



46° RALLY INTERNAZIONALE CASENTINO

26 – 27 Giugno 2026
International Rally Cup

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From:	Clerk of the course		
To:	All Competitors, Crew members, rally officials		
Total Pages: 4			

Thank you for being here and for taking part in this event. Please follow the instructions of all rally officials at all times. Their work is essential to the safe and fair running of the rally. All instructions and Sporting Regulations will be applied without exception, not to penalise competitors, but to ensure equal conditions for all.

Observance of time schedules

I ask you to strictly follow the time schedules provided in the Supplementary Regulations of the event as well as in the documents published on the Official Notice Board, that you can access downloading the Sportity App on your smartphone and enter channel password: **CASENTINO2026**

Administrative Checks

Both crew members must be present at the Administrative Checks. Original driving licences, together with all other sporting documents must be presented for verification. Where required, competitors must also present the **certificate confirming successful completion** of the **eLearning module** relating to the **use of the tracking device prior to attending the Administrative Checks**. The eLearning module and the related test are available at the [following link](#). **Failure to present the required certificate will result in the crew being unable to successfully complete the Administrative Checks.**

Scrutineering

Please bring, or have your car brought, to the area designated for Scrutineering at Poppi castle. At the same time, please submit all required documents to the Scrutineer.

Flags

Flags are the way by which the Road Marshals communicate with you. In this rally two flags will be used, as follows:

- **Yellow Flag – hazard:** it means that there is a problem, maybe another crew is stopped with his car partially on the road or an obstacle is on the road just ahead of you. Please slow down and be careful. As soon as you pass the trouble you can push again.
- **Red Flag – stage stopped:** deployed **by tracking system and at intermediate posts**, it means that there is a problem and therefore you cannot finish the Special Stage, Consequently, **you have to immediately confirm the receipt by tracking system and slow down without causing danger to others**, stop at the first Marshal post (all Road Marshals are connected via radio with the Rally Control) and ask for instructions.

A red flag is deployed to allow emergency vehicles to reach an incident without delay.

Any failure to comply with a red flag, or any action that obstructs or delays an emergency intervention, **will not be tolerated**. Such behaviour may delay assistance to a competitor in need. Please use common sense and comply with the Sporting Regulations at all times.



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Stopping in Special Stage

Should you stop in a Special Stage you must **inform the Rally Control** about your conditions so that all necessary action can be taken for your benefit and for the one of the other competitors.

- **Should medical intervention not be required:** the “OK” must be sent by tracking system and the ok sign displayed to the following competitors (who will have to inform the officials present at the STOP control of the Special Stage), call the number specified in the Road Book to inform about your stopping, and, if the car is partially or completely on the road, **immediately place the triangle** 50 m before the car's position, in order to warn the following drivers that they will find a stopped car.
 - **OK Road Clear** on GPS means that the stopped cars **doesn't block** totally the road
 - **Ok Road blocked** on GPS means that the road is **completely blocked** and no one can pass.
- **Should medical attention be required,** the “SOS” must be activated on the tracking system and SOS sign must be displayed to the following cars (the first car coming will mandatorily have to stop and give help; following cars will have to stop: if the crew of the car already standing by gives the ok, they must go ahead, **stop at the next marshal post and inform the Road Marshals**).

If you **don't have or can't use the OK/SOS Sign, communicate in this way** with other crews or marshals:



For further information please read carefully GPS System user manual published on the Official Notice Board, and [carefully see this video](#)

Both are part of this briefing

Always take care of what is happening around you when you see a stopped car: if you can't see and you cannot see the crew, act as an SOS was displayed.

- Should you be **able to resume the stage:** wear the protective equipment and the **safety belts before restarting, check** before re-entering the Special Stage that there are **no coming cars** and **push again the button on the GPS system** to inform that you have restarted.
- I remind you that it is **forbidden to run** the stage in the **opposite direction**, also for short distances.

Tracking system power supply

The tracking system displays the power supply status in real time. Any power **interruptions must be immediately reported** (and/or will be immediately communicated to you) and must be **resolved at the first service park**. Please note that the race control reserves the right to prevent the vehicle from exiting the Service Park if the issue is not resolved.

To temporarily fix the malfunction before service, **backup batteries will be provided if necessary**. These must be installed and used in accordance with the **manual published** on the official notice board of the event.



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Use of rear view mirrors

Pay constant attention to the rear mirrors: according to sporting rules, it is forbidden to block the passage of a car that in a stage is catching up at a higher speed of a car in front. Common sense should also serve in understanding that there is no point in impeding a competitor who has already gained a minute on us.

Speed Reduction Zone at the End of the Special Stage

Competitors are reminded that, in accordance with the Sporting Regulations currently in force, physical chicanes will be installed **between the Flying Finish and the Stop Control** of each Special Stage. These will be formed using **plastic cones**, the position of which is indicated in the Road Book and marked on the road surface during reconnaissance.

Behavior in Service Parks

Service Parks are areas in which each mechanic of the Team is charged to intervene, in the little time available, on the car of his crew. Therefore, pay the utmost attention when driving inside a service park. You have to drive at a reduced speed, without performing any dangerous manoeuvre whatsoever.

Crews racing in WRC, R5/Rally2, Super 2000, R4, R4Kit, Step2 Naz, N5 Naz, N4, A8, K11, Super 1600, Rally3, R3, RGT, TMGTR Naz, Rally4 and Rally4/R2 only: At Service Park's exit Time Control, you must **hand in your tires form to Scrutineers**. There is a maximum number of **14 tyres that can be used for this Rally**. Tyres for Shakedown and Super Special Stage will not count for overall quantity.

First tyres form has to be handed in to Scrutineers at TC 1D

Behavior in Refuel Zones

In refuelling zones, you have to **get off the car whilst refuelling**. Use of **Panta** fuel, refilled directly in car's tanks, is **compulsory**. You have to refuel in **every refuel zone** of the Rally.

Refuel in service park is not allowed

Behavior on road sections

We are guest on the territory and roads on which the rally is run. We have therefore to respect those who allow us to use their own roads to run the stages by always keeping a correct behavior in the road sections on open roads. I therefore ask you to respect the traffic laws, not to perform dangerous manoeuvres for normal road users and not to zig-zag in order to warm the tyres. Controls will be carried out by the Police and Rally Officials. Any infringement will be referred and sanctioned, not in order to punish because of the "pleasure of punishing" but, once more, to guarantee a future to this sport. Race insurance doesn't take into account damages between competitors and is covering cars only in the route described on the road book.

Insurance

Please be reminded that the event insurance, which in any case does not cover damage between competitors, becomes effective only after the car has successfully passed Scrutineering and is valid only along the route specified in the Road Book.

Should you cause any damage to third parties, please report it to Rally Control as soon as possible. Your cooperation will help ensure that any insurance claim can be processed promptly, for the benefit of the affected parties and the event.

Any requests for accident statements for insurance purposes must be made in person at the Rally Secretariat during the opening hours specified in the Supplementary Regulations.

Protective clothing and extinguishing systems

Target checks will be carried out to ensure the use of protective clothing and that the extinguishing systems are full and operational. The following is my personal opinion: the use of these items is to ensure your own safety, these are checks that should not be carried out by the Rally Officials but by yourselves.

Fire extinguishing system must be always armed when the crew is in the car.

Two manual fire extinguishers are compulsory; in case of fire you can give to other crews one of your manual extinguishers to help them. This extinguisher must be replaced at next service park.



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Safety Belts

Over the years we have all learned that accidents are part of our sport. Statistics say that some damages to the spinal column can be avoided or reduced if the pelvic safety belts are correctly tightened. It is the habit of many to leave them slightly loose and then stretch and tighten the whole by means of the thoracic belts. If at a first sight this may appear sufficient, in reality loose pelvic belts make our body, without us realizing it, “jam” on the seat after a few metres of special stage: in case of a shock, the energy will run out on the vertebrae in a totally different manner, and much more dangerously, as compared to the way it would with the body correctly supported by the seat. I therefore ask you to check and correctly adjust the tightening of all belts, not only the thoracic ones.

Supplementary notes:

Rally Start

Start Time Control is placed at **Service Park exit**. In order to avoid congestion, crews are requested to present in numerical order and with an advance of between 10 minutes (as per sporting regulations) and 15 minutes prior to their individual Start Time.

Running of the Super Special Stage

At the Time Control preceding the Super Special Stage, only the ideal start time will be written on the Time Card. **This time is indicative only.**

After checking at the Time Control, crews must **proceed to their assigned starting line**, as indicated next to their name in the Start List, following Marshals' instructions. Once in position, the Starter will show the electronic starting lights and initiate the countdown procedure. The red light will illuminate 10 seconds before the start, followed by a numerical countdown from 5 to 1. At 0 seconds, the **green light will turn on, and timing of the Special Stage will start.**

A photocell positioned after the starting line will detect any jump start as well as the actual finish time of the Stage.

Upon completion of the required **three laps**, crews must reduce speed immediately, exit the course as directed by the Marshals, and stop at the Stop Control. At this control, the Special Stage time and the restart time will be entered on the Time Card. This restart time must be used to check correctly at TC 1A.

See COC Communication 1 for access and exit the course of the super special stage.

Restart after retirement

If you stop on the 1st Leg you can restart on 2nd one by **informing** the **Rally Control** or a **Competitor Relation Officer** at the latest **30' before** publishing time of start list of 2nd Leg reported on Supplementary Regulations.

Additional Lights

Using only tools carried in rally car, **crews alone** are allowed to install extra lights, carried in the rally car, during road sections **but never in areas operating under parc fermé conditions.**

Thank you for your attention. Once again, I ask you to comply with all regulations and instructions, for your own safety, that of your fellow competitors, and for the benefit of our sport.

Please remember that both I and the Competitors' Relations Officers remain available throughout the event to provide any clarification or assistance you may require.

The Clerk of the Course

Simone Bettati

