

GENERAL PRESCRIPTIONS APPLYING TO ALL MAI RALLY CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS

With effect from 1st January 2008

The purpose of the present General Prescriptions (the Prescriptions) is to establish the framework of regulations applicable to the organisation of qualifying rallies for any MAI Championships, Trophy, Challenge or Cup for the year 2008.

Any breach of these regulations will be reported to Stewards, who may impose a penalty as indicated in Articles 152 and 153 of International Sporting Code.

The Prescriptions detail, complete, and in places clarify the general conditions described in the Regulations for the MAI Indian National Championship and also the International Sporting Code of the FIA under which these Championships are run, under the headings:

- International Sporting Code and its Appendices (the Code).
- MAI Indian National Rally Championship.
- MAI Indian National Rally Cups
- MAI Indian National Championship for Teams.
- MAI Indian National Championship for Drivers.
- MAI Indian National Championship for Co-Drivers (Navigators).

Only the MAI may grant waivers to the prescriptions and to the above-mentioned regulations, but not to the International Sporting Code of the FIA or its Appendices.

I. DEFINITIONS

1.1 Rally of the first category (Sporting event)

Road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A rally consists of a single itinerary, which must be followed by all cars or of several itineraries converging on the same rallying-point fixed beforehand, and then followed by a single itinerary.

The route may include one or several special stages, (or competitive sections for TSD format events) as well as road sections.

- 1.2 Leg**
Each part of the rally, separated by a fixed minimum stopping time.
- 1.3 Special Stage**
Timed speed tests on roads closed for the rally.
- 1.4 Timed speed tests on roads not closed for the rally (TSD format only)
- 1.5 Road Section**
The itineraries between two consecutive time controls are called road sections.
- 1.6 Section**
All the parts of a rally between:
- The start and the first regrouping halt
 - Two successive regrouping halts
 - The last regrouping halt and the finish of the leg or the rally.
- 1.7 Regrouping**
A stop scheduled by the Organisers under Parc Ferme conditions that has a Time Control at the entrance and exit to enable the schedule to be followed on the one hand, and on the other, to regroup the cars still in the rally. The stopping time may vary from crew to crew.
- 1.8 Neutralization**
Time during which the crews are stopped by the Organisers for whatever reason.
- 1.9 Parc Ferme**
Area in which no repairs or outside assistance is possible, except in the cases expressly provided for by the relevant Championship regulations and by the Supplementary Regulations of the Rally.

1.10 Bulletin

Official written communication, which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the latter.

The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.

The bulletins are issued:

- By the Organisers, up to the commencement of scrutineering. They will be submitted for the approval of the MAI, except with regard to possible modifications to the itinerary or to the reconnaissance programme.
- By the stewards of the meeting (the Stewards) throughout the competition except with regard to modifications to the itinerary for which bulletins may be issued by the clerk of the course.

1.11 Time Card

Card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

1.12 Competitor/Entrant

Physical or legal entity.

1.13 Crew

A crew is made up of two persons on board each car. The two members of the crew will be nominated as driver and co-driver. Both members of the crew may drive during the rally, but only the nominated driver, as noted on the entry list, may drive during the special stages. Each one must possess an MAI driver's competition licence, for the current year, which is valid for the event.

1.14 Duration of a rally

Any rally starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the car) and ends upon the expiry of one of the following time limits, whichever is the later:

- Time limit for protests or appeals or the end of any hearing;
- End of the administrative checking and post-event scrutineering carried out in accordance with the Code.
- End of the prize giving.

II. GENERAL CONDITIONS

2.1 Eligible cars

- 2.1.1 Only MAI homologated cars, or other cars approved by the MAI, may participate in National Rallies and must comply with the provisions of Appendix J of the FIA with the exceptions listed in the Technical Regulations to suit local conditions
- 2.1.1.1 Deleted
- 2.1.1.2 Production Cars Group N and Group N+

2.2 Duration of legs - Speed restrictions

- 2.2.1 The maximum scheduled duration of a leg may under no circumstances exceed 18 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.
- 2.2.2 This rule does not apply to concentration runs.
- 2.2.3 For legs of a duration of less than 6 hours, the stopping time must be at least equal to the duration of the leg. For legs of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.
- 2.2.4 The Maximum average speed authorised on a special stage must not exceed 110 KMPH. The average speed on road sections will be left to the organizer's discretion but must always comply with the speed limits applicable. This speed will be specified in the road book.
 - 2.2.4.1 If in the opinion of the organizer, a stage(s) is expected to cross the maximum permitted average speed of 110 kmph, the organizers must ask the MAI for a route inspector who shall certify the stage(s) to be safe to run or not. The maximum average speed of 110 kmph will not be applicable to a stage(s) certified by the MAI route inspector as safe to run.

2.3 Qualification of a Rally in a MAI Championship

- 2.3.1 A rally may qualify for an MAI Rally Championship only if it has been organised at least the year preceding its entry in the Championship and if it has been inspected by a MAI Observer. A report will be drawn up by the MAI Observer (or two Observers if appointed by the MAI) and studied by the Rally Commission with a view to a possible proposal to the Managing Committee of the MAI.

- 2.3.2 Any rally for which the observation report is not satisfactory, or which has not complied with the regulations and the commitments undertaken at the time of its inclusion in the Championship, might not be accepted in the Championship the following year. Any rally shown by the report to have failed to comply with the regulations or to ensure a sufficient level of safety for the public and the crews might not be accepted the following year in the Championship concerned.
- 2.3.3 Any MAI Championship rally, which is cancelled, may not be entered in the Championship the following year, except in a case of force majeure duly recognised as such by the MAI.
- 2.3.4 Any rally which is a candidate for a MAI Championship must conform to the General Prescriptions applicable to the MAI Rally Championships and to the Sporting Regulations of the Championship concerned.
- 2.3.5 In case of a candidate event, the organizer would have to run a one day rally to half the distance of a regular INRC event, where criteria like safety, communication, organization etc would be looked at. If the organizers are known and have run an INRC event in the past 2 years, the criteria would be different than that of a new organizer.

III. SUPPLEMENTARY REGULATIONS

3.1 Conditions of Publication

- 3.1.1 The supplementary regulations **printed in A 5 format** must be in total conformity with all the specifications listed in:
- The International Sporting Code of the FIA;
 - These Prescriptions;
 - The Specific Regulations of the Championship concerned, wherever applicable;
 - All further regulations and interpretations published by the MAI.
- 3.1.2 The supplementary regulations that the Organisers wish to impose must explicitly mention all supplementary rules and conditions, which must be in conformity with the regulatory texts.
- 3.1.3 Two copies of the draft supplementary regulations must reach the MAI at least 2 months before the start of the event, to obtain their approval. Within two weeks following the receipt of the draft regulations, the MAI will inform the concerned club of any

modifications to be made, and will issue a permit authorizing their publication.

Two copies of the final supplementary regulations as published must be sent to the MAI at least three weeks before the final closing date for entries. The various documents, and in particular the supplementary regulations and any bulletins, must be written in English.

- 3.1.4 The title of the MAI Championship (if applicable) to which the rally belongs, and the official MAI logo must appear on the cover of the supplementary regulations of each rally as well as on the bulletins and on the first page of the unofficial and official results.
- 3.1.5 The supplementary regulations must specify where and when the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s).
The date and time of the Steward's first meeting must also be given.

3.2 Amendments to the supplementary regulations - Bulletins

- 3.2.1 The provisions of the supplementary regulations may only be amended according to Articles 66 and 141 of the Code.
- 3.2.2 Any amendment or any additional provision will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.
- 3.2.3 These bulletins will be posted in the Secretariat, in the rally headquarters, and on the official notice board(s), and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.
- 3.2.4 These bulletins shall be printed on yellow paper.

3.3 Application and interpretation of the regulations

- 3.3.1 The clerk of the course is charged with the application of these General Prescriptions and the supplementary regulations during the running of the rally.

He must inform the Stewards of any important incidents that have occurred requiring the application of the General Prescriptions, the relevant regulations or the supplementary regulations of the rally.

- 3.3.2 Any protests lodged by a competitor will be sent to the Stewards for deliberation and decision (Art. 171 et seq. of the Code).
- 3.3.3 Similarly, any case not provided for in the regulations will be studied by the Stewards who alone have the power to decide (Art. 141 of the Code).
- 3.3.4 For all MAI Championship Rallies and candidate events, the official language must be English.
In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.
- 3.3.5 The driver assumes the competitor's/entrant's responsibility when the latter is not on board the car during the rally.
- 3.3.6 Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards who may impose a penalty which can go as far as exclusion.

IV. OFFICIALS

4.1 Stewards of the Meeting

The Stewards of an MAI Championship rally shall always comprise of three members. Two of these members shall be appointed by the MAI (including the Chairman) they shall be from different clubs other than the clubs organising the rally and one Steward may be proposed by the Club organising the rally for acceptance by the MAI.

There must be a permanent suitable communication between the Stewards and the clerk of the course. At least one of the Stewards must be in the vicinity of the rally headquarters so that any decision can be made without delay.

4.2 Observer

- 4.2.1 For all MAI Championship rallies, including candidate events, the MAI will appoint at least one observer.
- 4.2.2 No MAI observer may also be a Steward of the same rally.

4.3 MAI Safety Delegate

The MAI may appoint a safety delegate, who is specifically responsible for monitoring the safety of the participants and the public at the rally.

4.4 Checking of the route and special stages by officials

4.4.1 As part of their duties, the MAI observer(s) and the Stewards have the discretion to check all technical and/or safety measures installed on the route and the special stages; they must comply with the following prescriptions -

4.4.1.1 They must display a distinctive emblem on the windscreen of their vehicle, which must be highly visible and recognizable. This will take the place of a pass, and will be supplied by the Organisers.

4.4.1.2 Their entry onto the route of special stages must take place at the latest 30 minutes before the start time of the final road-closing car (car n° 0). The MAI safety delegate may have a later time for entry to the special stages.

4.4.1.3 If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the course closing car to pass before continuing.

4.5 MAI Technical delegate

For MAI Championships, the MAI may appoint a technical Delegate

V. ENTRIES

5.1 Entry forms - Entries

The closing date for entries must be no later than 5 days before the starting date of the rally. The list of entries as well as the starting order of the crews must be published and sent to the MAI at least 3 days before the start of the rally

5.1.1 Any MAI competition licence-holder wishing to take part in the rally must send the entry form duly completed to the Rally Secretariat (full address, telephone, fax number etc.), before the closing date, which will be specified in the supplementary regulations. Details concerning the co-driver can be sent in up to a further date to be specified in the supplementary regulations. If this application is sent by fax, the original must reach the organizer within 2 days following the close of entries.

5.1.2 ***Deleted.***

5.1.3 No amendments may be made to the entry form, except in the

cases provided for in the present Prescriptions. However, the competitor/entrant may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

- 5.1.4 No change of competitor / entrant may be made after entries have closed. One member of the crew may be replaced with the agreement of:
- The Organisers, before the start of the administrative checks
 - The Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the MAI can authorize the replacement of both crew members.

- 5.2 Should it turn out, at the time of scrutineering, that a car does not correspond in its presentation to the group and/or class in which it was entered, this car may, upon the proposal of the scrutineers, be transferred to the appropriate group and/or class upon the decision of the Stewards.

- 5.3 By the very fact of signing the entry form, the competitor/entrant and all the crew members submit themselves to the sporting jurisdictions specified in the Code and its Appendices, these Prescriptions, the Championship regulations and the supplementary regulations.

- 5.4 The Maximum number of entrants will be specified in the supplementary regulations.

5.5 Entry fees

- 5.5.1 The entry fees will be specified in the supplementary regulations.

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

5.6 Entry fees will be refunded in full:

- 5.6.1 to candidates whose entry has not been accepted,

- 5.6.2 in the case of the rally not taking place.

- 5.7 Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

VI INSURANCE

- 6.1** The supplementary regulations must give accurate details concerning insurance coverage including policies taken out by the Organisers or provided for the crews (description of the risks and sums which are covered).
- 6.2** The insurance premium included in the entry fee must guarantee the competitor adequate cover for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement or exclusion.
- 6.3** 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 will remain the sole responsibility of their owners.
- 6.4** All crews competing in an INRC event must have a minimum personal accident insurance policy (covering motorsports) of Rs.2,00,000/-, table 3 or above.

VII CREWS

- 7.1** In applying the regulations in accordance with the General Prescriptions, any retirement of one of the crew member will be reported to stewards.
If a third party is admitted on board (except if this is to transport an injured person), this will be reported to the Stewards who may impose a penalty as indicated in Article 152 and 153 of the international Sporting Code.
- 7.2** The name of the driver and the co-driver must appear either on both front wings height to be 5 cm high or on the rear side windows of the car. Any entrant failing to comply with this rule is subject to a cash penalty.
- 7.2.1** When the drivers' names appear on the rear side windows, the letters of the driver's name must be white, of a maximum height of 10 cm in upper and lower case Helvetica bold face. The letters of the co-driver's name must be the same size as those of the driver's name.

- 7.2.2 In case of glass breakage, the cash penalty for not carrying the crew name is not applied.

VIII. ITINERARY, ROAD BOOK, TIME CARD AND STANDARD DOCUMENTS

8.1 Road book

- 8.1.1 All the crews will receive a road book containing a detailed description of the compulsory itinerary, which has to be followed. Any deviation will be reported to the Stewards.

Crews must keep exactly to the itinerary set out in the road book, without leaving the designated road, or designated service area/park/zone unless the Stewards decide that there is a case of force majeure.

- 8.1.2 In all cases the road book must be in conformity with the standard road book published in the MAI Rally Championship Regulations. It must be printed in A5 format and must have the OK / SOS sign in a minimum A4 format, folded and pasted, inside it.

8.2. Intervals between start times.

- 8.2.1 At the start of the rally and of each leg, the Organisers will schedule the starts of the competing cars at an interval of at least one minute.

- 8.2.2 This interval must be and remains the same for all the competing cars, unless provision is made for different rules in the specific Regulations of a Championship or by supplementary regulations of the event or unless a specific waiver is granted by the MAI.

8.3 Time Card

- 8.3.1 This card must allow for one page per road section and one page per special stage.

A separate set of time cards must be issued at least for each section of each leg. Where applicable, provision shall be made for stamps or signature at passage controls.

- 8.3.2 Crews are obliged to have their passage recorded at all points mentioned on their time card and in the correct order. Any deviation will be reported to the Stewards.

- 8.3.3 The target time for covering the distance between 2 consecutive time controls will appear on the time card.

8.4 Standard Documents

For the MAI Indian National Rally Championship, the road book, time card, programme for the issuing of documents and the other Standard Documents must conform to the MAI Standard Documents as given in the MAI Standardized Documents.

IX. RALLY PLATES AND COMPETITION NUMBERS

9.1 The Organisers will provide each crew with the following, which must be affixed, to their car in the stated manner:

9.1.1 1 set of rally plates, comprising:

9.1.1.1 for the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high

9.1.1.2 for the rear: a transparent sticker fitting into a rectangle 28 cm wide by 15 cm high. On these plates, a space 15 cm wide by 8 cm high will be reserved for the competition number.

9.1.2 One set of two rectangular front door panels, 50 cm wide x 52 cm high.

9.1.3 Deleted.

9.1.4 The competition numbers (5 cm wide and 28 cm high) must appear on these panels in black on a white background 50 cm wide x 38 cm high.

IX. ADVERTISING

10.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

it is authorized by the laws of India and the MAI regulations,

it is not likely to give offence,

it is not political or religious in nature,

it does not encroach upon the spaces reserved for plates and competition numbers,

it does not interfere with the crew's vision through the windows.

10.1.1 Any competitor carrying any reference of a tyre manufacturer (logo, name, team, colours, stickers) on his uniform or competing vehicle is bound to use the advertised tyres for the duration of the event. Any infringement will be reported to the Stewards who may impose a penalty which may go as far as exclusion from the event and may be reported to the MAI for further sanctions.

Further it is compulsory that all tyres used on the competition vehicles during the event are clearly branded.

THIS APPLIES TO RACING AND RALLYING CHAMPIONSHIPS, CUPS, TROPHIES, SERIES, CHALLENGES AND NATIONAL EVENTS ONLY.

- 10.2** The advertising spaces situated immediately above or immediately below the competition numbers, as well as other suitable spaces on the rally plates, are reserved for the Organisers' advertising.

Such advertising is obligatory and may not be refused by the competitors/entrants.

On the competition number panels the advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

The text of this advertising must normally be clearly indicated in the supplementary regulations, or at the latest one month before the start of the rally in an official bulletin.

- 10.3** Any other advertising proposed by the Organisers can only be optional. Its refusal cannot incur entry fees greater than twice the amount of the entry fees fixed with optional advertising and this additional charge will be limited to a maximum of Rs 15,000/-.
- 10.4** Competitors who accept the Organisers' optional advertising must reserve spaces for it, as specified in an appendix to the supplementary regulations of the rally.

10.5 *Deleted*

- 10.6** All the letters of the name of the event sponsor must be, at most, of the same height and stroke thickness as those of the name of the rally.

XI. TRAFFIC

- 11.1.** Throughout the rally, the crews must strictly observe traffic laws. Any crew which does not comply with these traffic laws, shall be subject to the penalties set out below:
- 11.1.1 First infringement: a cash penalty Rs. 2000/-
- 11.1.2 Second infringement: a 5-minute time penalty.
- 11.1.3 Third infringement: exclusion.

- 11.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the policemen or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 11.3 Should the police decide against stopping the driver in the wrong, they may request the application of the penalties set out in the supplementary regulations of the rally, subject to the following:
 - 11.3.1 that the notification of the infringement is made through official channels and in writing, before the posting of the classification at the end of the leg;
 - 11.3.2 that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise;
 - 11.3.3 that the facts are not open to various interpretations.
- 11.4 It is forbidden, to tow or transport the cars, or to have them pushed, except to bring them back onto the road or to clear the road. Any infringement may be reported to the Stewards.
- 11.5 Similarly, crews are forbidden under pain of being reported to the Stewards:
 - 11.5.1 to deliberately block the passage of competing cars, or to prevent them from overtaking;
 - 11.5.2 to behave in an unsporting manner.

XII. SERVICING - REFUELING - REPAIRS

12.1 Servicing - General conditions

- 12.1.1 Service shall be defined as unrestricted work on a competing car except where limited in the present Article 12 and Article 12.2.
- 12.1.2 Throughout the rally, servicing of a competing car may be carried out only in service parks. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.
- 12.1.3 Any infringement concerning servicing or any action defined as "Prohibited Service" (see 12.2) noted by the rally officials may entail the application of Articles 152/153 of the Sporting Code by the Stewards. Depending on the gravity of the offence, other sanctions may be applied by the MAI Managing Committee.
- 12.1.4 Cars may be equipped with an electronic device which will make it possible to check that prohibited service has not been carried out on the car.

- 12.1.5 When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:
- i) the work is carried out under the supervision of a marshal,
 - ii) no other work is carried out on the car during the emptying and/or refilling operation,
 - iii) a suitable safety perimeter is established around the car,
 - iv) two fire marshals are present with fire extinguishers suitable for use on flammable liquids,
 - v) only sufficient fuel is added to reach the next refuel zone.

12.2 Definition of Prohibited Service

- 12.2.1 The use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car.
- 12.2.2 Except in service parks or where specifically permitted by means of a Bulletin, on road sections the presence of team personnel or any team conveyance within one kilometer of its competing car except:
- a) In service parks and in tyre fitting zones
 - b) Where permitted by means of a bulletin
 - c) In special stages (from the yellow sign at the beginning of the Time Control to the Stop sign at the end of the Special Stage)
 - d) For competing cars waiting at the time control at the entrance to regroup, tyre fitting zones, or service parks or parked inside regroup where the passing of food, drink and information (data card, road book etc.) to or from the crew is also permitted.
 - e) Whilst transporting the crew(s) to or from the Parc Ferme.
 - f) Whilst traveling to or from or being present at tyre change zones as in Art 12.5.1
 - g) Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel following the service vehicle route as prescribed in the service book, provided that they do not stop at the same location at the same time.
 - h) deleted
 - i) Solely for the purpose of transporting an extra battery to the Parc Ferme.
- 12.2.3 The deviation of a rally car from the route of the rally.

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

12.3 Service Parks

12.3.1 Service parks will be established in accordance with the following table:

Type	Time permitted In the park	Number of parks per Leg	Max. SS distance between parks	Tyre Changes	Remarks
I	20' or 45'	Maximum 5	60 Km	Yes	45' only at end of Leg 1 20' at end of rally
II	20'	1	----	Yes	Before 1 st SS of each day
III	10'	Unlimited	----	No	

12.3.2 Service parks shall be indicated in the rally itinerary with a Time Control at the entrance and exit. (The 25 m distance referred to in Appendix 1 shall be reduced to 5 m). Preceding the entrance Time Control is a zone, closed off by barriers, to which only authorized personnel (mechanics, press etc.) are admitted.

12.3.3 The speed of cars in the service parks may not exceed 30 KMPH; failure to comply with this limit shall result in a penalty applied by the Stewards.

12.4 Vehicles allowed in the service parks

12.4.1 Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the Organisers and affixed in the locations specified.

12.4.2 Other team vehicles must be identified by means of "Auxiliary" plates issued by the Organisers.

12.4.3 Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks under Article 12.4.1 at the discretion of the Organisers.

12.4.4 Where there is insufficient space to conform to 12.4.3, the Organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

12.5 Tyre changes and modifications

12.5.1 For all competitors, tyre changes may only be carried out in authorized zones, and in Type I or Type II service parks.

12.5.2 Except in authorized tyre change zones and the Type I and Type II service parks, the crew is not permitted to intentionally modify the design or the number of studs on the tyres on or in the car, even by means of the equipment on board.

12.5.3 Any infringement will be reported to the Stewards.

12.6 Refuelling

12.6.1 Competitors may only refuel in the refuel zones designated by the Organisers in the road book except as detailed under Article 12.1.5.

12.6.2 These refuel zones will be established immediately after the exit from the service parks. Their entry/exit shall be marked by a blue fuel can symbol.

12.6.3 Any action inside a refuelling zone not directly involved in the refueling of the competing vehicle is prohibited.

12.6.4 In all refuelling zones, a 5-KMPH speed limit will apply.

12.6.5 It is recommended that mechanics wear fire-resistant clothing.

12.6.6 The responsibility for refuelling is incumbent on the competitor alone.

12.6.7 Engines must be switched off throughout the refueling operation.

12.6.8 It is recommended that the crew remains outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened.

12.6.9 A car may be pushed out of the zone by the crew, officials and / or by the two team members without incurring a penalty.

12.6.10 Solely for the purpose of assisting with refuelling procedure of their car, two team members of each crew may access this zone.

12.6.11 DELETED

12.6.12 *It is permitted to designate a petrol pump as a refuel zone. The petrol pump may be in addition to the refuel zone at the exit of a service park. The blue fuel can symbol must be located at the pump which must also have officials present to ensure that the refueling zone articles 12.6.3, 12.6.4, 12.6.6 to 9 are respected.*

12.6.13 Four (4) ABC type fire extinguishers, in addition to a Fire Tender must be installed in the refueling areas.

12.7 No engine change is allowed during the running of a Rally. The chassis cannot be changed or replaced during the running of a Rally.

Only one turbo change per leg, per class, is authorized. This change must be carried out in a service park, or outside the service park by the crew alone, but the turbo must be transported on board the competing car. Any breach of this article will result in the competitor being excluded from the rally by the Stewards

12.8 A limitation on the use of the following spare parts is introduced in MAI Championship Rally

12.8.1 Turbocharger and compressor (herein referred to as "Compressor")

12.8.1.1 The current regulations concerning the air restrictor and the marking (Articles 254-6.1 and 255-5.1.8.3 of Appendix J) remain applicable

12.8.1.2 The checking of the car's Compressor and of a maximum number of spare Compressors allowed (one after each leg) is compulsory.

12.8.1.3 The Compressors will be marked with the number of the car (e.g. Car #1 = Compressor #1A + spares 1B, 1C and 1D) and will be allocated exclusively to that car.

12.8.1.4 If the competitor does not make use of the possibility of changing the Compressor on each leg, the number of spare Compressors which may be used automatically reduces.

EXAMPLE: Car #1- Compressor #1A- 3 legs

Spare compressors 1B, 1C, 1D. If no change is carried out on the 1st day, the use of one of the spare Compressors is not permitted.

- 12.8.1.5 Once the change has been carried out, the Compressor which has been replaced by the one carried in the competing car will be reinstalled on board the car or in a service vehicle, in which it must be transported until the end of the leg(parc ferme)where the scrutineers can check it. The competitor may then install in its place the spare Compressor (if any) for the next leg.
- 12.8.1.6 In the course of one and the same leg, a Compressor which has been replaced may be used again on the same car.
EXAMPLE: Car # 1 first leg: Compressors 1A and 1B may be used indiscriminately
- 12.8.1.7 All the Compressors which have been used will remain sealed until the scrutineers can check their conformity.
- 12.8.1.8 The above rules are also compulsory for all cars whose Compressors are not equipped with an air restrictor. In this case, the Compressors must be marked only for the purpose of counting them.

12.9 Gearboxes and differentials

- 12.9.1 For each car, only one spare gearbox and one spare differential may be used in each rally.
- 12.9.2 At pre-rally scrutineering, the competitors are obliged to have the gearbox/differential installed on the car marked, as well as the spares. This marking should normally be carried out at the same time. The parts may be identified by the car's competition number (e.g. Car N°1 - gearbox N°1, spare gearbox N° 1R).
- 12.9.3 Seals & Markings will be carried out in accordance with the specifications laid down by the Technical Delegate or Scrutineers of the event.
- 12.9.4
 - a) The gearbox and differential may be changed in any service park, provided that the Clerk of the Course or the scrutineers have been informed beforehand of the intention to do so.
 - b) Controls may be carried out by the scrutineers in order to check that the regulations are respected.
- 12.9.5 On condition that the seals and markings of a dismantled gearbox/differential remain intact, the parts may subsequently be reused in accordance with the conditions set out above.
- 12.9.6 Under all circumstances, the markings/seals must remain intact throughout the duration of the rally, and the scrutineers may at any

time ask the competitors for a control and may, at the end of the rally, dismount the parts in order to check their conformity.

12.9.7 The MAI technical delegate (or the Chief Scrutineer) will seal/mark all the cars in the event.

12.9.8 Reminder: the seals/markings are carried out in such a way as to allow the competitors to replace the clutch and possible accessories.

12.10 Limitation of the number of Turbochargers per car and per rally.

12.10.1 For the two 1st priority drivers, the following would be sealed:

- 1 turbocharger fitted to the first driver's car.
- 1 turbocharger fitted to the second driver's car.
- 2 replacement turbochargers(which may be used by either the first or both the second drivers.

12.10.2 For other driver's

- 1 turbocharger fitted to the car
- 1 replacement turbocharger.

XIII. TYRES

13.1 Banning of Slick tyres

The use of slick tyres is prohibited in all the rallies of the MAI Championships.

13.2 Studded tyres

13.2.1 For studded tyres, no restrictions are set on the tyres themselves, the number of tyres and the rubber composing them.

13.3 Control of studded tyres

The method used for checking studs must be specified in the supplementary regulations of the rally.

XIV. RECONNAISSANCE

14.1 One or more of the following three rules for reconnaissance apply and are specified in the supplementary regulations:

14.1.1 Reconnaissance forbidden either by the authorities or by the owners of the land (military authorities, Forestry Commission, private owners):

The Organisers must give the crews the opportunity of acquainting themselves with the itinerary by covering it (at a time fixed in advance and of which both the public and the competitors have

been informed), in normally registered cars, including permitted Rally cars while respecting the Road Traffic Laws.

- 14.1.2 Reconnaissance likely to cause disturbance (disturbances in residential areas, the inconveniencing or endangering of other road users, etc.):
Reconnaissance, restricted in both duration and number of passes, must be organized.
- 14.1.3 Free reconnaissance in areas where the environment is not likely to be disturbed, or where legislation allows it.

14.2 Reconnaissance

Organisers who decide to include in their supplementary regulations a text on reconnaissance must allow the possibility of using reconnaissance cars conforming to Article 14.3 below, or the permitted Rally car.

14.3 Reconnaissance cars

- 14.3.1 Series production car.
- 14.3.2 The car must be painted in a single colour, with no advertising, stickers, etc.
- 14.3.3 The engine shall be a series production engine (complying with the Group N regulations).
- 14.3.4 The gearbox shall be a series production gearbox (complying with the Group N regulations).
- 14.3.5 The exhaust shall be a series production exhaust.
- 14.3.6 Suspensions shall comply with the Group N regulations.
- 14.3.7 Underbody protection is authorized (complying with the Group N regulations).
- 14.3.8 The fitting of a steel safety roll bar complying with Articles 253-8.1 to 8.4 of Appendix J is authorized.
- 14.3.9 Safety harnesses in colours similar to those of the interior of the car are authorized.
- 14.3.10 Bucket seats in colours similar to those of the interior of the car are authorized.
- 14.3.11 Two additional road-homologated headlamps are authorized.
- 14.3.12 The rims are free within the limits of Appendix J, Group N, and shall be fitted with:
- 14.3.13 Road-homologated series production tyres for asphalt.
- 14.3.14 Free tyres for dirt.
- 14.3.15 The crew may use a "light" intercommunication system (without helmets).

XV. SCRUTINEERING - ADMINISTRATIVE CHECKS

15.1 Scrutineering before the start and during the rally

- 15.1.1 Save when a waiver has been granted by the MAI, all crews and cars taking part in the rally must arrive at scrutineering (and/or administrative checks) in accordance with the given timetable.
- 15.1.2 Any crew reporting to the scrutineering area (and/or administrative checks) outside the time limits prescribed in the supplementary regulations of the rally will be reported to the Stewards.
- 15.1.3 The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards may pronounce a penalty, which may go as far as refusal to allow the car to start.
- 15.1.4 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.
- 15.1.5 Any car, which does not comply, may be refused the start by the Stewards based on the report presented by the scrutineers.
- 15.1.6 The checks carried out before the start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the National Road Traffic Laws, etc.).
- 15.1.7 This shall include:**
 - 15.1.7.1 Identification of the crew. Each member must have with him two recent identity photos (4 x 4 cm).
 - 15.1.7.2 Identification of the car, the chassis and cylinder block, any of which may be marked at any time.
 - 15.1.8 Additional checking, of the crewmembers as well as of the car, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his car throughout the duration of the rally. Any violation will be reported to the Stewards.
 - 15.1.9 Should identification marks (see Article 15.1.7) be affixed, it is the responsibility of the crew alone to see that these are preserved

intact until the end of the rally. Should they be missing, this will be reported to the Stewards

It is also the responsibility of the crew to see to it that any part of the car, which has been handled during checking, is reinstalled correctly.

15.1.10 Any fraud discovered, and in particular identification marks presented as original and untouched which have been tampered with, will be reported to the Stewards, as well as of any other competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may additionally be made to the MAI concerning the imposition of heavier sanctions.

15.2 Final Control

15.2.1 As soon as each crew arrives it must drive its car to the Parc Ferme. A brief check shall be carried out there to verify:

15.2.1.1 It's conformity with the car submitted at initial scrutineering

15.2.1.2 If there is cause to impose any of the penalties provided for.

15.2.2 The absence of one of the identification marks, as per Article 15.1.7, will be reported to the Stewards.

15.2.3 Thorough scrutineering, involving the dismantling of the cars and/or as detailed in Article 15.2.5, may be carried out at the absolute discretion of the Stewards ex officio or following a protest or upon the recommendation of the clerk of the course.

15.2.4 Should the above-mentioned dismantling be the result of a protest, a deposit (the amount of which shall be specified in the supplementary regulations), to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest is upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

15.2.5 End-of-rally scrutineering will concern at least the following components:

- suspension
- brakes
- transmission
- the conformity of the chassis/body shell

- the restrictor and turbocharger if one exists.
- engine

The minimum number of cars to be scrutineered will be the first two cars in the general classification, and possibly the car classified first in the promotion and any other category.

XVI. START AND RESTART

Before the start and before any restarts, the Organisers may assemble all the competing cars in a starting area, on the conditions given in the supplementary regulations. In this case, the penalties (exclusively pecuniary) for late arrival in the start area shall be specified in the supplementary regulations.

- 16.1** Crews may enter the start Parc Ferme 10 minutes before their start time.
- 16.2** The target starting time will appear on each crew's time card.
- 16.3** Any late arrival, ascribable to the crew, at the start of the rally or of a leg or road section, shall be penalized by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.
- 16.4** Since the crews have 15 minutes within which to report at the start of the rally, of a leg or of a road section, if they report within these 15 minutes the actual starting time shall be entered on the time card.
- 16.5** The starting order, such as detailed in the relevant Championship regulations, will then remain unchanged until at least 10 % of the total distance of the special stages has been completed.
- 16.6** The starting order for the subsequent legs will then be determined according to the provisional classification established at the end of the previous leg and will be posted at the time specified in the programme of the supplementary regulations.

XVII. TIME CARD

- 17.1** At the start of the rally, each crew is given a time card on which the time allowed to cover the distance between two consecutive time controls shall appear. This card has to be handed in at the finish control of one section and replaced with a new one before the start

of the next section. Several time cards may be issued together, bound in the form of a book, covering a section or leg of the rally.

Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The crew is responsible for any entries made on the time card.

Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

Hours and minutes must always be shown thus: 00.01 - 24.00, only the minutes, which have elapsed, will be counted. Throughout the rally, the official time is that specified in the supplementary regulations.

- 17.2** The time card must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for stamping and entry of times recorded.
- 17.3** Any correction or amendment made to the time card will be reported to Stewards, unless the appropriate marshall has approved such correction or amendment.
- 17.4** The absence of a stamp or signature from any passage control, the absence of a time entry at a time control, or the failure to hand in the time card at each control (time, passage or regrouping) or at the finish, will be reported to the Stewards.
- 17.5** The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a printout device.
- 17.6** Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry by the Stewards, who will deliver a final judgment.

XVIII. PROCEDURE FOR THE FUNCTIONING OF CONTROLS

18.1 General provisions

- 18.1.1** All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralization control areas, are indicated by means of FIA approved standardized signs.

- 18.1.2 A warning sign on a yellow background marks the beginning of the control area. At a distance of no less than 25 m, the position of the control is indicated by an identical sign on a red background. An area of at least 5 m both before and after the Control on both sides of the road shall be protected by Red Tape or Barriers to enable control duties to be carried out. The end of the control area, approximately 25 m further on, is indicated by a final sign on a beige background with three black transversal stripes.
- 18.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige sign with three transversal stripes) are considered as Parc Ferme (see Article 20.1.2) and no repairs or assistance may take place within the control area.
- 18.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 18.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 18.1.6 The marshals may not give them any information on this target check-in time.
- 18.1.7 Controls shall be ready to function 15 minutes before the target time for the passage of the first competing car.
- 18.1.8 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes after the target time for the arrival of the last competing car, plus exclusion time.
- 18.1.9 Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will be reported to the Stewards.

18.2 Signage of controls

- 18.2.1 The signs which appear in Appendix I must be used.
- 18.2.2 All controls, i.e. time controls, passage controls, starting and finishing controls of special stages and stop points, are indicated by means of standardized signs complying with the drawings in Appendix. I

18.2.3 The signage of the control area is carried out by means of three signs as described hereafter: (see Appendix I).
N.B. If need be, the signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag.

18.2.4 Time Control

18.2.4.1 The beginning of the control area is indicated by sign N°1 on a board with a yellow background.

18.2.4.2 The location of the control itself is indicated by sign N°1 on a red background, the end of the control area being indicated by sign N°5 (beige background).

18.2.5 Passage Control

Signs will be displayed in the same manner as at time controls, except that the sign used will be N°2 at the beginning of the control area and at the control, with sign N° 5 to indicate the end of the control area.

18.2.6 Special Stage

18.2.6.1 The starting point is indicated by means of a sign N°3 on a red background.

18.2.6.2 The finish is preceded by sign N°4 on a yellow background. The finishing line, where times will be taken, is indicated by sign N°4 on a red background.

18.2.6.3 A "STOP" sign on a red background is placed approx. 100 to 300 m further on.

18.3 Control area

All control officials must be identifiable. At each control, the chief must wear a distinctive tabard in order to be immediately identifiable.

18.4 Passage Controls

At these controls, identified by the signs shown in Appendix 1, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

18.5 Time Controls

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

18.6 Check-in procedure

- 18.6.1 The check-in procedure begins at the moment the car passes the time control area entry sign.
- 18.6.2 Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 18.6.3 The actual timing and entry of the time on the time card can only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
- 18.6.4 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the appropriate marshal.
- 18.6.5 Then, either by hand or by means of a print-out device, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else.
- 18.6.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.
- 18.6.7 The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
- 18.6.8 The crew does not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- 18.6.9 Example: A crew which is supposed to check in at a control at 18h58' shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".
Any difference between the actual check-in time and the target check-in time shall be penalized as follows:
a) for late arrival: 10 seconds per minute or fraction of a minute
b) for early arrival: 1 minute per minute or fraction of a minute.

- 18.6.10 At the discretion of the clerk of the course, a crew which has been penalized for early arrival may be neutralized for the amount of time necessary for it to leave at the time originally envisaged.
- 18.6.11 At the time controls at the end of a leg, of a section, of a regrouping, or at the end of the event, the Organisers may authorize the crews to check in advance without incurring any penalty, provided that this clause has been stated in the supplementary regulations of the rally or is indicated in a later bulletin. However, the time entered on the time card is the scheduled time of the rally, not the actual time.
- 18.6.12 Lastly, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control area more than a minute before the actual check-in time), the chief marshal at the control must make this the subject of a written report to be sent immediately by the clerk of the course to the Stewards, who will impose any appropriate sanction.

18.7 Time of Leaving Controls

- 18.7.1 If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.
- 18.7.2 However, when a time control is followed by a start control for a special stage, the following procedure shall be applied:
- a) These two controls shall be included in a single control area (see Articles 18.1.3 and 20.1.2), the signs of which shall be laid out as follows:
 - a1) Yellow warning sign showing a clock face (beginning of area).
 - a2) Red sign showing a clock face (time control) at a distance of approximately 25 m.
 - a3) Red sign showing a flag (start of the special stage) at a distance of 50 to 200 m.
 - a4) Finally, end of control sign (3 transversal stripes on a beige background) 25 m further on.
 - b) At the time control at the finish of a road section, the appropriate marshal will enter on the time card on the one hand the check-in time of the crew and on the other, its provisional starting time for the following road section. There must be a 3-minute gap to allow the crew to prepare for the

start. If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding Time Control are the same, then the times at the time control previous to that one will be taken into account and so on.

- c) Immediately after checking in at the time control, the competing car is driven to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these Prescriptions (see Article 19.4).
- d) If following an incident a divergence between the two entries exists, the starting time of the special stage is binding, unless the Stewards decide otherwise.

18.8 Exclusion

Crews are bound, under pain of exclusion pronounced by the Stewards, to check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

- 18.8.1 Any lateness exceeding 15 minutes on the target time between two time controls, or a lateness exceeding 30 minutes at the end of each section and/or leg of the rally, or a total lateness for the whole of the rally of more than 60 minutes will be reported to the Stewards. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.
- 18.8.2 Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control are not taken into consideration when calculating the time counting towards exclusion for exceeding the maximum lateness.

Examples:

Road Section A:

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

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 min.

Road Section B:

Target time 1h30 - check-in time 14h20

Penalty for early arrival = 20 mins.

Lateness counting towards exclusion = 10 mins. (not compounded)

Road Section C:

Target time 2h00 - check-in 16h30

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting towards exclusion = 10 additional mins.

TOTAL ROAD SECTIONS A + B + C

Total penalties (for late and early arrivals):

1 min. 40 seconds + 20 mins. + 1 min. 40 seconds = 23 mins. 20 seconds.

Total lateness counting towards exclusion: $10 + 10 = 20$ mins.

- 18.8.3 The Stewards upon the proposal of the clerk of the course may increase the exclusion time at any point. The crews concerned shall be informed of this decision as soon as possible.
- 18.8.4 Exclusion for exceeding the maximum permitted lateness may only be announced by the Stewards at the end of a section or at the end of a leg.

18.9 Regrouping Controls

- 18.9.1 Regrouping areas may be set up along the route. Their entry and exit controls are subject to the general rules governing the controls (see Articles 18.1, 18.2 and 18.3).
Inside a regrouping area, the engines may be started by means of an external battery. This battery must not then be taken on board the car.
- 18.9.2 The purpose of these regrouping areas will be to reduce the intervals, which may have occurred between competing cars as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

18.9.3 Example:

120 cars at the start of the rally

First regrouping of 4 hours

Starting time from the regrouping control: 12h01

18.9.3.a Target time for the arrival of car N°1 at the regrouping control 8h01.

Target time for the arrival of car N°120 at the regrouping control 10h00.

18.9.3.b Actual arrival time of car N°1 at the regrouping control 8h45.

Actual arrival time of car N°120 at the regrouping control 11h50
(60 cars have retired during this part of the rally).

18.9.3.c Starting time of car N°1 12h01.

Starting time of car N°120 13h00.

The respective length of stopping time shall therefore have been:

- 3h16 for car N°1.

- 1h10 for car N°120.

18.9.4 On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card book. The crews will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Ferme. Engines must be stopped. The Organisers may give them a new set of time cards either at the entrance or at the exit of the Parc Ferme.

18.9.5 After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. Otherwise, cars should start in the order in which they started the previous section. In no case can the times set during special stages alone be taken into consideration when establishing the general classification, which must include road penalties as well as any other penalties expressed in time.

XIX. SPECIAL STAGES

19.1 Special stages are speed tests on roads closed for the rally. For special stages and competitive sections, timing will be to the second.

19.2 During the special stages, the crew must wear approved crash helmets and safety belts when in the car, under pain of being reported to the Stewards.

- 19.3** Crews are forbidden to drive in the opposite direction to that of the special stage; any breach of this rule will be reported to the stewards.
- 19.4** Special stages commence from a standing start, with the car placed on the starting line.
Any car not able to start at this point in the 20 seconds following the signal to do so is excluded and the car is immediately removed to a safe place.
- 19.5 Starts of special stages will be given as follows:**
- 19.5.1** When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the special stage time card (hour and minute). He will hand this document back to the crew and will count down aloud: 30" - 15" - 10" and the last five seconds one by one.
- Alternatively, this method may be replaced by an electronic countdown system, counting down by seconds and clearly visible to the crew from the start position. This system may be electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal. This system may also be synchronized with a starting lights system of which the description and regulations must be included in the supplementary regulations of the rally.
- 19.5.2** When the last five seconds have elapsed, the starting signal shall be given whereupon the car must start immediately.
- 19.6** The start of a special stage may only be delayed in relation to the scheduled starting time by the appropriate marshal in a case of force majeure.
- 19.7** In the event of a late start ascribable to the crew, the appropriate marshal will enter a new time, the penalty then being 1 minute per minute or fraction of a minute late.
- 19.8** A false start, particularly one made before the signal has been given, is penalized as follows:
1st offence: ten seconds,
2nd offence: 1 minute,
3rd offence: 3 minutes,

further offences: at the Stewards' discretion.

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

- 19.9** Special stages end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden; any breach will be reported to the stewards. Timing is recorded on the finish line, using chronometers, which should preferably have printout equipment, and are backed up by stopwatches, printout not compulsory. At the finish of special stages, the time keepers must be positioned level with the timing line, which is indicated by a sign with a chequered flag on a red background.
- 19.10** Any crew refusing to start in a special stage at the time and in the position allocated to will be reported to the stewards, whether the special stage is run or not.
- 19.11** The crew must then report to the Stop Point indicated by a red "STOP" sign to have its finishing time entered on the special stage time card (hour, minute, second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's special stage time card and the time will be entered at the next neutralization area or regrouping control.
- 19.12** If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:
- 19.12.1** at the start: exclusion
- 19.12.2** at the finish (Stop Point): 5-minute time penalty.
- 19.13** The times recorded by the crews in each special stage, expressed in hours, minutes, seconds, shall be added to their other penalties (road, technical, etc.) expressed in time.
- 19.14** During a special stage, assistance is forbidden.
Any breach of this rule will be reported to the Stewards. Such decision may only be announced at the end of a section or at the end of a leg.
- 19.15** The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question, unless the MAI grants a waiver.
- 19.16 Termination of a Special Stage**

- 19.16.1 When a special stage is interrupted or stopped for any reason, the stewards may allocate each crew affected a time, which they consider is the fairest.
- 19.16.2 However, no crew, which is totally or partially responsible for stopping a stage, may benefit from this measure. It will be given the time, which it might eventually have set if this is greater than the scratch time awarded to the other crews.

19.17 Road-Closing Cars

The Organisers must provide at least 2 road-closing cars numbered "00" and "0".
These cars must drive the whole route of all the special stages of the rally.

19.18 Safety Plan

The safety plan must be in conformity with the plan, which appears in Appendix. (III)

SOS/OK Signs

19.19 Competitor safety

- 19.19.1 Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on reverse a Green "OK" sign.
- 19.19.2 In case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
- 19.19.3 Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequently cars shall leave a clear route for emergency vehicles.
- 19.19.4 Any crew which is able to but fails to comply with this rule will be reported to the Stewards who may impose penalties in accordance with the international Sporting code.

- 19.19.5 In case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crewmember to the following vehicles and to any helicopter attempting to assist.
- 19.19.6 If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.
- 19.19.7 Each competing car must carry a red reflective triangle which, in the event of car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 meters before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Stewards.
- 19.19.8 This triangle must be placed even if the stopped car is off the road.
- 19.19.9 The road books shall contain a page giving the accident procedure. (See Appendix III).
- 19.19.10 Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.

XX. PARC FERME

20.1 General conditions

While cars are subject to Parc Ferme rules; the opening of the bonnet or any repair or refueling is strictly forbidden.

The cars are subject to the Parc Ferme rules:

- 20.1.1 from the moment they enter a starting area (if one exists), a regrouping area or an end of leg area, until they leave it (see Article 18.1.3)
- 20.1.2 from the moment they enter a control area until they leave it (see Article 18.1.3)
- 20.1.3 from the moment they reach the end of the rally until the time for lodging protests has expired (see XXIV) and the Stewards have authorized the opening of the Parc Ferme.
- 20.1.4 Nobody except the officials of the rally carrying out a specific function, is allowed in the Parc Ferme.
- 20.1.5 At the start of a rally there may be a starting Parc Ferme, into which the cars must be driven a maximum of 4 hours before the start.

20.1.6 Crews may enter the Parc Ferme ten minutes before their starting time.

To leave a Parc Ferme for the start, regrouping halt or end of leg (see Article 20.1.1), the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time. If a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

20.1.7 Only the officials on duty and/or the members of the crew are authorized to push a competing car inside or at the entrance to or exit from a Parc Ferme at a start, time control, regrouping halt or end of leg.

20.2 Repairs in Parc Ferme

20.2.1 If the scrutineers of a rally consider that the state of a car has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a Scrutineer.

20.2.2 The time taken for the repair must be considered as so many minutes late, to prevent a crew from trying to regain the time lost during such repairs, the penalty for which is 1 minute per minute or fraction of a minute. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

20.2.3 By way of exception, and under the supervision of an authorized marshal or Scrutineer, the crew may, while in the Parc Ferme, at the start, regrouping area, or end of leg change the glass window(s) with the possible assistance of up to 3 persons.

20.2.4 If, in order to change the glass window(s) it is necessary to straighten the bodywork and/or safety roll bar, Article 20.2.2 will apply.

In case of a broken/shattered windshield, a competitor may be permitted to drive till the next service park. At the service park he must have his car inspected by the Technical Delegate/Scrutineer who may permit him to continue using safety equipment like a full face helmet and shatter proof goggles or a temporary perspex windshield fitted on to the satisfactory of the Technical Delegate/Scrutineer.

This broken/shattered windshield must be replaced at the end of the day/leg, failing which the competitor will not be allowed to start the next day/leg.

- 20.2.5 These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 20.2.2.
- 20.2.6 As soon as they have parked their car in the Parc Ferme, the drivers must stop the engine and leave the Parc Ferme, and no member of the crew is allowed to re-enter it.
- 20.3** The drivers may not perform doughnuts at any time during the start, finish or other ceremonial procedures of a rally.
- 20.4** Use of car covers is not permitted in Parc Ferme.

XXI. RESULTS

21.1 Determination of results

The results are established by adding together the times taken during the special stages (competitive sections for TSD events) and the time penalties incurred on road sections together with all other penalties expressed in time.

21.2 Publication of results

During the rally, the classifications to be published will be as per the following Article 21.2.1

- 21.2.1 - unofficial classifications: classifications distributed by rally control during a leg,
- partial unofficial classifications: classifications published at the end of a leg,
- provisional final classification: classification published by rally control at the end of the rally,
- official final classification: classification approved by the Stewards.
- 21.2.2 The classifications must include the results of the special stages as well as all penalties expressed in time.
- 21.2.3 Final Classifications must also include championship and leg points obtained in that rally.

XXII. DEAD HEAT IN A CHAMPIONSHIP OR IN A CHAMPIONSHIP RALLY

22.1 Drivers & Co-drivers

The rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be :

- 22.1.1 According to the greater number of first places, then second places, then third places, etc. achieved in the general classifications of the rallies which have served to make up their points total;
- 22.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places and so on.
- 22.1.3 In the event of further tie, the rule for deciding between the drivers and co-drivers concerned shall be according to number of best times achieved in a first special stage of each Championship rally in which they have taken part.
- 22.1.4 In the event of a further tie, the MAI itself will decide the winner on the basis of whatever other considerations it thinks appropriate.

22.2 Teams

The rule for deciding between Teams, which have scored exactly the same points total, shall be as follows:

- 22.2.1 According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each Team, taking into account only one place per rally for each Team;
- 22.2.2 According to the greater number of highest places achieved in all the rallies in which the tying Teams have taken part, taking into account only one place per rally for each Team;
- 22.2.3 According to the greater number of highest places achieved in all the rallies in which the tying teams have taken part; if a team has achieved more than one place in the same rally, the points for these places will be added together.
- 22.2.4 According to number of 7th places, 8th places etc., one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on
- 22.2.5 In the event of a further tie, the MAI itself will decide the winner on the basis of whatever other considerations it thinks appropriate.

22.3 Dead heat in a Championship rally

In the event of a dead heat in a rally, the competitor who accomplished the best time for the first special stage will be proclaimed winner. If this is not sufficient to be able to decide between the competitors who are tied, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This rule may be applied at any time during the rally.

XXIII. MINUTES - CLOSING REPORTS

23.1 Minutes

During the running of the rally, the proceedings of the meetings of the Stewards will be recorded in the minutes drawn up in English.

23.2 Closing reports

At the end of the rally, the Organisers may draw up a closing report.

23.3 Submission of minutes and reports

The minutes, including the closing report, if any, must be sent by the Chief Steward to the MAI within seven days of the end of the rally.

XXIV. PROTESTS AND APPEALS

24.1 All protests must be lodged in accordance with the stipulations of the Code (Articles 171 et seq.).

24.2 All protests must be lodged in writing and handed to the clerk of the course together with the protest fee of Rs.5,000/-, which shall not be returned if the protest is judged unfounded.

24.2.1 Protest fees for NATIONAL EVENTS shall be Rs.10,000/-

24.3 If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of Rs.6,000/-

24.3 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 it is upheld.

24.5 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant.

Conversely, if the expenses are less, the difference shall be returned to them.

Appeal Procedure

- 24.6 Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 180 et seq. of the Code.
- 24.6.1 Competitors have the right to appeal against a sentence or other decision pronounced on them by the stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal.
- 24.6.2 The right to bring an appeal to the MAI expires two days after the date of the decision of the stewards of the event on condition that the intention of appealing has been notified in writing to the stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The MAI will give its decision within a maximum of 30 days.
- 24.6.3 All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- 24.6.4 The confirmation of an appeal to the MAI must be accompanied by the fee of Rs.30,000/-.
- 24.6.5 This fee becomes due from the moment the appellant notifies the stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- 24.6.6 If the appeal is rejected or it is withdrawn after being brought, no part of the protest fee shall be returned.
- 24.6.7 If judged partially founded, the fee may be returned in part, and its entirety if the protest is upheld.

24.6.8 If it is proved that the author of the appeal has acted in bad faith, the MAI may inflict upon them one of the penalties laid down in the Code.

24.7 The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down by the MAI.

24.8 Application and Interpretation of the Prescriptions

Should any dispute arise as to the interpretation of these Prescriptions, only the MAI has the authority to make a decision.

XXV Deleted

XXVI FINAL TEXT

26.1 The final text of these Prescriptions is the English version, which shall be used, should any dispute arise as to their interpretation.

26.2 These Prescriptions come into force on 1st January 2008

XXVII ANNUAL MAI PRIZE GIVING

27.1 Any driver winning an MAI championship or Cup must be present at the annual MAI prize giving ceremony.

27.2 Any co-driver winning an MAI championship or Cup must be present at the annual MAI prize giving ceremony.

27.3 Save in case of force majeure, any absence will entail a fine imposed by the MAI.

XXVIII POST EVENT PRESS CONFERENCE

Immediately after the ceremonial finish of a MAI Championship rally, a post event press Conference must be held. It is mandatory for winning drivers to attend and failure to do so will be reported to the Stewards for further action.