all teams – Only SSS1	Appendix 2
Wednesday, 1 <sup>st</sup> May		
07:00 – 20:00	Reconnaissance for all teams	Appendix 2
09:00 - 21:00	Accreditation Media Center	Media Center
10:00 – 13:00	Collection of Tracking and Safety System (SAS)	Service Park (SAS)
10:30 – 18:30	Administrative Checks (as per schedule published on 25th April)	Service Park
11:00 - 19:00	Scrutineering, sealing & marking of components (as per schedule published on 25th April)	
18:00	Issuing of written Drivers Briefing	DNB
18:15 – 19:15	Team Managers meeting (Priority drivers)	Estadio Gran Canaria
19:00 – 19:30	Pre-rally Media Safety Briefing *	Press room
20:00	Publication Start list for the Ceremonial Start	DNB
20:00 – 21:00	Access to Ceremonial Start holding Area	Av. Mesa y López
21:00	Ceremonial Start	Av. Mesa y López
Thursday, 2 <sup>nd</sup> May		
07:00 - 14:00	Reconnaissance for all teams	See Appendix 2
08:45 - 10:45	Re-scrutineering for cars which did not pass	Estadio Gran Canaria
11:00	Publication of the Amended Entry List	DNB
11:15	Publication Start list for the QS and arrival time for TCQS	DNB
12:15 - 14:15	Free Practice for FIA and ERC1 priority drivers (Rally2 cars)	Cenobio de Valerón Santa María de Guía





15:00 - 16:00	Qualifying Stage for FIA and ERC1 priority drivers (Rally2 cars)	Cenobio de Valerón Santa María de Guía
16:15 - 18:15	Shakedown (rest of teams)	
16:00	Time limit to return Reconnaissance Time Card	Estadio Gran Canaria
16:30	Publication of the QS Provisional classification	DNB
19:00	Pre-Rally Press Conference	Press room
18:30	Publication of Start List Leg 1 - Section 1 Publication of Start List Leg 1 - Section 2	DNB
19:45	Driver's Parade (mandatory)	SSS1
20:30	1 <sup>st</sup> driver start - Leg 1 – Section 1 (SSS-1)	TC-0
20:45	1 <sup>st</sup> driver arrival - End Leg 1 – Section 1	TC-1A
<b>Friday, 3<sup>rd</sup> May</b>		
9:15	1 <sup>st</sup> driver start - Leg 1 – Section 2	TC-1B
19:10	1 <sup>st</sup> driver arrival - End Leg 1 (Flexi-service)	TC-7B
22:00	Publication of Start List for Leg 2	DNB
<b>Saturday, 4<sup>th</sup> May</b>		
8:30	1 <sup>st</sup> driver start - Leg 2	TC-7D
18:25	1 <sup>st</sup> driver arrival - End of the Rally	TC-13B
From 18:40	Podium Ceremony – Prize - giving	Podium Zone
19:00	Post - Rally press conference	
After finish	Final Scrutineering	Marmotor Canarias
20:45	Publication Provisional Classification	DNB
21:15	Time limit to return the Safety Tracking System (SAS)	Service Park (SAS)

\* Compulsory for all Media accreditation applicants (FIA ERC permanent included)

### **Sunday 5<sup>th</sup> May 2024 – 7:00 h**

**All service buildings, tents, cars, trailers etc. must be removed from the Service Park area. Any lateness will be penalised with a fine of 500 €/h, notified to the competitor by the Clerk of the Course.**



## 4 – ENTRIES

### 4.1 Closing date for entries

Tuesday 16<sup>th</sup>, April at 20:00 hrs

### 4.2 Entry procedure

Drivers wishing to participate in the 48 Rally Islas Canarias 2024, must register on the FIA's online platform before the entries closing date.

**Priority drivers** must complete the electronic form available at the WEBSITE:

<http://registrations.fia.com/rally>

**Non-priority drivers** must complete the electronic form available at the WEBSITE:

<https://registrations.fia.com/ercesp>

Please note that the FIA registration platform requires a user ID and a password to access the entry system. The FIA will need time to register you in the system and open your user account. Please do not wait until the last moment to make your entry in order not to miss the entry closing date. The user account application is available through a link on the registration page stated above.

For national driver's and co-driver's (RFEDA licences) participating in this event we remind the ASN (RFEDA) "**Regulations for International and National Licenses for participants**", as well as those relating to **Competitors' Licenses** established in Appendix 10.1 and 10.2 of the General Prescriptions for the Championships, Cups and Challenges of Spain (PPCCCTCE 2024) as follows:

#### **Appendix 10.1**

**Article 1.3.** *To participate in official international sports competitions (Art. 2.2.1.c of the FIA International Sports Code) it will be mandatory to be in possession of an international sportsman's license. However, for official international competitions held in Spain, the national license issued by the RFEDA will be valid, as long as the FIA does not establish otherwise in the regulations of the corresponding event.*

#### **Appendix 10.2**

**Article 3.** *Competitors with a 2024 competitor's license issued by the RFEDA have a permanent authorization for international competitions pre-printed on the back of the license according to Art.3.9.4. of the FIA International Sporting Code, as well as, for participation in national competitions according to Art. 2.3.7. of the FIA International Sporting Code.*



After online registration, competitors must send simultaneously by e-mail to [entry@rallyislascanarias.com](mailto:entry@rallyislascanarias.com), the following documents in PDF format:

- ✓ Competitor's license
- ✓ Drivers' and Co-drivers' competition license
- ✓ Drivers' and Co-drivers' valid driving licence
- ✓ Drivers' and Co-drivers' passports or identification
- ✓ Drivers' declaration and undertakings forms, signed by the driver and the co-driver
- ✓ ASN authorisation, for all foreign drivers and co-drivers
- ✓ Completion of all details on the entry form
- ✓ Car insurance cover certificate
- ✓ Car registration papers
- ✓ **Copies of the insurance cover for repatriation (non-Spanish crews)**

In case of lack of documents requested above, the Organiser may reject the application. Confirmation of registration will be sent by mail and with the publication of the Entry List.

**Entries are only accepted if accompanied by the total amount of entry fee.**

**Without Payment and Proof of it received by the Organiser until entries closure, Competitor's Entry will not appear on Entry List**

Competitors must present in the administrative checks, the originals of the documents requested above.

By making their registration, the Competitor / Driver / Co-Driver agree that their data will be processed within the scope of the rally organisation, publication of photos and media on the site: [www.rallyislascanarias.com](http://www.rallyislascanarias.com), RRSS, etc.

### **4.3 Number of competitors accepted and classes**

The maximum number of entrants is fixed to **100 cars**.

If more than 100 entries are received, the Organisation reserves the right to complete this number from the remaining teams entered, according to the driver results and capacity/condition of the vehicle, to the Organisation's exclusive criteria.

No entry can be guaranteed before the entries closing date. Organiser will inform the crews which entry form has been not accepted after this date.

Cars eligible to enter in the rally will be as established in article 12 of the 2024 FIA Regional Rally Championships Regulations as follows:



**Permitted groups and classes:**

CLASSES	GROUPS	
<b>RC2</b>	<i>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>Group R4 (VR4) (not eligible in Europe)</i>	Group R4 cars conforming to the 2018 Appendix J, Art. 260
<b>RGT</b>	<i>Group RGT cars</i>	Cars conforming to the 2019 Appendix J, Art. 256
		Group RGT conforming to the 2024 Appendix J, Art. 256
<b>RC3</b>	<i>Rally3 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1620cc)</i>	<i>Group Rally3 cars homologated from 01/01/2021 and conforming to the 2024 Appendix J, Art. 260</i>
<b>RC4</b>	<i>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
	<i>R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)</i>	Group R2 cars homologated before 31/12/2018 and conforming to the 2018 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. 260
	<i>Group A up to 2000cc</i>	Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D
		Group A cars conforming to the 2019 Appendix J, Art. 255



<b>RC5</b>	<b>Rally5</b> (atmo up to 1600cc and turbo up to 1333cc)	Group Rally5 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260
	<b>Rally5-Kit</b> (atmo or turbo up to 1600cc)	Group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2024 Appendix J, Art. 260B
	<b>Rally5</b> (atmo up to 1600cc and turbo up to 1067cc)	Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art.260

#### 4.4 Entry fees / entry packages for Private Competitors

Entry fees and entry packages are as follows:

<i>ERC REGISTERED TEAM</i>				
ENTRY FEE	FIA/ERC1	RGT/ERC3	ERC4	JUNIOR
<b>With Advertising</b>	3.450 €	2.400	1.700 €	1.300 €
<b>Without Advertising</b>	5.450 €	4.400	3.400 €	2.600 €
<b>Qualifying Stage (ERC1 - Rally2)</b>	Included			
<b>Shakedown (rest)</b>		Included	Included	Included
<b>WIFI</b>	Included	Included	Included	Included
<b>Electricity</b>	Included	Included	Included	Included
<b>Water</b>	Included	Included	Included	Included



<b>NON-REGISTERED TEAM</b>			
<b>ENTRY FEE</b>	<b>CLASS RC2</b>	<b>CLASS RGT/RC3</b>	<b>CLASS RC4 / RC5</b>
<b>With Advertising</b>	3.100 €	2.250 €	1.550 €
<b>Without Advertising</b>	5.100 €	4.250 €	3.100 €
<b>Qualifying Stage</b>			
<b>Shakedown</b>	Included	Included	Included
<b>WIFI</b>	150 €	150 €	150 €
<b>Electricity</b>	300 €	300 €	300 €
<b>Water</b>	150 €	150 €	150 €

Drivers taking part in the Qualifying stage will not be able to perform the Shakedown

The Tracking system is included in the Entry Fee

<b>OTHER FEES</b>	<b>Price</b>
Additional Services Plates	300€
Additional Auxiliary Plate	300€

### Entry Package:

<b>Fees for: (ERC Registered team)</b>	<b>ERC Team Legal entry</b>	<b>ERC Team Private entry</b>	<b>ERC Team Junior ERC entry</b>
ERC Priority	ERC 1/ ERC3 / ERC4	ERC 1/ ERC3 / ERC4	ERC4
<b>Vehicle Plates per car</b>			
VIP (or guest) plates	1	0	0
Service plates	2	1	1
Auxiliary plates	1	1	0
<b>Services: (a)</b>			
Access to ERC service area	Yes	Yes	Yes
Area in Service Park	150m <sup>2</sup> for 1 car +50m <sup>2</sup> for each additional Car	100m <sup>2</sup> for 1 car +50m <sup>2</sup> for each additional Car	90m <sup>2</sup> / car +50m <sup>2</sup> for each additional Car
<b>Printed material and Passes per car: (b)</b>			
Road book sets	2	1	1
	50,00 € each additional set		
Programmes	2	1	1



Permanent ERC Passes per car			
Crew	2	2	2
Team	8	6	6
	25,00 € each additional		

(a)= subject to available space and the agreement of the organiser and the Promoter

(b) = minimum requirements – additional resources subject to negotiation between the competitor and the Rally Organiser.

Fees for: (ERC NON Registered team)	CLASS RC2	CLASS RGT/RC3	CLASS RC4/RC5
Area in Service Park	120m <sup>2</sup> for 1 car +50m <sup>2</sup> for each additional Car	90m <sup>2</sup> for 1 car +50m <sup>2</sup> for each additional Car	80m <sup>2</sup> / car +50m <sup>2</sup> for each additional Car

Additional resources subjects to the negotiation between the competitor and the Rally organiser

Service Roadbook available on-line at [www.rallyislascanarias.com](http://www.rallyislascanarias.com)

Results available on-line at [www.rallyislascanarias.com](http://www.rallyislascanarias.com)

Supplementary Regulations available on-line at [www.rallyislascanarias.com](http://www.rallyislascanarias.com)

#### 4.5 Payment details

The entry fees must be paid by swift bank transfer or deposit to the organiser's bank account as follows:

BANK:	<b>CAIXABANK</b>
ACCOUNT No:	<b>2100 6615 98 0200065289</b>
IBAN CODE:	<b>ES21 2100 6615 9802 0006 5289</b>
SWIFT CODE (BIC):	<b>CAIXESBBXXX</b>

When paying by Swift Bank Transfer, it is essential that you provide details of this payment by mail ([secretaria@rallyislascanarias.com](mailto:secretaria@rallyislascanarias.com)) to ensure that payment is duly received prior to the close of entries.

#### Cheques are not accepted.

The competitor who wishes to receive an invoice for the registration fee, must send an-email to [secretaria@rallyislascanarias.com](mailto:secretaria@rallyislascanarias.com) with billing details. Only under these conditions you will receive the respective invoice.

#### 4.6 Refunds

Entry fees will be refunded:

- To candidates whose entries have not been accepted – 100% refund
- In the case of the rally not taking place – 100% refund



- In the case of the rally not taking place in case of an event outside the control of the Organiser and accepted by FIA as ‘force majeure’ – 75% refund

The Organiser may partially refund the entry fee to those entrants who, for reasons of “force majeure” (duly certified by their ASN), were unable to start in the rally and excused themselves before the start of the Administrative Check. The crews who do not excuse themselves will be reported to their respective ASN and the entry fee will not be reimbursed.

## 5 – INSURANCE

Description of the insurance cover:

According to the existing Regulations in Spain the insurance policy arranged by the Organisers covers the guarantees required by the RFEDA (ASN):

- Liability to third parties, in accordance with Spanish Legislation
- For personal injury up to a limit of 70 million euros per occurrence
- For property damage up to a limit of 15 million euros per occurrence

The insurance cover will come into effect from Free Practice of QS and will cease at the end of the Event or, at the moment of retirement or disqualification. Vehicles taking part at the shakedown will be also covered by this policy.

In case of an accident the competitor or his representative must notify in writing the Clerk of the Course in as short time as possible and a maximum of 24 hours. Must explain the circumstances under which the accident occurred. Likewise, must mention the names and addresses of any witnesses.

Competitors are reminded that only the damage caused by the Organisers and the entered drivers are covered by the insurance policy taken on by the Organisation. Injury to the drivers themselves or damages to participating cars are not covered by this insurance.

Entrants and competitors are free to take on at their own convenience any individual insurance policy that they deem fit, independently from the liability insurance above mentioned.

In case of an accident, competitors and drivers agree to hold harmless and keep indemnified the event’s promoters and Organisers against all claims.

The service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.





## 6 – ADVERTISING AND IDENTIFICATION

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.**

The vehicles will be presented at the scrutineering with the competition numbers and rally plates, with or without the organiser's advertising fixed in its corresponding place, according to Appendix 4 (Decals and positioning of supplementary advertising).

From January 13, 2007, all advertising or sponsorship of tobacco products on clothing, complements, instruments, equipment, prototypes and / or vehicles of teams participating in motor sports competitions or events is banned by law.

## 7- TYRES

### 7.1 Tyres specified for use during the rally

At all times during the event in Spain, the tread depth of the tyres fitted on the car, must not be less than 1.6 mm. All tyres used during the rally must be in conformity with RRSR Art. 13 and with Appendix V.

Tyre quantity for competitors:

- For all drivers entered in class RC2, RC3 and RGT, a maximum of 16 tyres may be used during each rally (without free practice and shakedown).
- For all drivers entered in class RC4 and RC5, a maximum of 12 tyres may be used during each rally (without free practice and shakedown).

For competitors eligible to take part in Qualifying, tyres will be taken from the overall quantity as per art.V1A – 15.1, except the spare wheel(s) fitted in the car. For Free practice and Shakedown tyres will not count for the overall quantity.

The intentional modification of the design of the tyre on or in the car is strictly forbidden as specified in art. 13.1.2 of 2024 RRSR.

### 7.2 Tyres specified for use during the rally

For FIA Junior ERC authorized tyres **HANKOOK** and quantities are below indicated:

- Tarmac **16** inches:





First choice:

Dimension	Pattern	Name	Usage	Max q.ty
190/600R16	Z215	T53	Hard	12

Alternative choice:

Dimension	Pattern	Name	Usage	Max q.ty
190/600R16	Z215	T72	Soft	6
180/600R16	Z210	W52	Wet	6

Tarmac **17** inches:

First choice:

Dimension	Pattern	Name	Usage	Max q.ty
190/630R17	Z215	T53	Hard	12

Alternative choice:

Dimension	Pattern	Name	Usage	Max q.ty
190/630R17	Z215	T72	Soft	6
180/625R17	Z210	W52	Wet	6

## 8- FUEL

### 8.1 Ordering procedure

All type of fuel must be in compliance with FIA 2024 ISC Appendix J art. 252.9.

The crews and all refuelling personnel must comply with RRSR articles 61.2.3 – “In order to access the RA, 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 balaclava” - and 61.2.7 – “It is required that the crew remain outside the car during refuelling”.

During the rally, refuelling area (RA) and commercial filling stations are shown in the Road Book and Service Book.



The maximum number of mechanics authorised to help for the refuelling procedure must be two (2)

These mechanics are requested to be duly identified with the accreditations that will be issued by the Organisers. Therefore, it is compulsory to wear balaclava and fireproof gloves (a complete fire-resistant approved overalls it's recommended), likewise totally covered (it's not authorised to wear shirts, shorts, etc.). (Ref. art. 61.2 of FIA 2024 RRSR)

According to art. 61.1.6 of **V1A – FIA ERC SR** competitors in the Junior ERC Championship must source their fuel only in the commercial filling station detailed below:

Fuel Station REPSOL SuperCor, GPS: N 28°05,788' W 15°27,040' (open from 7h to 00h), filled their canister, and then, **must refuel in designated area (Refuel Area at the exit of the Service Area).**

## 9 – RECONNAISSANCE

Reconnaissance will be according to FIA RRSR Art. 35. The schedule for the reconnaissance is published in Appendix 2 of this Supplementary Regulations

### 9.1 Registration Procedure

Reconnaissance must be done with cars according to Art. 35 of 2024 FIA Regional Rallies Championships Sporting Regulations.

Organisers will give a reconnaissance vehicle identification sticker and time card together with the reconnaissance documentation to all entrants on Tuesday 30<sup>th</sup> April, from 17:00 to 20:00 hrs. (as specified in the Time Program - art. 3 of these Sup. Reg.).

Reconnaissance's sticker must be affixed during reconnaissance on **the top right of the front windscreen.**

The presence of drivers and/or co-drivers on a special stage, in any way whatsoever will be considered as reconnaissance.

It is allowed to film the SS during the reconnaissance.

#### Schedule:

Reconnaissance for drivers will take part on:

Tuesday 30<sup>th</sup> April, from 21:00 to 23:00 hrs (only SSS1)

Wednesday 1<sup>st</sup> May, from 7:00 to 20:00 hrs

Thursday 2<sup>nd</sup>. May, from 7:00 to 11:00 hrs (only priority drivers)

Thursday 2<sup>nd</sup>. May, from 7:00 to 14:00 hrs (rest of drivers, except Shakedown)



The programme according to Appendix 2 must be fully respected by the crews. Reconnaissance will be limited to a maximum of two (2) passages per Special Stage, even if it is run twice during the rally, at a reduced speed (see art. 9.2 of Sup. Reg.) and fully respecting the Road Traffic Laws in Spain.

According to article 35.4.3 of 2024 FIA RRSR the mandatory tracking system will be analysed for infringements and, consequently, there shall not be Control Marshals at the Start or Stop Point of each special stage.

In no circumstances may crews drive in the opposite direction of the rally on the special stages. Infringements will be reported to the Stewards.

The Reconnaissance Time card must be returned to the Organiser at Rally HQ – Estadio GC on Thursday 2<sup>nd</sup> May before 16.00h.

## 9.2 Specific and/or national restrictions - Speed limit on the SS

The maximum speed during reconnaissance of special stages is fixed at 80km/h except when it exists speed limit signs and through villages or towns.

The maximum speed during reconnaissance of **super special stage** is fixed at 40km/h

**It is emphasised that reconnaissance is not practice.** All the Road Traffic Laws in Spain must be strictly adhered to, and the safety and rights of the other road users must be respected.

Reconnaissance vehicles must be covered by their own particular insurance as required by current legislation. No responsibility can be imputable to the Organisers.

Speeding during reconnaissance will incur a fine applied by the Clerk of the Course as follows:

Per km per hour over the speed limit

- All drivers 25 €

Other traffic infringements during reconnaissance will incur a penalty applied by the Stewards according to Art. 34.3.4 of 2024 FIA Regional Rallies Championships Sporting Regulations

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

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

## 9.3 Tracking system for reconnaissance



All competitors must be equipped for reconnaissance with a smartphone-based application RS Lite system provided by the FIA official supplier STATUS AWARENESS SYSTEM (SAS).

The free app is available on the Google Play and Apple App store. Competitors are responsible for having a device capable of using the app with GPS tracking and a battery lasting the entirety of recce. Considerations should be made to make sure the phone or tablet can be charged and there are no 1<sup>st</sup> party applications that may disable GPS tracking.

SAS will distribute individual event access codes during the reconnaissance registration.

Access Code Costs:

- All competitors: € 20

Rental of smartphones is also available from SAS, to be requested when completing the access code purchase on the SAS website and collected during the reconnaissance registration. Device rental € 100 payment must be done online and in advance on the SAS website: <https://wrc.statusas.com/shop/recce/>

## **See also Appendix 8 - RS Lite for Rally usage**

### **9.3.1 GPS tracking unit manipulations**

Any attempt to tamper with, to manipulate or to interfere with the tracking device fitted to the reconnaissance car or any device that fails to record a trace due to external interference, will be reported to the Stewards who may impose a penalty.

## **10 – ADMINISTRATIVE CHECKS**

Administrative checks will take place at the secretariat of the Rally at the Stadium Gran Canaria

### **10.1 Documents to be presented**

- ✓ Competitor's license
- ✓ Drivers' and Co-drivers' competition license
- ✓ Drivers' and Co-drivers' valid driving licence
- ✓ Drivers' and Co-drivers' passports or identification
- ✓ ASN authorisation, for all foreign drivers and co-drivers
- ✓ Drivers' declaration and undertakings forms, signed by the driver and the co-driver
- ✓ Completion of all details on the entry form
- ✓ Car insurance cover certificate
- ✓ Car registration papers
- ✓ **Certificate of completion for the FIA eLearning Course on FIA Safety Tracking Device (Drivers & Co-Drivers)**
- ✓ **Copies of the insurance cover for repatriation (non-Spanish crews)**



If any document is missing, or not approved, the secretariat will call for replacement. If there is no way to send it by e-mail, the entrant must present the correct document in the administrative check time window. Crews must present their driving licenses during administrative checks.

## 10.2 Timetable

**Tuesday, 30<sup>th</sup> April** Optional from 17:00 to 20:00 hrs  
**Wednesday, 1<sup>st</sup> May** from 10:30 to 18:30 hrs

A detailed timetable with allocated times for each Competitor will be published by means of a bulletin.

The Competition numbers and rally plates will be delivered during documentation control to all the entrants.

The following Control will be installed:

**CHV – 1** At the entrance for Administrative Checks (according to the timetable published by means of a bulletin).

Any delay at control **CHV – 1** will result in administrative penalties:

- The first 15 'of delay: 50 euros
- From 16' up to 1 hour delay: 100 euros
- Every following hour or fraction of delay: 100 euros each hour

## 11 – SCRUTINEERING, SEALING AND MARKING

### 11.1 Scrutineering Venue and Timetable

The car must arrive to the scrutineering with the rally plates, competition numbers, optional advertising affixed at Parking Estadio de Gran Canaria.

**Timetable** from 11.00h to 19.00h

A detailed timetable with allocated times for each Competitor will be published by means of a bulletin.



**Day:** Wednesday, 1<sup>st</sup> May

<b>SEALING, MARKING AND SCRUTINEERING</b>
11:00 to 19:00 hrs
Estadio de Gran Canaria (Service Park Area)

The following Control will be installed:

**CHV – 2** At the entrance of Scrutineering (according to the timetable published by means of a bulletin).

Any delay at control **CHV – 2** will result in administrative penalties:

- The first 15 'of delay: 50 €
- From 16' up to 1 hour delay: 100 €
- Every following hour or fraction of delay: 100 € each hour

## 11.2 Mud flaps

Optional - According to Appendix J Article 252.7.7

## 11.3 Windows/Nets

Tinted films on rear windows are allowed – According to Appendix J Art. 253.11.

According to Appendix J Art. 253.11, the use of silvered or tinted films is authorized, on the rear side windows, on the rear window and the sunroof. Silvered or tinted films fitted on rear side windows must have an opening equivalent to the surface of a circle of 70 mm in diameter.

## 11.4 Driver's Safety Equipment

Competitors must present all the items of protective clothing, which will be used including underwear, helmets and FIA approved head restraint (FHR system, formerly called HANS) and filled safety equipment documents. Compliance will be checked with Appendix L Chapter III and with technical regulations. See Appendix 5 of these Supplementary regulations.

## 11.5 Noise level

The maximum noise level permitted is 103 dBA. Cars not complying with this rule will be reported to the Stewards that could not allow to start. The noise will be measured with a sound meter regulated at "A" and "SLOW", placed at an angle of 45 degrees to and a distance of 50 cm from the exhaust outlet, with the car's engine running at 3.500 rpm.

## 11.6 Special National Requirements

Competing cars must be equipped with:

- Two reflective triangles
- Two fluorescent jackets (one per person)



## 11.7 Installation of Safety Tracking System

All competitors must make provisions in their rally cars for the installation of the FIA Safety Emergency Console System, and the system must be installed before the car is brought to scrutineering.

For installation and operating instructions see Appendix 7

Tracking Systems may be collected either by the crew or a representative.

No deposit will be collected for the rally safety tracking equipment, but all the damage caused will be invoiced afterwards.

The FIA Safety Emergency Console System devices must be removed in the final Parc Fermé. Must be returned no later than 21:15 h on Saturday 4<sup>th</sup> May to STATUS AWARENESS SYSTEM (SAS) at the Service Park. Should a crew retire, the equipment must be returned immediately to SAS.

## 11.8 Sealing and Marking

After pre-rally scrutineering, any change of sealed component must be notified by the competitor to the following e-mail: [erc-technical@fia.com](mailto:erc-technical@fia.com). This notification must be received prior to the change of part.

# 12 - OTHER PROCEDURES

## 12.1 Ceremonial Start – Procedure and Pre-Start Area

It is scheduled a Ceremonial Start procedure on Wednesday, 1<sup>st</sup> May at 21:00h at 'El Corte Inglés', Avenida Mesa y López 13.

Participation to Ceremonial Start is compulsory for all admitted crew and cars. All infringements will be reported to the stewards.

The meeting point for all rally cars for the Pre-Ceremonial Start Holding Area is in the same area (map will be published on the Road Book and Sportity).

The Itinerary from Service Parc to the Ceremonial Start is included on the Road book.

Only rally cars are allowed to enter the Start holding Area, as from 20:00 to 21:00.

The start order of the Ceremonial Start will be published at 20:00 on Wednesday 1<sup>st</sup> May.

The Start order for the Ceremonial Start will be in the reverse order of the Entry List. (First will start Canary and National Championship, after ERC).





Access to the Ceremonial Start area is limited to crews, to officials and media, holding an appropriate pass.

## 12.2 Electronic Start Procedure

On the special stages the start will be given by an electronic system of count down. The countdown will be discounted second by second and will be clearly visible by the crew from the starting position.

A photocell placed 50 cm after the starting line will be used to detect jump starts.

Should the electronic start system fail the start will be given as specified in art. 48.3 of 2024 FIA Regional Rallies Championships Sporting Regulations.

## 12.3 Finish procedure

Not Applicable

## 12.4 Permitted Early Check-in

Crews are authorized to check-in before their due time at the following controls:

- TCPF (Parc Fermé IN after Qualifying Stage” Estadio Gran Canaria”)
- TC-1A (finish Leg 1 – Section 1)
- TC-7C (finish Leg 1-after Flexi - Service)
- TC- 13C (finish Leg 2-after Service “F”)

## 12.5 Super Special Stage procedure and running order

The Super Special Stage is SSS 1

### 12.5.1.- Reconnaissance

Reconnaissance for all drivers will take part on Tuesday 30<sup>th</sup> April, from 21:00 to 23:00 hrs.

The maximum speed during reconnaissance of **Super Special Stage** is fixed at 40km/h. According to art. 35.4.2 of 2024 FIA RRC SR the reconnaissance of the Super Special Stage (SSS 1) shall not be considered as part of the reconnaissance timetable.

### 12.5.2.- Start interval

Due to the special disposition and layout of SSS1 and the need to be sure that one section of the stage route is clear from the previous competitor the **interval between cars could be different**.

In principle, the minimum interval between cars should be 1 minute.

If 15 seconds before the start of any car, the Clerk of the Course considers that the spot is not clear and the safety of the Stage is compromised and is not complete, **he can delay the start time by blocks of 30 seconds** (00”, 30” seconds and so on more than the scheduled time) until the clearing of the route is assured.



The electronic procedure for the start will count down the last 15'' – 10'' and the last five seconds one by one.

The rest of the procedure will be followed as per art.48 of 2024 FIA RRSR.

### 12.5.3.- Start order

The start order is:

- ERC1 cars in reverse order according to the entry list
- The rest of the cars according to the entry list.

### 12.5.4.- Roundabouts

The roundabouts must be negotiated as shown in the Road Book.

Any report of infringements for not following the itinerary will be reported immediately to the Stewards for investigating and take any decision if necessary.

## 12.6 Any special procedures / promotional activities

### 12.6.1 Organisers' promotional activities

Wednesday, 1 <sup>st</sup> May		
20:00 – 21:00	Access to Ceremonial Start holding Area	Av. Mesa y López
21:00	Ceremonial Start	Av. Mesa y López
Thursday, 2 <sup>nd</sup> May		
19:00	Pre-Rally Press Conference	Press room
19:45	Driver's Parade (mandatory)	SSS1
20:30	Super Special Stage	SSS1
Saturday, 4 <sup>th</sup> May		
From 18:40	Podium Ceremony – Prize - giving	Podium Zone
19:00	Post - Rally press conference	

### 12.6.2 Red electronic flag

The tracking GPS systems installed during the rally will have the function of electronic red flag, according to article 53.5 of the 2024 FIA Regional Rallies Sporting Regulations



The GPS operating instructions are published in the Rally Guide and in Appendix 7

### 12.6.3 Tyre marking zone

Tyre marking zone will be organised at the exit of the Service Park, between the TCQS and Start QS, TC0, TC1C, TC4C, TC7E, TC10C and (the respective) refuel zone.

### 12.7 Official time used during the Rally

Official time throughout the entire rally will be GPS time (GMT+1)

### 12.8 FREE PRACTICE (FP) / SHAKEDOWN (SD) DISCLAIMER (Appendix 6)

Any person on board the car during FP or SD, who is not entered for the rally must have signed the disclaimer – in the Appendix 6 of this Supplementary Regulations – accompanied by photocopy of Passport or Identity Card, waving the Organisers, FIA or Promoter as well the driver and/or a competitor of any consequence that may result from an accident.

### 12.9 Driver's safety Briefing

All drivers and co-drivers must complete before the Administrative Checks the FIA eLearning Course and pass the assessment for the FIA Safety Tracking device.

The crew must present at the Administrative Checks the Certificate of having completed the above-mentioned Course.

### 12.10 Chicanes

At SS 9/12 “MOYA – VALLESECO” and SS 10/13 “SAN MATEO – VALSEQUILLO” are going to be used chicanes to reduce speed at certain spots.

Chicanes are noted in the Road Book and marked in place during reconnaissance. According the established in the “FIA Rally Safety Guidelines”, the distance between the walls should be 10 meters and there will be a “100 meters panel” before the chicane. Any report of infringements for not following the itinerary will be reported immediately to the Stewards for investigating and take any decision if necessary.

### 12.11 Roundabouts

The roundabouts must be negotiated as shown in the Road Book.

Any report of infringements for not following the itinerary will be reported immediately to the Stewards for investigating and take any decision if necessary.



### 12.12 On – board cameras

Competitors wishing to use an on-board camera must apply via the ERC Accreditation Portal at least one week before the start of reconnaissance.  
Those registering for an OBC for the first time in the 2024 ERC Season should first use this link: <https://bit.ly/OBC2024Registration>  
Those who have already applied for an OBC in 2024 should register via this link: <https://bit.ly/ERCOCBCForm>

### 12.13 Right of review deposit

According to article 14.4.3 of International Sporting Code, the amount of the required deposit set by the FIA is 1.000 € (one thousand euro).

This deposit may only be returned if the right of review is upheld unless fairness requires otherwise.

### 12.14 Environmental Rally Islas Canarias policy

In our opinion, it is vital to secure the future of our motor sport activities. While motor sport holds a significant place in our society, some aspects conflict with environmental and social concerns.

The Rules exposed in Appendix 9 of this Supplementary Regulations aims to establish sustainable development principles in our motor sport event and promote environmental awareness.

## 13 – IDENTIFICATION OF OFFICIALS

- |                                 |                                 |
|---------------------------------|---------------------------------|
| Safety Marshals                 | <b>Yellow tabards</b>           |
| Reinforcement Safety Marshals   | <b>Orange tabards</b>           |
| Radio point Marshals            | <b>Yellow jacket with flash</b> |
| Timekeepers                     | <b>Light blue jacket</b>        |
| Scrutineers                     | <b>Blue jacket</b>              |
| Medical Officials               | <b>White jacket</b>             |
| Competitors' Relations Officers | <b>Green jacket</b>             |

## 14 – PRIZES

The prize-giving will take place at Podium Zone on Saturday 4<sup>th</sup> May from 18:40 hrs.



### List of Trophies:

#### ERC

Driver & Co-driver 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy

#### ERC3

Driver & Co-driver 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy

#### ERC4

Driver & Co-driver 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy

#### FIA RGT

Driver & Co-driver 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy

#### ERC Junior

Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Trophy

#### ERC Tyre supplier

1<sup>st</sup> Trophy

Any driver and any co-driver winning a Trophy according to the above list (or additional ones included in a Bulletin) must be present at the Prize-giving ceremony. Except in a case of force majeure, the absence will be reported to the Stewards.

## 15 – FINAL CHECKS, PROTESTS AND APPEALS

### 15.1 Final checks

The final scrutineering will take place on Saturday 4<sup>th</sup> May at after the Finish Podium Ceremony at:

*Marmotor Canarias*  
*Avda. de Escaleritas, 178*  
*35019 Las Palmas*

Cars subject to final checks (at the discretion of Stewards) must have one representative of the entrant as well as mechanics with necessary tools (in case of dismantling) present at the final scrutineering.

### 15.2 Protest deposit fees

The protest set by the FIA: **1.000€**  
The protest deposit must be paid in cash or by bank transfer.



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

The relevant bank account details are:

Crédit du Nord

50, rue d'Anjou

F-75008 PARIS

**Banking code:** 30076

**Counter code:** 02020

**Account number:** 25368000200 key RIB 34

**IBAN code :** FR 76 3007 6020 2025 3680 0020 034

**Swift code :** NORDFRPP

***The reason for the transfer must be clearly indicated.***

Protests must be presented in writing and handed to the Clerk of the Course together with the protest deposit which will not be returned if the protest is judged unfounded.

If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit of guarantee established according to the work to be done, as defined by the Stewards.

If the protest involves several mechanical components, the deposit shall be reckoned by adding up all the amounts specified for each stage. The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded or by the competitor against whom the protest is lodged if the claim is upheld.

### 15.3 Appeal deposit fees

The appeal deposit amount is published on the FIA website:

<https://www.fia.com/international-court-appeal>

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

### 15.4 Fines

In accordance with Article 12.8 FIA ISC, 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.



## APPENDIX 1 - ITINERARY

TRAMO DE CALIFICACIÓN (Jueves 2 de Mayo de 2024) / QUALIFYING STAGE (Thursday 2 <sup>nd</sup> May 2024)									
CH/TC	Localización	Kms.	Kms.	Kms.	Tiempo	Hora		Km/h	
TC/SS	Location	T.C.	Enlace	Totales	Time	Time			
		S.S.	Liason	Total	(min)	1 <sup>o</sup>			
<b>RA 1</b>	Refuel for Qualifying Stage – Estadio Gran Canaria					10:00 - 17:00			
TCFP	Entrenamientos libres – Free Practice					12:15			
<i>Fin Entrenamientos libres: 14:15h / Free practice closes at: 14:15 h</i>									
TCQS	Cenobio de Valerón					15:00		CS	
<b>QS</b>	<b>QUALIFYING STAGE "SANTA MARÍA DE GUÍA"</b>		<b>3,57</b>		15:03				
TCPF	Entrada Parque Cerrado (Permitido entrada por adelanto) Parc Ferme IN (Early check-in permitted) ESTADIO GRAN CANARIA		22,91 26,48		57' 16:00				27,9

<b>SK</b>	<b>SHAKEDOWN "SANTA MARÍA DE GUÍA"</b>	<b>3,57</b>	<b>16:15 - 18:15</b>
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ETAPA 1 - SECCIÓN 1 (Jueves 2 de Mayo de 2024) / LEG 1 - SECTION 2 (Thursday 2 <sup>nd</sup> May 2024)									
CH/TC	Localización	Kms.	Kms.	Kms.	Tiempo	Hora		Km/h	
TC/SS	Location	T.C.	Enlace	Totales	Time	Time			
		S.S.	Liason	Total	(min)	1 <sup>o</sup>			
<b>RA 2</b>	Refuel for Qualifying Stage – Estadio Gran Canaria					19:30 - 20:25			
0	Salida Asistencia - Service out					20:30		SEC 1	
1			0,81 0,81		2' 20:32				24,3
<b>TE/SSS 1</b>	<b>LAS PALMAS DE GRAN CANARIA</b>		<b>1,80</b>		<b>20:35</b>				
1A	Entrada Parque Cerrado - Park Ferme IN Entrada Zona Técnica - Technical Zone IN (Early check-in permitted)		1,64 3,44		10' 20:45			20,6	

Orto/Sunrise: 7:21 h - Ocaso/Sunset: 20:35 h (GMT+1)



ETAPA 1 - SECCIÓN 2 & 3 (Viernes 3 de Mayo 2024) / LEG 1 - SECTION 2 & 3 (Friday 3 <sup>rd</sup> May 2024)							
CH/TC	Localización	Kms.	Kms.	Kms.	Tiempo	Hora	Km/h
TC/SS	Location	T.C.	Enlace	Totales	Time	Time	
		S.S.	Liasion	Total	(min )	1°	
1B	Salida Etapa 1 – Start Leg 1 ESTADIO GRAN CANARIA Entrada Asistencia – Service IN					9:15	SECTION / SECTION 2
	<b>Asistencia - Service 'A' ESTADIO GRAN CANARIA</b>				15'		
1C	Salida Asistencia – Service OUT					9:30	
<b>RA 3</b>	Refuel - Estadio Gran Canaria Km al próximo refuel - Km to next Refuel	(47,05)	(113,58)	160,63			
2			38,02	38,02	65'	10:35	
<b>TC/SS 2</b>	<b>AGÜIMES - SANTA LUCÍA 1</b>	<b>14,83</b>				<b>10:38</b>	
3			24,48	39,31	52'	11:30	
<b>TC/SS 3</b>	<b>TEJEDA 1</b>	<b>11,07</b>				<b>11:33</b>	
4			10,81	21,88	49'	12:22	
<b>TC/SS 4</b>	<b>ARTENARA - GÁLDAR 1</b>	<b>21,15</b>				<b>12:25</b>	
4A	Entrada Reagrupamiento - Regrouping IN Entrada Zona Técnica - Technical Zone IN		40,27	61,42	85'	13:50	SECTION / SECTION 3
4B	Salida Reagrupamiento - Regrouping OUT Entrada Asistencia - Service IN				20'	14:10	
	<b>Asistencia - Service 'B' ESTADIO GRAN CANARIA</b>	(47,05)	(113,58)	160,63	30'		
4C	Salida Asistencia - Service out					14:40	
<b>RA 4</b>	Refuel - Estadio Gran Canaria Km al próximo refuel - Km to next Refuel	(47,05)	(113,58)	160,63			
5			38,02	38,02	65'	15:45	
<b>TC/SS 5</b>	<b>AGÜIMES - SANTA LUCÍA 2</b>	<b>14,83</b>				<b>15:48</b>	
6			24,48	39,31	52'	16:40	
<b>TC/SS 6</b>	<b>TEJEDA 2</b>	<b>11,07</b>				<b>16:43</b>	
7			10,81	21,88	49'	17:32	
<b>TC/SS 7</b>	<b>ARTENARA - GÁLDAR 2</b>	<b>21,15</b>				<b>17:35</b>	
7A	Entrada Parque Cerrado - Park Ferme IN Entrada Zona Técnica - Technical Zone IN		40,27	61,42	85'	19:00	
7B	Salida Parque Cerrado – Park Ferme OUT Entrada FLEXISERVICE – FLEXISERVICE IN				10'	19:10	
	<b>FLEXISERVICE 'C' ESTADIO GRAN CANARIA</b>	(47,05)	(113,58)	160,63	45'		
7C	Salida FLEXISERVICE - FLEXISERVICE OUT Entrada Parque Cerrado - Park Ferme IN					(Permitido entrada por adelanto - Early check IN permitted)	
	<i>Para todos los vehículos clasificados (excepto los re-starts) el CH 7C se cierra a las</i> <i>For all classified cars (except re-started crews) TC 7C closes at</i>					22:45	

Leg	Nº of Stages	Stage	Liasion	Total	%
1	7	(95,90)	(228,80)	324,70	29,5%
Etapa	Nº de Tramos	Dist. Tramo	Dist. Enlace	Dist. Total	
Orto/Sunrise: 7:20 h - Ocaso/Sunset: 20:36 h (GMT+1)					





ETAPA 2 - SECCIÓN 4,5,6 & 7 (Sábado 4 de Mayo 2024) / LEG 2 - SECTION 4,5,6 & 7 (Saturday 4 <sup>th</sup> Mayo 2024)							
CH/TC	Localización	Kms.	Kms.	Kms.	Tiempo	Hora	Km/h
TC/SS	Location	T.C.	Enlace	Totales	Time	Time	
		S.S.	Liason	Total	(min)	1º	
7D	Salida Etapa 2 – Start Leg 2 ESTADIO GRAN CANARIA					8:30	SECTION 4
	Entrada Asistencia – Service IN						
	<b>Asistencia - Service 'D' ESTADIO GRAN CANARIA</b>				15'		
7E	Salida Asistencia – Service OUT					8:45	SECTION 5
<b>RA 5</b>	Refuel - Estadio Gran Canaria	(48,61)	(97,88)	146,49			
	Km al próximo refuel - Km to next Refuel						
8			17,66	17,66	29'	9:14	SECTION 6
<b>TC/SS 8</b>	<b>ARUCAS - FIRGAS 1</b>	<b>9,41</b>				<b>9:17</b>	
9			26,13	35,54	47'	10:04	
<b>TC/SS 9</b>	<b>MOYA - VALLESECO 1</b>	<b>27,70</b>				<b>10:07</b>	SECTION 7
9A	Entrada Reagrupamiento - Regrouping IN (VALLESECO)		2,67	30,37	40'	10:47	
9B	Salida Reagrupamiento - Regrouping OUT				10'	10:57	
10			24,51	24,51	35'	11:32	SECTION 8
<b>TC/SS 10</b>	<b>SAN MATEO - VALSEQUILLO 1</b>	<b>11,50</b>				<b>11:35</b>	
10A	Entrada Reagrupamiento – Regrouping IN		26,91	38,41	60'	12:35	
10B	Salida Reagrupamiento – Regrouping OUT				30'	13:05	SECTION 9
	Entrada Asistencia – Service IN						
	<b>Asistencia - Service 'E' ESTADIO GRAN CANARIA</b>	<b>(48,61)</b>	<b>(97,88)</b>	<b>146,49</b>	<b>30'</b>		
10C	Salida Asistencia - Service OUT					13:35	SECTION 10
<b>RA 6</b>	Refuel - Estadio Gran Canaria	-	-	-			
	Km al próximo refuel – Km to next Refuel						
11			17,66	17,66	29'	14:04	SECTION 11
<b>TC/SS 11</b>	<b>ARUCAS - FIRGAS 2</b>	<b>9,41</b>				<b>14:07</b>	
12			26,13	35,54	47'	14:54	
<b>TC/SS 12</b>	<b>MOYA - VALLESECO 2</b>	<b>27,70</b>				<b>14:57</b>	SECTION 12
12A	Entrada Reagrupamiento - Regrouping IN (VALLESECO)		2,67	30,37	40'	15:37	
12B	Salida Reagrupamiento - Regrouping OUT				50'	16:27	
13			24,51	24,51	35'	17:02	SECTION 13
<b>TC/SS 13</b>	<b>SAN MATEO - VALSEQUILLO 2 (Power Stage)</b>	<b>11,50</b>				<b>17:05</b>	
13A	Entrada Zona Técnica – Technical Zone IN		26,91	38,41	60'	18:05	
13B	Entrada Asistencia – Service IN				10'	18:15	SECTION 14
	<b>Asistencia – Service 'F' ESTADIO GRAN CANARIA</b>	<b>(48,61)</b>	<b>(97,88)</b>	<b>146,49</b>	<b>10'</b>		
	Salida Asistencia – Service OUT						
13C	Entrada Parque Cerrado – Parc Ferme IN					18:25	

Leg	Nº of Stages	Stage	Liason	Total	%
2	6	(97,22)	195,76	(292,98)	33,2%
Etapa	Nº de Tramos	Dist.	Dist.	Dist. Total	
Orto/Sunrise: 7:20 h - Ocaso/Sunset: 20:37 h (GMT+1)					

<b>TOTALES</b>	<b>2</b>	<b>13</b>	<b>193,12</b>	<b>424,56</b>	<b>617,68</b>	<b>31,3%</b>
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## APPENDIX 2 - RECONNAISSANCE SCHEDULE

<b>Tuesday</b> <b>30<sup>th</sup> April</b>	SSS1	21:00 – 23:00	For all Drivers
<b>Wednesday</b> <b>1<sup>st</sup> May</b>	SS 2/5 SS 3/6 SS 4/7 SS 8/11 SS 9/12 QS / Shakedown SS 10/13	07:00 – 20:00	For all Drivers
<b>Thursday</b> <b>2<sup>nd</sup> May</b>	SS 2/5 SS 3/6 SS 4/7 SS 8/11 SS 9/12 QS / Shakedown SS 10/13	07:00 – 11:00 (1) 07:00 – 14:00 (2)	(1) For priority Drivers ERC1 (2) For the rest Drivers (Except Shakedown)
<b>16:00 Time limit to return Reconnaissance Time Card</b> <b>(Rally HQ – Estadio GC)</b>			



**APPENDIX 3 – NAMES AND PHOTOGRAPHS OF CRO's AND THEIR SCHEDULES**

The Competitors' Relations Officers will be identifiable by a green jacket



Mr. Wolfgang Gasterfer  
☎ +34 682 276 340



Mr. Ricardo Sánchez  
☎ +34 656 868 074



**cro@rallyislascanarias.com**

Schedule of duty for the CRO will be as follows:

<b>Tuesday, 30<sup>th</sup> April</b>	17:00 - 20:00	Administrative Checks optional	Estadio de Gran Canaria
<b>Wednesday, 1<sup>st</sup> May</b>	10:30 - 19:00	Administrative Checks	Estadio de Gran Canaria
		Scrutineering	
	20:00-22:30	Ceremonial Start	Av. Mesa y López
<b>Thursday, 2<sup>nd</sup> May</b>	12:15 - 14:15	Free Practice Qualifying Stage	Santa María de Guía
	15:00 - 16:00	Qualifying Stage	
	16:15 - 18:15	Shakedown	
	16:30	Publication of Provisional Classification QS	DNB
	18:30	Publication of Start List for the Leg 1 - Section 1 & 2	DNB
	19:00	Pre-Rally press conference	Press room
	19:45	Driver's Parade	SSS1
	20:30	Start Leg 1 - Section 1 (SSS1)	TC-0



<b>Friday, 3<sup>rd</sup> May</b>	9:15	Start Leg 1 - Section 2	TC-1A
	13:50	Regrouping /Service Park	TC-4A / TC-4B
	14:40	Service Park OUT	TC-4C
	19:10	Flexiservice	TC-7B
	22:00	Publication Start List for Leg 2	DNB
<b>Saturday, 4<sup>th</sup> May</b>	8:30	Start Leg 2	TC-7D
	12:35	Regrouping / Service Park	TC-10A / TC-10B
	13:35	Service Park Out	TC-10C
	15:37	Regrouping IN (Power Stage)	TC-12A
	18:25	End of Rally	TC-13C
	18:40	Podium Ceremony - Prizes giving	Podium Zone
	After finish	Final Scrutineering	Marmotor Canarias
	20:45	Publication Provisional Classification	DNB
21:15	Publication Final Classification		

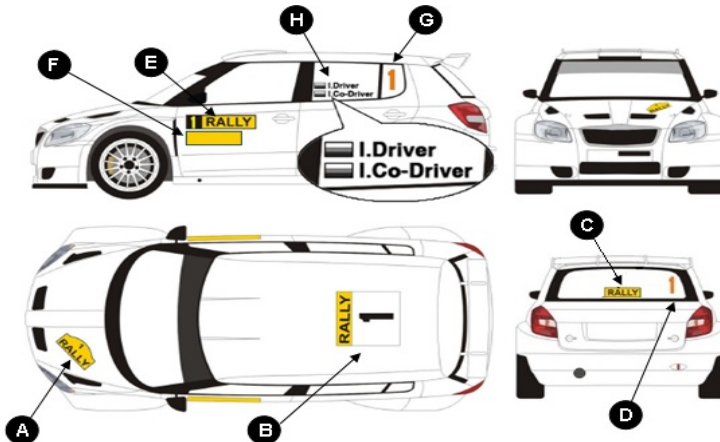


**APPENDIX 4 - DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING**

DESCRIPTIONS		CM	ADVERTISING
A – Rally front plates		43 x 21,5	48 Rally Islas Canarias
B – Mandatory Roof Panel Competition Number Advertising		50 x 52 2 x 7	Islas Canarias Gran Canaria
C – Advertising obligatory		30 x 10	Gran Canaria
D – Competition Number rear windows		15 x 15	
E – Mandatory Competition Number Advertising		(67 x 17) x 2	48 Rally Islas Canarias
F – Optional Advertising (*)		(40 x 20) x 2	FRED. OLSEN EXPRESS & BALEARIA LOPESAN AVIS
G - Competition Number side windows		(20 x 25) x 2	
H – Rear Side Windows	Driver's and co-driver's names	Art. 19	2024 FIA Regional Rally Championships

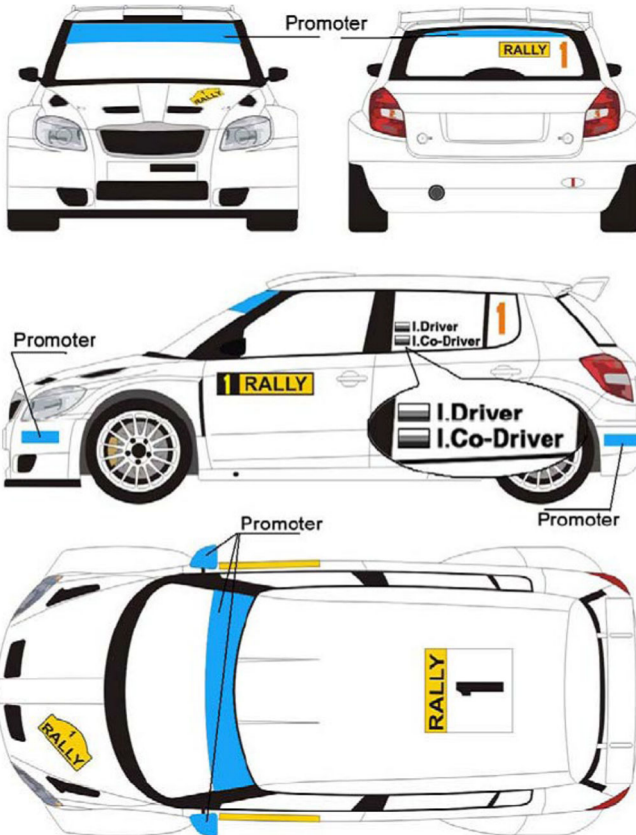
(\*) Field of business of optional advertising:

- GRAN CANARIA / ISLAS CANARIAS..... INSTITUTIONAL ADVERTISING
- FRED OLSEN..... SHIPPING COMPANY
- LOPESAN..... HOTELS
- DORAL..... SPARE PARTS





The following areas are mandatory advertising spaces for WRC promoter:



- Stripe on the front Windscreen (**LOPESAN / DORAL**)
- Stripe on the rear Windscreen
- Lateral mirrors stickers
- Striper on both rear and front bumpers



## APPENDIX 5 - EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALLS, HELMETS AND ANY OTHER SAFETY REQUIREMENTS

All competitors are reminded of Appendix L of the FIA International Sporting Code, particularly its Chapter III - Drivers' Equipment.

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

All crews must wear crash helmets homologated to one of the following FIA standards:

- 8859-2015 (Technical List N°49),
- 8860-2010 (Technical List N°33), or
- 8860-2018 or 8860-2018-ABP (Technical List N°69)

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

FIA approved systems are mandatory.

The wearing in an international competition of any device intended to protect the head or neck and attached to the helmet is prohibited unless the device has been homologated according to the FIA 8858 standard.

Homologated FHR systems are listed in the FIA Technical List N° 29.

### **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).

Standard 8856-2018 (Technical List N° 74) is **mandatory** for FIA, ERC, ERC3 and ERC4 Priority driver (and accompanying co-driver).

Please pay special attention to the prescriptions of Art. 2 concerning embroidery and printing on flame-resistant clothing (manufacturer certificates, etc.)

### **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.

### **Wearing of jewellery (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 CMO and/or Medical Delegate do not consider that due to size or location they may delay rescue or hinder emergency care, are:



- the wearing of watch(es) by co-drivers, on the condition that the watch(es) is worn over the overall,
- the wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- 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- FREE PRACTICE / SHAKEDOWN DISCLAIMER**

**To the Clerk of the Course**  
**RALLY ISLAS CANARIAS**

CAR N° \_\_\_\_\_

\_\_\_\_\_,  
ID nr./Passport nr. \_\_\_\_\_, declares that accepts full responsibility for any accident that may occur during FREE PRACTICE / SHAKEDOWN (delete where not applicable), and waives the Organisers of RALLY ISLAS CANARIAS, FIA and Promoter as well the driver and/or a competitor of any consequence that may result from the referred accident.

Las Palmas de Gran Canaria, \_\_\_\_ / \_\_\_\_ / \_\_\_\_ (dd/mm/yyyy)

Signed:

\_\_\_\_\_

Attached: Copy ID



**APPENDIX 7  
SAS TRACKER COMPETITOR USER'S MANUAL  
SAS FITTING KIT MANUAL – RALLY CAR**



## SAS Tracker Competitor User Manual



# Welcome

For your and other competitor’s safety, it is important that you are familiar with the use of the SAS tracking unit, herein referred to as “the unit” or “the SAS tracking unit”.

The SAS System is designed to increase competition safety by providing safety notifications to inform event management, improve response times and provide accurate and reliable event times.

The following document outlines the basic features and functions of the SAS tracking unit. Please note that the SAS Tracking unit must be fitted and connected in all competitor’s car, in accordance with the SAS Fitting Kit Manual – RALLY CAR.

## Table of Contents

- 1. Powering The Unit On.....43
- 2. Stage Modes .....43
  - 2.1. Transport Mode ..... 43
  - 2.2. Stage Mode..... 44
- 3. Hazard Alerts..... 46
- 4. Red Flag ..... 49
- 5. Transport Menu ..... 50
  - 5.1. Stage Times..... 51
  - 5.2. Manual Hazard..... 52
- 6. Contact Us..... 52



# 1. Powering The Unit On

---

The unit is pre-loaded with all of the stage coordinates and is activated when powered on. Please power the unit on early before the event to give it time to run checks.

When powered on the unit will display the transport mode, the details of which are specified in the Art. 2.1 of this document.

The unit does not need to be powered off at any stage during the event as it will go to sleep within a few minutes of inactivity but can be re-woken by either moving the vehicle or pressing any of the four buttons.

It is recommended that the unit is not powered off during the event, to ensure the internal battery stays fully charged for emergencies.

# 2. Unit Modes

---

The unit has two modes:

- When not in a competitive stage, the unit will be in **transport mode**, as described in 2.1.
- When in a competitive stage, the unit will go into **stage mode**, as described in 2.2.

## 2.1. Transport Mode

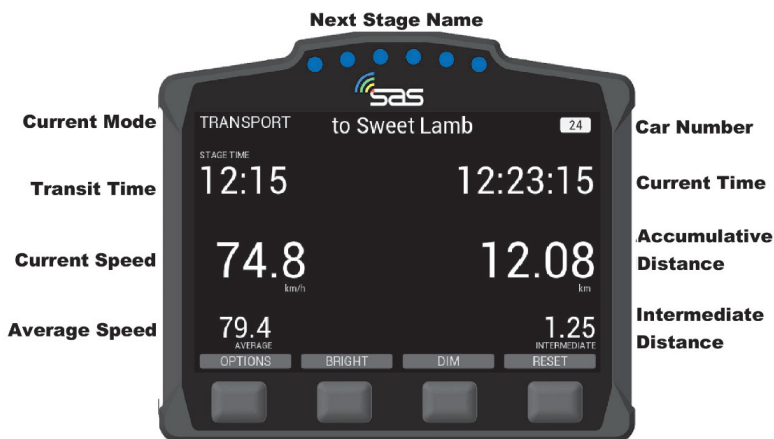
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**SCREEN 1** – The transport mode displays from the top down the following information: the name of the next point you are travelling to, the time in transit, current time, accumulative and intermediate distances and speed, average speed.

The unit has four physical buttons. Their functions are reported on the screen right above the button's location.

Starting from the far left button to the right, you have the following options:

- **OPTIONS**: Operation described in 5.Transport Menu.
- **BRIGHT**: Increase the screen brightness (Note that the screen must always be clearly readable so full brightness is recommended for daytime).
- **DIM**: Decrease the screen brightness,
- **RESET**: Intermediate trip meter.



SCREEN 1. Transport Mode

## 2.2. Stage Mode

**SCREEN 2** – When the start official assigns each individual competitor a due start time, a countdown will display on the unit as shown in the white field below. Also shown in the white field is the stage number and the due start time.



SCREEN 2. Countdown to Stage Start



**SCREEN 3** – Once the start time is reached, the screen will turn green as shown below and the competitor has to proceed into stage.



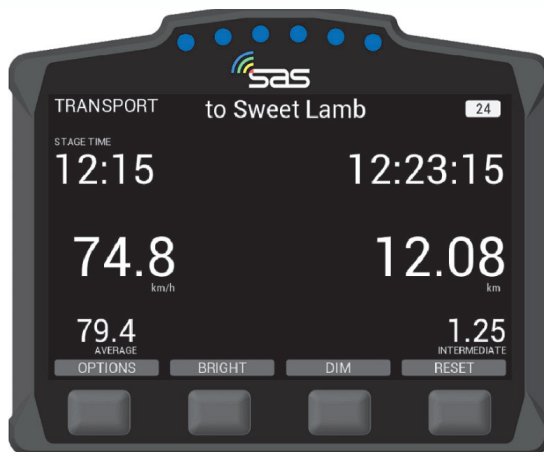
**SCREEN 3. Stage Start**

**SCREEN 4** – Once the competitor has started the stage, the unit will automatically switch to on stage mode. The unit will start timing.



**SCREEN 4. Stage mode**

**SCREEN 5** – If the start is postponed for whatever reason and the start time is cancelled, the unit will display the Transport Screen. Once it is clear to send cars again the official will re-issue a new start time.

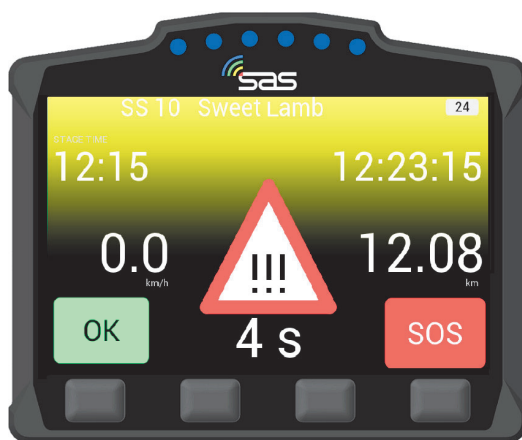


SCREEN 5. Start Time Cancelled

### 3. Hazard Alerts

The unit's primary function is to help alert race control of incidents on the course. The incident is notified to race control with different levels of hazard depending on the severity.

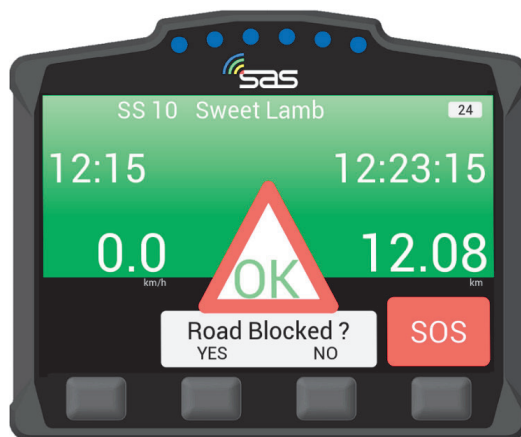
**SCREEN 6** – If a car stops during a stage for longer than 3 seconds, the unit will automatically transmit a HAZARD notification; this can either be upgraded to OK or downgraded to SOS by pressing the corresponding button to the text. A timer counts up to 60 seconds as an indication to press either the OK or SOS button.



SCREEN 6. HAZARD Notification

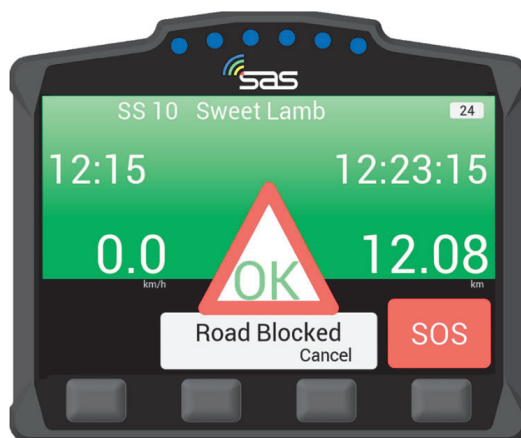


**SCREEN 7** – If you select OK after the HAZARD alert, then the following screen will appear, showing that you and the car are OK. The Road Blocked prompt will appear below, select Yes if the vehicle is blocking the road, if the road is clear select NO.



**SCREEN 7. OK Acknowledgment**

**SCREEN 7A** – If you selected “Yes” to Road Blocked the following screen will appear, showing that you and the car are OK, but the competition road is **BLOCKED**. Race Control will be notified that the crew is OK but the course is obstructed.



**SCREEN 7A. OK – Road Blocked**





**SCREEN 8** – If the SOS button is pressed, it must be confirmed as either a fire or medical SOS by pressing one of the two middle buttons. It can also be cancelled if pressed by mistake.



**SCREEN 8.** Confirm Fire SOS or Medical SOS

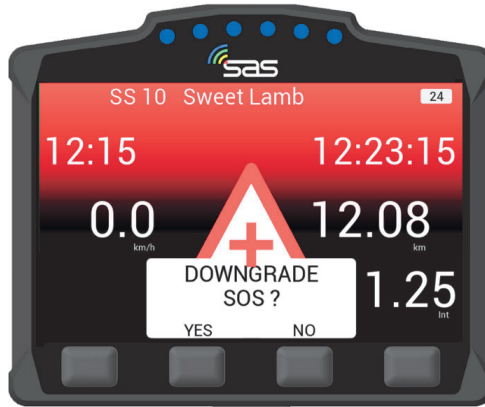
**SCREEN 9** – When the SOS is confirmed, the screen 9 will display. Even once confirmed, the hazard can be changed to OK. Pressing CANCEL and confirming the downgrade will inform race control that the crew are OK and do not need medical assistance.



**SCREEN 9.** Downgrade SOS



**SCREEN 9A** – If you select the cancel button on the SOS screen, you will be asked to confirm the downgrade. Once confirmed, the device will downgrade to an OK status.



SCREEN 9A. Downgrade SOS

## 4. Red Flag

**SCREEN 10** – In the case of a serious incident, a stage may be red flagged from Race Control. The red flag will display a full screen warning until it is acknowledged. To acknowledge the flag the far left button must be pressed.



SCREEN 10. RED FLAG Acknowledge



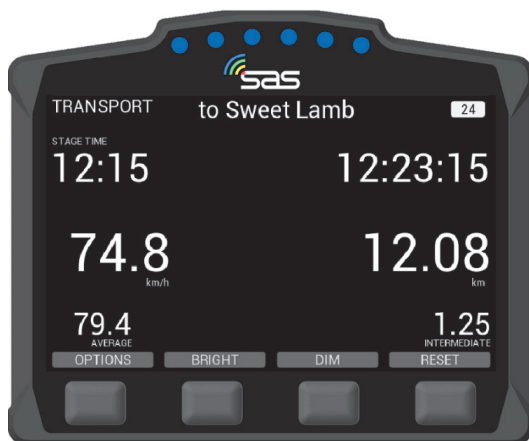
SCREEN 11 – Once the red flag has been acknowledged, normal stage functions will display with a warning still at the top of the screen.



SCREEN 11. RED FLAG in Stage Mode

## 5. Transport Menu

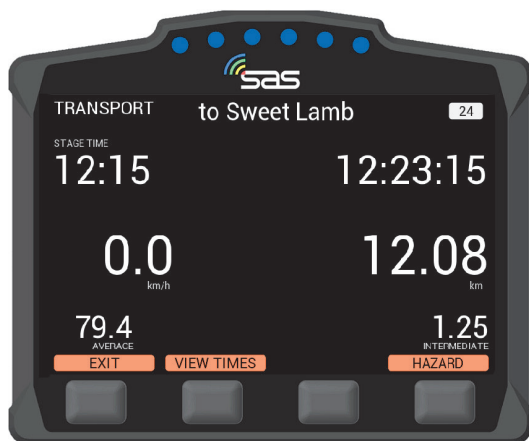
SCREEN 12 – In transport mode, the unit has a menu that can be accessed by pressing the options button.



SCREEN 12. Transport Mode



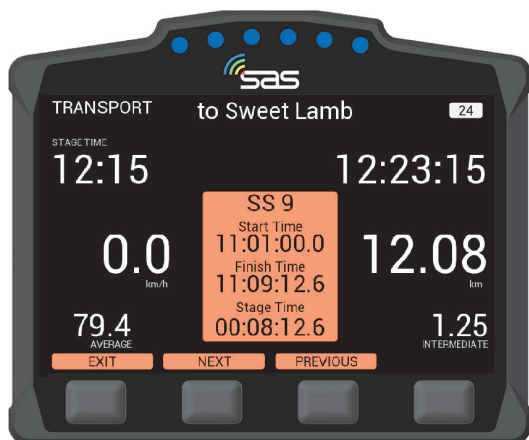
SCREEN 13 – The option menu will allow the crew to view stage times “VIEW TIMES” or send a manual hazard/SOS “SEND HAZARD”.



SCREEN 13. Transport Mode – View times/Send Hazard

## 5.1. Stage Times

SCREEN 14 – By pressing the “VIEW TIMES” button, provisional transit and competitive stage times will display. You can select times for any of the completed stages with the next and previous buttons.

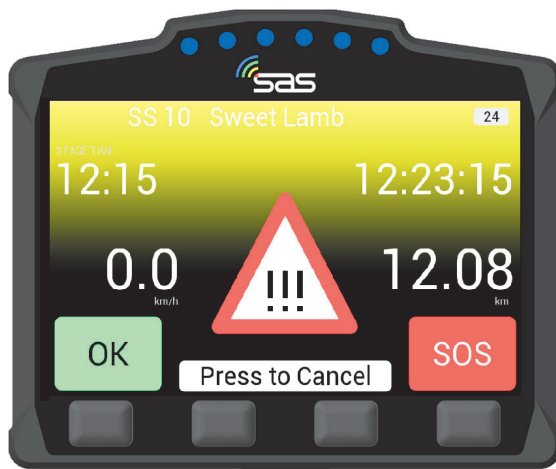


SCREEN 14. Times of completed stages

## 5.2. Manual Hazard

---

**SCREEN 15** – If manual hazard is sent in transport mode, this can be upgraded or downgraded the same way as a stage hazard. If the hazard is no longer required, it can also be cancelled by pressing either of the two middle buttons “PRESS TO CANCEL”.



SCREEN 15. Manual Hazard in Transport Mode

## 6. Contact us

---

For assistance, please contact the RallySafe Support Team by emailing: [info@statusas.com](mailto:info@statusas.com)

Please be as descriptive as you can when describing the problem. It would help us if you provide the following information at a minimum:

- Name of event.
- Vehicle or feature affected.
- Stage of incident.
- Time of incident.
- Any additional details.



## SAS Fitting Kit Manual – RALLY CAR



# Welcome

This manual is provided as a guide for the installation of the SAS Tracking System Kit, for competition vehicles only. Care should be taken when considering the location of components with regard to electrical cabling and fire suppression systems already installed in the vehicle. Please check always that the components of your kit are as requested.

## Table of Contents

- 1.Tracking Unit Kit Components ..... 52
- 2.Power Supply ..... 52
- 3.Connection Diagram..... 53
- 4.Tracking Unit Dimensions ..... 53
- 5.Tracking Unit Mounting ..... 54
- 6.Antenna Installation..... 56
- 6.1 External Antenna Installation ..... 56
- 6.2 Internal Antenna Installation ..... 58
- 7.Contact..... 58



## 1. Tracking Unit Kit Components & Steps

---

The Tracking System Kit includes:

- SAS Tracking Installation and Fitting Kit Instruction Sheet;
- 3-in-1 antenna with leads;
- Internal radio antenna with lead;
- 6 - 24v wiring loom with plug;
- Mount, to be bolted to tunnel;
- Adjustable mount connector/knuckle.



(Contents may differ slightly to image shown)

SAS tracking system fitment steps:

1. Mount SAS tracker;
2. Fit external & internal antennas, running leads to the SAS tracker;
3. Fit wiring loom, ensuring that a solid 9 to 28 volts is supplied;
4. Connect all antenna connections, make sure they are tight using an 8mm spanner;
5. Apply power.

## 2. Power Supply

---

SAS tracking system requires a reliable power supply from 9 to 28 volts DC. We recommend a 5 amp (Max) blade type or similar quality fuse is used at the battery supply end of the SAS tracking system power lead.

Zero volts or battery negative can be picked up at any suitable earthing point providing the isolation switch does not switch the negative side of the battery.

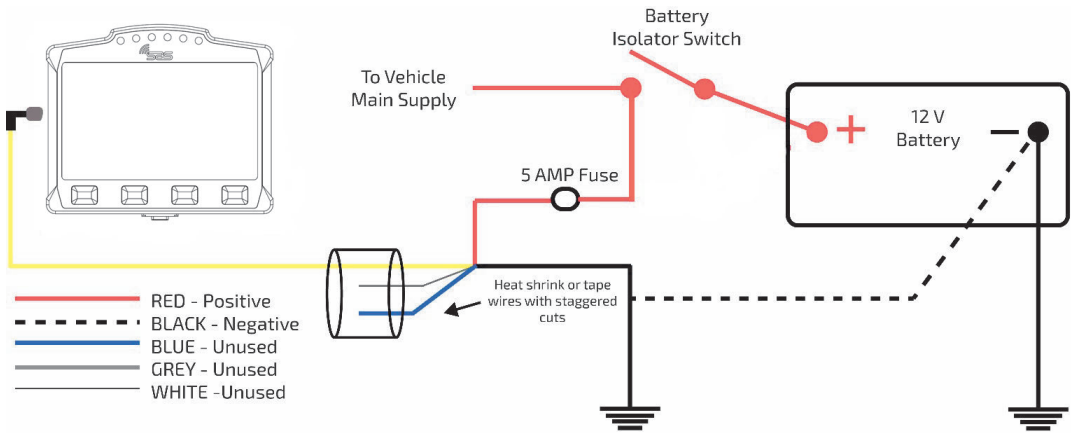
The SAS tracking system unit has an internal battery that is kept charged via the car's power supply. It acts as a reserve supply to power the unit in the case of an accident where a car's power supply is interrupted (e.g. car battery smashed or dislodged).

**Note: The tracking device should only be powered once it is placed in its final position in the vehicle; this ensures accelerometers are calibrated correctly.**



### 3. Connection Diagram

The 6-24v wiring loom, includes five wires. The white blue and grey wires must be stagger cut and heat shrunk or taped back so they cannot short to ground or to each other. Red and black are used as follows:

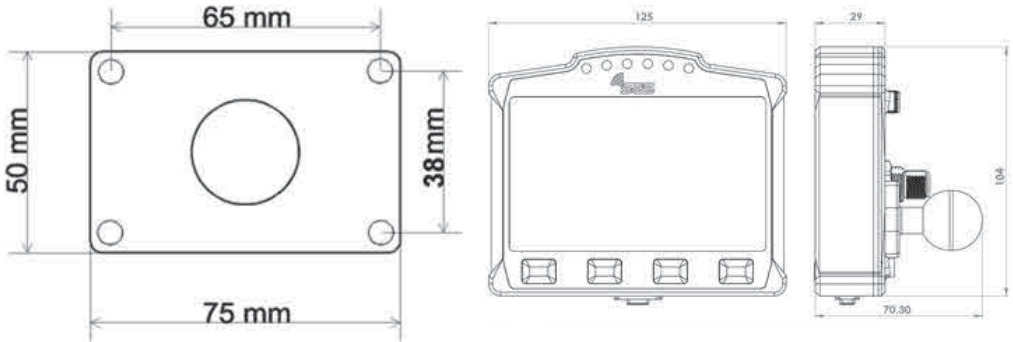


RALLYSAFE 12V WIRING DIAGRAM

During installation, the wiring loom should be routed away from the engine compartment, Ignition or Alternator wiring.

300 mm of Power Supply Wiring Loom is required to be available for connection to the SAS Tracker Unit at the mounted position.

### 4. Tracking Unit Dimensions



## 5. Tracking Unit Mounting

The preferred location and mounting for the SAS tracking system unit is a RAM style 50mm x 75mm flat base with ball, bolted through the tunnel with four **M6** Bolts.

It should be in a central, protected location on the central tunnel in front of the seats and both easily visible and accessible by both the driver and co-driver/nav.

Care should be taken when considering the location of the Mounting Point with regard to electrical cabling and fire suppression systems installed in the vehicle.

Photographs of mounting and positioning can be seen in Fig.1 and Fig.2 respectively.

Alternatively, the SAS tracking system unit can be mounted in a central protected location on the vehicle dashboard that is easily visible and accessible by both the driver and co-driver.

Mounting is a Ram style 50mm x 75mm flat base with ball, bolted with four **M6** bolts through the dashboard and a compulsory 3mm backing plate measuring no less than 145mm x 120mm



Figure 1. 25mm rubber ball securely attached to the tunnel



Figure 2. The SAS tracking unit mounted onto the 25mm rubber ball mount and connected through the RallySafe connector



## 6. Antenna Installation

---

All leads on both external and internal antennas must run on the inside of all roll cage bars. This is to stop cable crushing on impact.

Antenna must not be mounted within 200 mm of any high frequency antenna's or cabling

The preferred route is to go down from the antenna, underneath the closest part of the roll cage (roof cross or main hoop), follow that along to the roof hoop, then go down the inside A pillar to the unit. Please allow 200mm clearance of high frequency antenna or cabling

Any excess cable must be run so that the cable is not bent any tighter than a 100mm radius. We recommend running it across the underside of the dash and back (do not coil in tight loops).

Cables must be tied neatly along the whole installation all the way to the unit so they can't be accidentally caught or dislodged.

All this will be checked at scrutineering and you may be required to fix it before your car can pass.

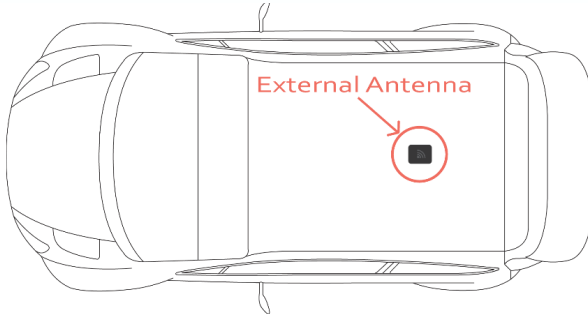
**Note: All antenna connections need to be firmly tightened with an 8mm spanner.**

### 6.1. External Antenna

---

The antenna is mounted through a 12mm hole in a central location on the ROOF of the vehicle, rear of the main roll bar hoop, allowing the cabling to pass through the roof and follow the cage bars back to the unit location. The antenna is a fully watertight unit, which seals against the roof surface.





Antenna leads are connected as follows (There may be variations with the type and number of leads).

1. The 2 WiFi leads, colour-coded **Blue**, is connected to the terminal labelled "WiFi" on the SAS unit (Right Hand Thread). Terminals are located of the rear of the unit and/or colour-coded Blue.
2. The Satellite Communication antenna lead is connected to the center or rear terminal labelled "IRI" (Left Hand Thread). It may also be colour-coded **Yellow** (this may be not marked on the 2-in-1 antenna).
3. The GPS antenna lead labelled "GPS", is connected to the terminal labelled "GPS" on the SAS unit (Right Hand Thread). Terminals may be on the side or rear of the unit and/or colour-coded **Green**.
4. GSM, has a small stick antenna supplied with the SAS unit, and is connected to corresponding terminal labelled "GSM" on the SAS unit (Left Hand Thread). The terminal is located on the rear of the unit and/or colour-coded **Red**.



## 6.2. Internal Antenna

The Internal Antenna should be placed on the inside of the ROOF in a clear uncluttered area, with a 200mm radius clear of any bar work or solid metal object. The internal antenna has a magnetic base with double-sided tape for adhesion. The cable is then run to the SAS unit. Please keep cable on the inner side of the roll cage pipework so as not to be crushed in the event of an accident.

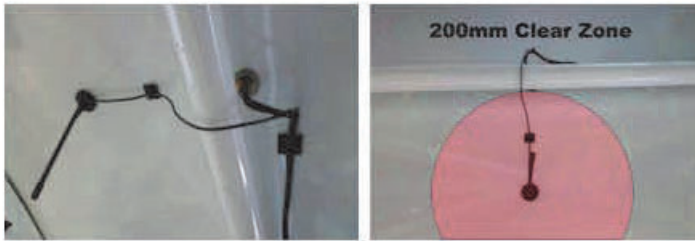


Figure 3. The internal antenna must be at least 200mm away from any roll cage components

## 7. Contact Us

For assistance, please contact the RallySafe Support Team by emailing: [support@rallysafe.com.au](mailto:support@rallysafe.com.au)

### \*\*Product Disclaimer\*\*

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## APPENDIX 8 RS Lite for Rally usage

New RS Lite from RallySafe. The free app is available on the Google Play and Apple App store. Competitors are responsible for having a device capable of using the app with GPS tracking and a battery lasting the entirety of recce. Considerations should be made to make sure the phone or table! can be charged and there are no 3<sup>rd</sup> party applications that may disable GPS tracking.

QR CODE FOR 80TH HERE:

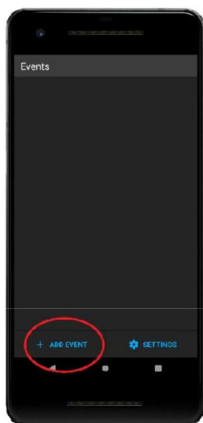


(Google Play Store)

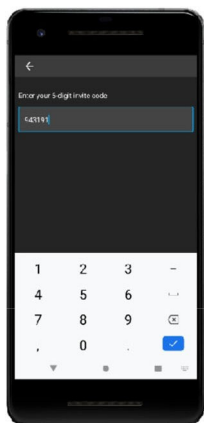


(Apple App Store)

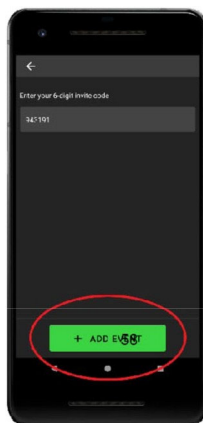
When you arrive and check in at the event, each car number will be given a unique code to enter into the app.



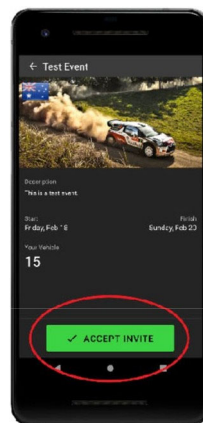
Main Screen when app is opened. Click "add event".



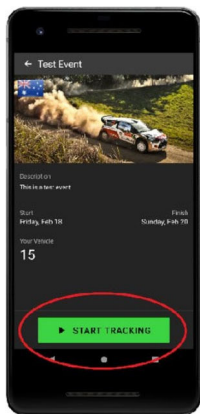
Enter unique code.



Click add event.



Click accept invite.



Main Screen off stage when tracking.

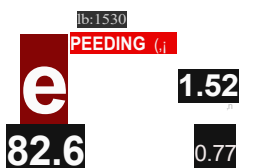
Click start tracking when beginning recce.

When logged into the event with your code, the main screen will display your current speed and two odometers. Both odometers can be reset by pressing and holding the mileage.

As you arrive to a stage, the screen will display the maximum KPH allowed, along with the odometers and your current speed. If you exceed the allowed speed limit, a red bar speeding message will be displayed at the top of the screen.



80kph is the speed limit.



Note the speeding message.

When you begin recce, the application must be active on your phone and stay active during transits and while on stages. The phone can be used for other uses such as texting, navigation, etc. but should stay on the RS Lite app as much as possible during transits and at all times on stages. Your position, speed, and direction of travel will be monitored during the recce period.

Additionally, if the app is forcefully disabled on stage, a report is generated and may result in an infraction being applied. With privacy concerns in mind, the app does not track or send data if it is not active on the screen. Because of this, competitors must make sure the app is active during recce. If the app doesn't report for an extended period of time during recce, an alert is sent in the monitoring system.

Questions can be directed to Jobe Sims at [Jobe@statusas.com](mailto:Jobe@statusas.com)





## APPENDIX 9 – RULES FOR ENVIRONMENTAL POLICY

### STATEMENT OF PURPOSE

In our opinion, it is vital to secure the future of our motor sport activities. While motor sport holds a significant place in our society, some aspects conflict with environmental and social concerns.

This Rules aims to establish sustainable development principles in our motor sport event and promote environmental awareness.

### 1.- GENERAL PRINCIPLES

1.1. Automobile activities encompass transportation, leisure, and sports. Our focus is primarily on the environmental impact of motor sport.

1.2. Motor sport is a prominent activity with a growing audience and substantial economic effects, inevitably affecting the environment.

1.3. The automobile, used for transportation, leisure, and entertainment, should be considered from an ecological perspective.

1.4. Developing an environmentally coherent policy, in line with local legislative and regulatory requirements, is of utmost importance.

1.5. We strive to make regulations as environmentally friendly as possible and promote the highest sustainability standards in organising automobile events.

1.6. Our environmental policy, outlined in this Rules, centres on respecting the environment while practicing responsible motor sport.

1.7. The local organisers aim to collaborate closely with public authorities to ensure environmentally acceptable sporting conditions. We encourage all stakeholders to do the same in their respective areas.

1.8. This Rules provides recommendations to enhance the relationship between motor sport and the environment, particularly regarding:

- a) noise, fuel, soil protection and environmental cleanliness.
- b) conduct of the public, race participants and road users.

### 2.- ENVIRONMENTAL COORDINATOR

The local organiser has appointed an official responsible for environmental matters at the event. Their duties include:



- a) ensuring compliance with this Rules.
- b) accessing all relevant event information and providing recommendations to the Clerk of the Course, Panel of the Stewards, Volunteers and Officials and the local organiser before, during and after the event regarding environmental impacts.
- c) compiling a report for submission to the sport authorities (FIA, RFEDA, FCA, etc.) and the event organiser. A copy of this report should also be provided to the Chairman of the Stewards.
- d) providing guidance to Volunteers, Officials, organisers, participants and spectators on environmental awareness and compliance.

### 3.- NOISE

#### 3.1.- Introduction.

The concern regarding noise at an automobile event is not limited to the noise produced by automobile engines. In addition to this foreseeable noise, organisers must also be aware of the magnitude of the sound coming from public address systems, the public and any other sound source associated with an event.

It is the responsibility of all those involved, namely: participants, clubs, organisers and officials, to minimise excessive noise associated with the practice of motor sport.

#### 3.2.- Car noise

Sound is measurable, produced by engine vibrations, while noise is a subjective perception. Noise tolerance varies. Sound levels related to sportscars are considered noisy.

Environmental Officers should distinguish sound from noise and understand sound measurement.

Sound pressure level is measured in decibels (dB), often expressed as dB(A) for vehicle noise control.

Sound pressure levels rise logarithmically; human ears perceive this increase gradually. Doubling sound sources, e.g., at race starts, increases measured levels by 3 dB(A).

Distance from the source reduces sound; doubling the distance results in a loss of 6 dB(A). Other factors affecting sound include temperature, altitude, humidity, wave frequency, and reflective elements like vegetation, terrain, walls, slopes, or vehicles, influencing nearby areas.

Consequently, it is recommended to:

- a) avoid the unnecessary operation of engines;
- b) reduce noise levels in all modes as much as possible and ensure strict compliance with applicable regulations.



### 3.3.- Sound level measurement.

The Environmental Coordinator and Officials must be aware of local noise regulations. Specific noise levels for each type of event will be determined in accordance with applicable regulations.

### 3.4.- Public address systems

- a) Sound systems for the service park and the attending public should be kept separate. It should be ensured that sound levels in the public area do not exceed 83 dB(A) and that a maximum 3 dB(A) margin is maintained in relation to ambient noise in the nearest inhabited area.
- b) Speakers should be positioned to angle towards the ground and direct sound towards the centre of the track.
- c) Sound levels should be minimised as much as possible. Efforts should be made to reduce sound discomfort outside the track, especially between training sessions and races.

## 4.- FUEL

In order to protect the environment, it is essential to comply with the provisions relating to fuel storage, as set out in the applicable regulations.

## 5.- SOIL PROTECTION

- a) Measures must be taken to prevent the release of fuel, oil, cleaning fluids, degreasers, coolants, antifreeze, brake fluids, etc., into the ground or air.
- b) Containers or facilities must be provided for the collection of waste, oils, detergents, etc.
- c) In service areas, the use of appropriate tarps (environmental covers) must be enforced to prevent spills on the ground.
- d) It must be ensured that all service areas are equipped with systems for cleaning up spills and eliminating contaminating substances, at least for hydrocarbons.
- e) The discharge of used water from vehicles onto the ground is prohibited unless an appropriate system has been provided by the organiser.
- f) There should be no permanent signs or residue from any automobile activity left at the site.

### 5.1.- Environmental Covers

Environmental covers are mandatory and consist of an absorbent part and a waterproof part. They must be used whenever vehicle repairs are conducted.

Technical specifications for the covers must be in compliance with the criteria below:

- Dimensions: 5 x 2,5 meters, with at least one meter extending beyond the entire vehicle perimeter.



- Absorption Capacity: Minimum of 4 litres.
- Thickness: Minimum of 10 mm.

## 6.- CLEANING OF VEHICLES

- a) Vehicle cleaning should only be conducted in designated areas equipped with cleaning facilities.
- b) Only water should be used for cleaning, without the addition of chemicals, such as detergents.
- c) The vehicle cleaning area must be composed of a non-porous surface with appropriate drainage and a grease separator to prevent soil contamination.

## 7.- MEASURES TO BE TAKEN BY PARTICIPANTS

- a) Each competitor is accountable for the waste and rubbish generated by their team during the event.
- b) Provided that the organiser has supplied rubbish bins, they should be utilised in adherence with the provided instructions and applying common sense.
- c) Teams are required to retain waste and rubbish until they can access the facilities provided by the organisers.
- d) An environmental cover, which safeguards the ground during refuelling or servicing a vehicle, must be used by participants and removed by the participants after use.

## 8.- RECOMMENDATIONS FOR ENCOURAGING RESPONSIBLE SPECTATOR BEHAVIOUR

The presence of spectators at an event is a key parameter to be considered in regard to maintain the environmental integrity of the area.

Below are some recommendations:

- a) In collaboration with authorities, roads or access routes to the event or the Special Stages that cause minimal inconvenience to the surrounding areas should be selected.
- b) Clear signage indicating the event's direction should be displayed.
- c) Parking in protected areas (boundaries, rural roads, shoulders, etc.) should not be allowed.
- d) Parking in areas with tall grass or dense vegetation should be prohibited.
- e) The use of public transportation should be encouraged.
- f) To preserve vulnerable areas, large crowds of spectators should be avoided.
- g) Adequate toilet and sanitary facilities should be provided.
- h) Spectators should be informed about responsible and considerate environmental behaviour.
- i) In contracts with food supply companies, organisers should specify the obligation to sell beverages and food in recyclable, reusable or biodegradable materials, and ensure there are ample rubbish collection containers.



## 9.- PROVISIONS IMPLEMENTED BY THE ORGANISERS

To encourage environmentally friendly behaviour among all individuals involved in event organisation and to promote paper and energy conservation among secretarial and administrative staff.

### 9.1.- Provisions in favour of the environment

Efforts should be made to prevent soil contamination in the service areas, stages and its surroundings. Monitoring should include safeguarding access roads, parking lots, and closing access to vulnerable areas.

Taking into consideration the estimated number of spectators, an adequate number of toilets and facilities for both men and women, complete with appropriate cleaning services for maintenance and the collection of wastewater, should be provided.

Additionally, measures should be taken to:

- a) Prevent fuel, oil, cleaning fluid, degreaser, coolant, brake fluid, etc., from leaching into the ground or evaporating into the air.
- b) Ensure that participants, spectators and vendors dispose of waste and rubbish in designated areas and containers rather than leaving them on the ground.
- c) Ensure that toilets are appropriately connected to drainage systems.
- d) Ensure the proper and regulation compliant removal of waste and rubbish.
- e) Prevent noise levels exceeding established by regulations.
- f) Avoid the generation of excessive noise due to crowd concentrations.
- g) Adhere to the established timetable schedules.

### 9.2.- Incident book checklist

It is important that an incident book be maintained by the environmental officer of a motor sport event. This book should document all activities and measures taken, along with permissions requested and granted for the use of event facilities. If authorisation for facility use is granted for a specific limited duration, the exact period of use should be recorded.

In addition to the incident book, it is recommended to employ a "checklist" for facility use, with the aim of promoting an environmentally sensitive attitude among spectators and ecological behaviour in regard to the environment during the event.

This "checklist" should fulfil at least the following points:

- a) An evaluation of the event's environmental impact of the event and its surroundings, considering the number of participants and spectators anticipated.
- b) The provision of a vehicle cleaning area.
- c) Distributing waste and rubbish bags to participating teams.



- d) Providing containers for used oils, brake fluids, coolant fluids and any other liquids.
- e) Placing containers for spectator rubbish.
- f) Ensuring the availability of sanitary facilities.
- g) Placing speakers in reasonable and adequate locations.
- h) Displaying appropriate directional signposts with access signage to the event.
- i) Providing containers for the disposal of participant rubbish bags and implementing a system for their collection during and after the competition.

### 9.3.- Advertising

- a) Avoid placing advertising on trees, in rural areas, protected urban locations, or inappropriate areas.
- b) Only install advertising signs after obtaining permission from the relevant property owner.
- c) Comply with local and government regulations when positioning advertising signs.
- d) Prohibit the distribution of pamphlets or leaflets on car windshields, vehicles, or among spectators (and prevent others from doing so during the event).

### 9.4.- Service Area / Control Zones / Parc Fermé

- a) Encourage participants to use rubbish bags and provide them with instructions upon their arrival.
- b) Ensure an ample number of rubbish collection containers are available.
- c) Guarantee the presence of containers equipped with fixed funnels for collecting used oils.
- d) Implement separate containers for oil filters and used rags or papers, which should be collected separately.
- e) Supply adequate and clean toilet facilities for both men and women, along with essential cleaning products. Take necessary measures for waste and wastewater disposal.
- f) If car washing is permitted, designate a specific area for it and prevent ground contamination.
- g) Safeguard the ground when using a generator or any other thermal machinery.

### 9.5.- After the event

- a) All signposts should be removed.
- b) Waste remaining in the surrounding area after the event must be promptly removed.
- c) All broken branches or bushes should be cleared.
- d) All tapes used to mark the track should be taken down.
- e) If necessary, roads used should be repaired.
- f) Mud deposited on the roads and paths adjacent to the event site should be removed.
- g) Ensure the proper disposal of oil containers, filters, rags and other rubbish.
- h) If necessary, trees and shrubs should be planted or renewed.



## 9.6.- General maintenance rules for the event venue

- a) The areas used should be periodically maintained, ensuring they are kept clean and in perfect condition at all times.
- b) Access to protected rural areas should be prohibited.
- c) A member of the organisation committee should be entrusted with overseeing all environmental matters and monitoring the procedures outlined in the incident book and checklist.
- d) Proper procedures for waste disposal from toilets should be ensured.
- e) Necessary measures should be taken and the competent authorities should be consulted when making changes or modifications to the locations used.
- f) The acoustic impact should be considered when establishing the competition's starting areas.
- g) Rubble or construction waste should never be used for building acoustic barriers.
- h) When external materials are used, their potential for contamination should be verified with the competent authorities.
- i) For indoor tests, air quality should be controlled, and measures should be taken to ensure it is monitored by competent authorities.

## 10.- RECOMMENDATIONS TO MOTORISTS ROAD USERS

### 10.1.- Introduction

As motorists, we bear the responsibility of practicing restraint and balancing our natural desire for individual mobility. Our objectives should align with the principles of freedom of thought and movement, harmonising the joy of motor sport with ecological and economic considerations.

### 10.2. Motorist Conduct

Motorists should adopt driving habits that are in line with other road users. This involves in particular:

- a) Showing caution and refraining from aggressive and competitive driving.
- b) Managing fuel consumption and reducing pollution by avoiding unnecessary engine acceleration.
- c) Driving courteously, minimising noise pollution, and using the horn only in emergencies.
- d) For noise comfort, employing standard silencers or equivalent systems, keeping radios at low volume levels.
- e) Using only roads designated for automobile traffic.
- f) Practicing professional driving, maintaining composure and discretion while consistently adhering to traffic regulations.
- g) Showing respect for nature by refraining from travelling on trails or roads that cannot naturally recover from degradation.
- h) Exercising intelligent driving to protect wildlife and its natural habitats.
- i) Ensuring proper recycling and disposal of tyres, batteries, used oils, and other materials.



- j) Promoting efficient fuel use, striving to optimise vehicle occupancy.
- k) Remembering that our cities and roads are not designed for high-speed racing circuits.

## 11. CHECKLIST FOR FACILITIES

### 11.1.- Facilities in the paddock for runners and assistance

- Facilities for recovering oil/gasoline
- Facilities for recovering rubbish
- Facilities for recovering dirty water
- Availability of showers/toilets
- Availability of drinking water
- Orientation of public address systems
- Maintenance standards
- Rubbish collection arrangements
- Dirty water disposal measures
- Condition of showers/toilets
- Fuel storage facilities
- Measures to prevent oil/gasoline spills
- Information provided to participants regarding environmental measures
- Overall impression

### 11.2.- Facilities for the public

- Signage for event and stage access
- Facilities for public transportation
- Availability of women's toilets
- Facilities for individuals with disabilities
- Parking areas
  - Availability
  - Management
- Grandstands and general venue conditions
- Food and drink distribution
- State of bar areas
- Distribution of rubbish bags
- Distribution of brochures and promotional materials
- Facilities for rubbish recovery
- Number and availability of toilets
- Maintenance status of toilets
- Orientation of public address systems for the public
- Information provided to the public regarding environmental measures
- Overall impression