

FIA ASIA PACIFIC RALLY CHAMPIONSHIP

1. GENERAL PROVISIONS

1.1 The FIA organises the FIA Asia-Pacific Rally Championship (the Championship) for drivers and co-drivers of all nationalities, holding an international licence.

1.2 The General Prescriptions for the FIA Rally Championships are applicable to this Championship.

1.3 A Manufacturers' Cup for this Championship is organised (the same scale of points is applied as that used for the World Rally Championship for Drivers). For any one make, only the best placed car may score points for the Manufacturers' Cup.

1.4 Asia-Pacific Rally Cup for Drivers of Production cars

An Asia-Pacific Rally Cup for Drivers and co-drivers of Production cars is organised.

1.5 Asia-Pacific Rally Cup for Drivers and Manufacturers of 2 litre 2wd cars.

An Asia-Pacific Rally Cup for Drivers, Co-drivers and Manufacturers of cars in Group N, with 2-wheel drive, normally aspirated engines and a maximum cylinder capacity of 2000 cc is organised.

1.6 Registration

To be eligible for Championship points and awards, each entrant, each driver and each co-driver must register individually with the FIA by making a one-time payment as follows:

For an entrant €500.00

For a driver €200.00

For a co-driver €200.00

Only those cars entered by a registered entrant and driven by a registered driver and co-driver (subject to the co-driver clause below) are eligible to score points within the general classification, taking into account their relative positions and without taking into account the classification of the cars of the non-registered drivers and entrants.

The number of Championship events is 7. The process of registration includes an undertaking to take part in 6 nominated events. Failure to do so after registration will result in the Entrant and/or the Driver and/or the Co-driver being ineligible for any awards and may result in sanctions being imposed by the ASN issuing the relevant licence after considering the circumstances of non-participation. In such cases, the points will not be redistributed to those still in the Championship. Entrants, drivers and co-drivers must register and nominate their events at the latest by Friday 24 February 2006. The only registration possible after this date would be for a change of co-driver.

2. CHARACTERISTICS OF THE RALLIES

2.1 They must take place in a country situated in the Asia-Pacific region. Each rally is the subject of an FIA inspection.

2.2 The maximum length of each special stage is 33 km. The total distance of the Special Stages is set at a minimum of 220 km and a maximum of 280 km.

2.2.1 The minimum Special Stage distance between service parks is 30 km and the maximum permitted is 80 km.

2.2.2 Organisers are permitted to set up additional points for refuelling only.

2.2.3 Events shall consist of two or three legs at the organisers discretion with a minimum distance of 60km for any one Leg.

2.2.4 The competitors registered in the APRC will start Leg one and subsequent Legs as a group. The starting order of Super Special Stages (if held) shall be at the organisers discretion.

2.3 Format of the rallies

Recommended maximum duration: 5 days as follows :

- Day 1: Wednesday Reconnaissance.
- Day 2: Thursday Reconnaissance, Scrutineering (car presented by the team's representative).
- Day 3: Friday Scrutineering and/or Shakedown and/or Media and/or Promotion. Start of Rally – Leg 1 (if suitable to event schedule)
- Day 4: Saturday Leg 2 (or Leg 1 if only 2 legs)
- Day 5: Sunday Leg 3 (or Leg 2 if only 2 legs), Podium Finish.

The Shakedown and/or Media and/or Promotion is compulsory for all Competitors registered in the Championship and also for any invited competitors.

It is recommended that the rally itinerary be planned to have one main service park and may have auxiliary service areas to permit one service unit per competing car in 1 or 2 locations to provide adequate service for the entire rally.

The Organisers itinerary should ensure that 2 hours and 30 minutes are available for post event scrutineering.

2.4 Types of road surface

A road surface of a single type (asphalt or gravel) must be used for the entire course of any special stage.

This rule applies for the entire itinerary of a rally.

2.5 Reconnaissance - Road book

2.5.1 Duration

2.5.1.1 Each driver must cover the same special stage not more than twice.

Any non-compliance should be brought to the attention of the Stewards.

2.5.1.2 The road book must be made available to all the competitors at least 5 days prior to the start of the rally.

2.5.1.3 This being reconnaissance and not practice, and where all road Traffic Laws are to be fully respected, reconnaissance cars have to be covered by insurance as required by the law, no responsibility being imputable to the organisers.

2.5.2 Sanctions

As per the relevant Article of the World Rally Championship Regulations.

2.6 SUPERally

2.6.1 A competing car which fails to finish any leg of a rally will be permitted to restart the next leg.

2.6.2 This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

2.6.3 Any car which fails to finish a leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé prior to the next leg, no later than 6 hours before the scheduled start of that leg.

The entrant must advise the Organisers of the intention to have the car rescrutineered prior to the start of the Stewards' meeting at the end of the leg which the car has failed to finish.

2.6.4 The car must retain its original body shell and engine block as marked at pre-event scrutineering.

2.6.5 Prior to restarting a leg, the car must pass inspection by the scrutineers.

2.6.6 The second leg and third legs (where applicable) will restart in the order of the partial unofficial classification published at the end of the preceding leg with the APRC registered drivers starting first as a group.

2.6.7 The Stewards may reposition drivers who wish to start under the SUPERally format and, upon the proposal of the Organisers or at their own discretion, any other driver.

2.6.8 Points

a) The points as given (Art. 6) will apply for the Overall Classification for the Championship for Drivers, Co-drivers, Manufacturers, Group N and 2-Litre Cup.

b) For each leg, bonus points will be awarded in the Championship for Drivers, Co-drivers, Manufacturers, Group N and 2-Litre Cup, based on the results for the leg, at the rate of 3, 2 and 1 for 1st, 2nd and 3rd respectively, within each of the above.

For Manufacturers points, only the best placed car in the first three positions will be eligible to score bonus points. Furthermore, the bonus points allotted will be for the actual position of the car.

2.6.9 Advertising

It is prohibited to publish any form of advertising promoting the result of an individual leg of a rally. Competitors may however refer in media releases to "winning" a leg, provided there is no inference that the result related to the entire rally.

3. FLEXI SERVICE

Any entrant can utilise the benefits of flexi service as follows.

3.1 Flexi Service is intended to provide an opportunity for cars to service at different times.

3.2 This Article shall apply to service parks of 20 minutes (excluding the final service park of the rally) which shall include a regroup as per General Prescriptions Art.18.9.

3.3 Flexi-servicing shall permit the removal of the competing cars from a Parc Fermé to an adjacent service park linked to the Parc Fermé by a common boundary and entry and exit time controls as per the requirements listed under Article 12.3.2 of the General Prescriptions.

3.4 For the operation of flexi-servicing, crews will enter the Parc Fermé at the time specified (Article 18.6.11 of the General Prescriptions). When preceded by a special stage this Parc Fermé may be preceded by a 3' technical checking zone.

3.5 Crews then either enter the service park or leave their car in the Parc Fermé. The competing car may be driven by an authorised representative of the entrant, respecting all the formalities of time card presentation and related penalties, only once from the Parc Fermé to the service park and vice versa.

3.6 In no case may the 20 minutes of service time be exceeded without penalty. The competing car may be returned to the Parc Fermé before the 20 minutes have elapsed.

3.7 The operational window of flexi-servicing time starting from the arrival of the first car into the Parc Fermé is left to the discretion of the Organisers but must be declared on the rally itinerary.

3.8 A flexi service of 45 minutes at the end of each leg is left to the discretion of the Organisers.

4. SUPER SPECIAL STAGES

The optional organising of a super special stage should follow the following rules.

4.1 A super special stage is a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time. The organising of a super special stage is optional.

4.2 The specific regulations regarding the running and the organisation of a super special stage must conform to the regulations included in Chapter XIX of the Rally General Prescriptions and must be included in the supplementary regulations of the Rally.

A separate safety plan must be submitted to the FIA at least 3 months before the Rally (for a 2-car Super Special Stage), or 2 months (for a single car Super Special Stage), for the approval of the observers designated for the Rally. Specific areas must be clearly identified for use by the media.

4.3 The roads, at the starting point, must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

4.4 The length of a super special stage should be between 1.5km and 5 km.

4.5 The road surface of a super special stage should be of the same type as that of the rest of the rally.

4.6 The starting order of a super special stage is entirely at the discretion of the Organisers. However, the Organisers must detail the procedure in the supplementary regulations.

4.7 If a car fails to correctly complete a super special stage, it may be removed by the Organisers to an adjacent service park, where it may be repaired according to the Supplementary Regulations and itinerary.

Alternatively, the car will be placed on the road section after the Out Control of the super special stage.

In either case the crew will be allotted a stage time of 3 minutes plus the fastest time.

Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time.

In either case the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.

Any crew recording an actual time in excess of 3 minutes plus the fastest time will also be allotted a maximum time of 3 minutes plus the fastest time.

5. ELIGIBLE CARS

Asia-Pacific Rally Championship events are reserved for Group N cars, Group A cars of which the corrected capacity does not exceed 2000 cc, Super 1600 cars, Super 2000 cars and those cars authorized under article 1.8

Cars homologated as Kit cars, where the capacity is greater than 1600 cc, are not accepted.

Cars homologated as Kit cars, where the capacity is between 1400 and 1600 cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.

Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cc are accepted in Groups A and N.

World Rally Cars are not authorised.

5.1 Group A and N cars whose homologations have expired up to a maximum of four years before the beginning of the current year are permitted to participate in the rallies of the Championship on the following conditions.

5.1.1 They are permitted to compete in all the rallies of the Championship on an equal basis and can start and be classified together with currently homologated cars. However, any registered drivers and co-drivers of such cars cannot score points in the Championship. Likewise, the cars are not eligible to score points.

5.1.2 Such non-homologated cars as defined in article 5.1 above may only be accepted for participation if the correct, though expired, homologation papers are produced at documentation and at scrutineering and the cars remain in total conformity with the original technical specifications and are in a sound condition to participate, at the discretion of the scrutineers.

5.1.3 The size of turbo restrictors used on turbo-equipped cars and the minimum weight are those currently valid.

5.1.4 FIA seeded drivers are not permitted to drive such cars in the Championship.

6. ATTRIBUTION OF POINTS

6.1 Points shall be awarded in each rally to the highest placed registered drivers and co-drivers in accordance with the following scale:

In the general classification:

1st : 10 points

2nd : 8 points

3rd : 6 points

4th : 5 points

5th : 4 points

6th : 3 points

7th: 2 points

8th: 1 point

The same scale of points will also apply to all the Cups.

6.2 Should one of the rallies counting towards this Championship not be able to be run in its entirety for whatever reason, the points shall be awarded on the basis of the established classification: full points if more than 50 % of the scheduled length of special stages (timed to the second) has been run,

half points being awarded if between 25 % and 50 % of the length of special stages has been run. No points will be awarded if less than 25 % of the scheduled length of special stages has actually been run.

7. CLASSIFICATION

The driver having scored the highest number of points in this Championship shall be declared FIA Asia-Pacific Rally Champion.

8. CEREMONIAL START (OPTIONAL)

The order of start is left entirely to the discretion of the Organisers and the procedure may be outlined in the Supplementary Regulations, or announced by means of a Bulletin.

The crew with its car is required to be present, and any absence will be reported to the Stewards. The cars may not be placed in a Parc Fermé on the conclusion of this start, and no Time Cards may be issued.

APPENDIX 1

ADMINISTRATIVE PROCEDURES

The following table details the schedule for publication of documents.

Activity	From	To	Deadline	Regulation
Draft Itinerary & Route Map	Organiser	APRC Secretariat	5 months before the rally	
Pre-event Information Or Announcement	Organiser	APRC Secretariat, media and others	5 months before the rally	
Rally Guide 1 <i>(this may be electronic)</i>	Organiser	APRC Secretariat, FIA APRC Officials, APRC Co-ordinator and others	4 months before the rally	GP 8.4
Appointment of the Stewards and Observer	FIA	Organiser	3 months before the rally	GP 4.1, 4.2.1
Draft Supplementary Regulations	Organiser	FIA & Observer	3 months before the rally	GP 3.1.3
Draft Safety Plan	Organiser	FIA & Observer	3 months before the rally	
Comments on the draft Regulations & Plan	Observer	FIA	2 months before the rally	GP3.1.3
Issuing of Visa	FIA	Organiser	2 months before the rally	GP 3.1.3
Supplementary Regulations published and opening of entries	Organiser	FIA, APRC Secretariat, APRC Co-ordinator, and possible entrants	7 weeks before the rally	GP 3.1.3
Closing of entries	Entrants	Organiser	3 weeks before the rally	
Proposed seeded Entry list	Organiser	FIA	3 weeks before the rally	
Rally Guide 2 published <i>(this may be electronic)</i>	Organiser	Entrants, APRC Secretariat and FIA APRC Officials	3 weeks before the rally	GP 8.4
Road Book published	Organiser	Entrants and FIA APRC Officials	2 weeks before the rally	GP 8.4
Seeded Entry List published	Organiser	Entrants, media, officials & APRC Secretariat	8 days before the rally	GP 5.1
Media Safety book published	Organiser	Accredited media	8 days before the rally	GP 8.4

APPENDIX 2

PODIUM CEREMONY

1. General Points

- a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- b) The organisers should provide "Olympic style" box podiums for use by the third, second and first crews only, positioned in a way to allow photographers / TV crews to take pictures from the photographers' tower.
- c) All teams with a car in the top three must have a technician in attendance with the car to transport car to final inspection, if required.

2. Procedure (all procedures should be controlled by the master of ceremonies)

- a) The recommended finish procedure is as follows:
 - 3rd car of registered drivers in the APRC event, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 2nd car of registered drivers in the APRC event, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 1st car of registered drivers in the APRC event, on to ramp, interview on ramp, nose down on ramp for photo session.
 - Podium boxes in to place.
 - Presentation of trophies.
 - National anthem and associated flag raising.
 - Champagne spray and photoshoot.
 - Provision for team photos on ramp or in adjacent area.
- b) The above procedure duplicated for the non APRC Registered drivers – If 2 (or 3) APRC registered drivers are in first 3 outright in APRC event, the method utilised for the second procedure is left to the organisers discretion.