

V2 – FIA AFRICAN RALLY CHAMPIONSHIP 2018

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the FIA Regional Rally Championships (the Championships) which are the property of the FIA. The following regulations are applicable to one or more of the following specific Championships:

- FIA African Rally Championship for Drivers and Co-Drivers
- FIA ARC Manufacturers Cup
- FIA ARC Cup for Drivers and Co-Drivers using 2WD, normally aspirated cars of maximum 1600cc.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.2 FIA DELEGATES

3.2.1 FIA Technical Delegate

The FIA Technical Delegate will liaise with the Clerk of Course and will be the chief scrutineer responsible for all technical matters, and his/her expenses (travel and accommodation) will be paid by the organisers of the events in the Championship.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FIA CHAMPIONSHIPS

4.4 NATIONAL/REGIONAL CARS

4.4.1 REGIONAL RALLY CARS

Rally cars homologated by Motorsport South Africa are allowed to run and score points in the FIA African Rally Championship.

4.4.2 HISTORIC RALLY CARS

Historic rally cars built before 31 December 1985, complying with Appendix K of the FIA and the Technical section of the supplementary regulations of the Classic Rally of South Africa, are eligible in the FIA African Rally Championship. Historic rally cars must have a valid FIA Historical Technical Passport or Motorsport South Africa Historical Technical Passport.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of championship points

For any one make only the best placed car of that make may score points for the Manufacturers' Cup. Points will be awarded as per their position in the official overall classification.

Points will be awarded for each title in accordance with the below scale:

1 st	25 points
2 nd	18 points
3 rd	15 points
4 th	12 points
5 th	10 points
6 th	8 points

7 th	7 points
8 th	6 points
9 th	5 points
10 th	4 points
11 th	3 points
12 th	2 points
13 th	1 point

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

All results are taken into account.

5.3 NUMBER OF CHAMPIONSHIP RALLIES

The minimum number of rallies required for this Championship to take place is 4.

The rallies in the Championship (the Rallies) are classified in two regions:

North region: Ivory Coast, Kenya, Uganda, Rwanda

South region: Tanzania, Zambia, South Africa

5.4 MINIMUM PARTICIPATION REQUIREMENTS

4 rallies, start in at least two rallies from each region.

5.5 REGISTRATION

There is no registration for the FIA African Rally Championship

13. EVENT CHARACTERISTICS

13.1 DURATION

Duration of the rally and schedule (recommended and maximum duration)

All Rallies should adhere to the following format:

- Scrutineering shall take place on either the Thursday or the Friday preceding the start of the rally.
- Maximum of 2 days of reconnaissance (reconnaissance for local drivers may be run over the preceding weekend). When possible, it is highly recommended to reduce to 1 or 1.5 days of reconnaissance.
- 1 day for documentation, scrutineering and super special stage (optional)
- 2 days for the rally and prize giving.

13.2 DISTANCES

Rallies shall not exceed a total length of 1200 km.

Rallies are timed speed tests on roads closed for the rally. The total distance of special stages is set at a distance between 200 km and 300 km.

STANDARD DOCUMENTS AND SCHEDULES

14. GENERAL

14.1 OFFICIAL RALLY GUIDE

A printed version of the rally guide and supplementary regulations is optional.

14.3 TIME CARDS

A one-page specific time card, as used for rallies in South Africa, must be used by the event organisers of the FIA ARC Championship. A time card may have a carbon copy.

CAR IDENTIFICATION

18. COMPETITION NUMBERS

18.2 DOOR PANELS

11.2.4 For rallies in Africa two door panels of the size 50 cm x 52 cm are allowed. A black competition number, 5 cm wide (thick) by 28 cm high, will be displayed on a white background 50 cm wide by 38 cm high. Organisers' advertising may be placed on the top 14 cm of this door panel.

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.2.5 Organisers are permitted to advertise on the front half and top half of the front door and on 50% of the top of the windscreen.

RECONNAISSANCE

25. RECONNAISSANCE

25.4.7 Reconnaissance must be done in convoy format or in controlled format and must be managed by the organisers.

CONTROLS

33. TIME CONTROLS

33.4 TIME CONTROL FOLLOWED BY A COMPETITIVE SECTION

In the case of a competitive section the start time shall be the start time for the following road section. The target time to the following time control will include the time for the competitive section and the following road section. At the end of a competitive section there will only be a flying finish and a STOP point but no time control.

34. EXCLUSION FOR LATENESS

34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on the target time between two time controls or a lateness exceeding 30 minutes at the end of each section of the rally, or a total lateness for the whole of the rally of more than 60 minutes will result in the competitor concerned being excluded by the Clerk of the Course.

SPECIAL STAGES

36. SPECIAL STAGE START

36.6 FALSE START

In the absence of an electronic jump start detection system, the wheels of the car must not turn until the start signal has been given.

40. COMPETITOR SAFETY

40.6 TRACKING SYSTEM

For all rallies in the championship, live tracking, data recording and emergency signalling devices must be used to monitor the position, movement and status of all competing cars at all times during the rally. Competing cars will be fitted with data logging and tracking devices that will give an accurate trace of the position, movement and status of all competing cars during the special stages and road sections of the rally. On special stages there will be a tolerance of 10 (ten) metres for straying from the centre line of the route as determined by the organisers.

Any car that deviates from this route beyond the tolerance will be subjected to a 5-minute penalty which will be imposed by the Clerk of Course after examination of the circumstances of the infringement and the reason for the deviation from the designated route.

This will NOT apply if there is a tulip diagram in the road book that has not been followed or missed and this will be reported to the stewards.

41. SUPER SPECIAL STAGES

41.4 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a super special stage or spectator stage (only one per rally, may be run twice as A & B), it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest total A & B time plus 5 minutes.

In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally.

Any crew recording an actual time in excess of the fastest total A & B time plus 5 minutes will be allocated the time of the fastest time plus 5 minutes.

STARTS AND RE-STARTS

45 START ORDER AND INTERVALS

45.2 START ORDER

The starting order will be determined by the clerk of the course in consultation with the stewards. FIA and ASN priorities will be respected, when applicable.

46 RE-START AFTER RETIREMENT / RALLY 2

46.1 Restart after retirement on Day 1 is permitted and start positions for Day 2 will be determined by the clerk of course, subject to re-scrutineering from the Technical Delegate.

46.2 No championship points may be scored and competitors will not be classified.

46.3 For super special stages, article 41.4 will apply.

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.3 AIR ASSISTANCE

Any air assistance for crews including communication from the air to the crew is forbidden.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times, competitive section times and all the time penalties incurred on road sections, together with all other penalties expressed in time.