



Rally Sport

**General
Regulations
for
Rallies**

2008

NASA Rally Sport General Regulations for Rallies

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GENERAL PREFACE

OFFICIAL NOTICE OF DISCLAIMER

Motorsports are dangerous and accidents causing death, bodily injury, disability and property damage can and do happen. NASA Rally Sport makes an effort to provide participants with a safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. These rules do not guarantee or imply that injuries or death cannot occur. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact a NASA Rally Sport office or the National Auto Sport Association (NASA) office prior to participating at an event.

MISSION & PURPOSE

National Auto Sport Association Rally Sport: Mission Statement

National Auto Sport Association-Rally Sport is a sanctioning body created to encourage the growth of stage rallying in the United States by providing a customer driven organization offering safe, fair competition, and affordable events for the stage rally competitor, volunteer, organizer, and sponsor.

NASA Rally Sport management board controls both business and sporting decisions allowing for coherent sporting regulations and a solid business plan that is ever mindful of the costs borne by the competitors and organizers. Using the NASA business model, NASA Rally Sport will maintain a streamline structure dedicated to not repeating the mistakes of the past.

MOTTO

Providing SAFE, FAIR, AFFORDABLE COMPETITION for **all** competitors while providing, SAFE, REWARDING, ENJOYABLE events for organizers.

Definition and Purpose of the NASA Rally Sport – General Regulations for Rallies, hereafter referred to as the GRR. NASA Rally Sport has established this publication in order to set standards, rules, and guidelines that will function to govern NASA Rally Sport sanctioned stage rally activities in order to help promote safety and fairness in competition. The term GRR includes the appendices to the

NASA Rally Sport General Regulations for Rallies, published addendums, and published rule updates.

1 GENERAL PRINCIPALES

1.1 Introduction and History

The National Auto Sport Association (NASA) was formed in 1991. The mission of NASA is to deliver high quality motorsports events to enthusiasts at major racing venues throughout the nation. NASA has created programs that allow owners of both racecars and high-performance street-driven vehicles to experience the excitement of putting their cars on the racetrack in a safe and controlled environment.

NASA Rally Sport was formed in 2003. The mission of NASA Rally Sport is to encourage the growth of stage rallying in the United States by providing a customer driven organization that offers affordable events that provide both safe and fair competition for the stage rally competitor, volunteer, organizer, and sponsor.

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1.2 Notices

Any communications required under these GRRs to be sent to any entrant or competitor shall be sent to the address on the entry form or, if the competitor is the holder of a license issued by NASA Rally

Sport, to the address on the license. Any communications to be sent to a Promoter or Organizer shall be sent to the address on the relevant application for sanction. Any communications to be sent to an appellant under these GRRs shall be sent to the address shown in the notice of appeal or the appeal itself.

All notices and deliveries required or permitted to be made hereunder shall be effective when delivered to the recipient and shall be sent by certified or registered mail, return receipt requested (which shall be effective upon depositing in the U.S. Mail), postage prepaid, or by nationally recognized express courier service (providing evidence of receipt or refusal, shall be the date on which said notice is deposited with such express courier service for overnight delivery). If the last day within which the Notice required or permitted to be given under the GRRs falls on Saturday, Sunday or a holiday, the time for giving such Notice shall be extended until the next business day.

1.3 Alteration of Rules and Regulations

The NASA Rally Sport Management Board reserves to itself the right at any time to alter its GRRs or to publish and enforce special rules in emergency.

1.4 Precedence and Applications of these Regulations

These Regulations and applicable Regional Championship Rally Regulations shall govern all Events sanctioned by NASA Rally Sport.

The following defines the order of precedence of these rules and regulations:

1. These General Regulations for Rallies
2. NASA Rally Sport Bulletins
3. National Championship Regulations
4. Regional Championship Rally Regulations
5. Championship Supplementary Regulations (if applicable)
6. Event Supplementary Regulations

1.5 Nomenclature and Definitions

Terms, phrases, abbreviations, and proper names that appear in any official NASA Rally Sport publication that is not defined or specified in any other NASA Rally Sport official publication shall be considered commonly known in the context of motorsports and/or pertaining to automobiles. It is the responsibility of the entrants, drivers, participants, and competitors involved to educate themselves as to the appropriate meanings of the terms. If an official clarification is needed, it is solely the competitor's responsibility to contact one of NASA Rally Sport's Management Board members.

1.5.1 Championship

Means a Championship, Series, Cup, Trophy or Challenge, which is sanctioned by NASA Rally Sport or a single event sanctioned by NASA Rally Sport. A championship may be a series of events or a single event.

1.5.2 Competitor

Means any person, firm or corporation whose entry is accepted for or who competes in any Series, Meeting, or Event, whether as an Entrant, Driver, co-Driver, member of the crew or passenger.

1.5.3 Co-Driver

Means any person who is entered for and navigates in an Event.

1.5.4 Crew

Means the pair of competitors consisting of a driver and co-driver.

1.5.5 Driver

Means any person who is entered for and drives in an Event.

1.5.6 Duration of a rally

Every event starts with the administrative checking and ends upon the expiration of one of the following time limits, whichever is the later:

1. Time limit for protests or appeals; or
2. The end of the administrative checking and post-event scrutineering carried out in accordance with the GRRs; or
3. End of the prize giving.

1.5.7 Entrant

Means any person, firm, or corporation who enters a competing vehicle in that Series or Event.

1.5.8 Event

Means either a non-competitive Event or a single Competition with its own results in which an automobile takes part, which has a competitive nature or is given a competitive nature by the publication of results.

1.5.9 FIA

Means the Federation Internationale de l'Automobile.

1.5.10 Force Majeure

Means any cause of delay beyond the reasonable control of the party liable to perform unless conclusive evidence to the contrary is provided and shall include unavailability of materials or personnel, delays in shipping or transportation, fire, explosion, strike, lockout, storm, flood, earthquake, subsidence, and other Acts of God.

1.5.11 International Sporting Code

Means the International Sporting Code drawn up by the FIA and in force from time to time and at any time and which, as the context may require, shall be deemed to be incorporated into and made a part of these Regulations.

1.5.12 Leg

Means each part of the Rally, separated by a fixed minimum stopping time as defined in Article 2.10.

1.5.13 License

Means a certificate of permission to compete issued by NASA Rally Sport to any person, firm, or corporation.

1.5.14 Meeting

Means an organized assembly of Competitors and Officials and including one or more competitive or non-competitive Events taking place within a defined period at the same venue,

1.5.15 National Court of Appeals

Means the Court of Appeals established by NASA Rally Sport from time to time in accordance with these Regulations.

1.5.16 National Sporting Calendar

Means the Sporting Calendar maintained by NASA Rally Sport.

1.5.17 Neutralization

Means the time during which the crews are stopped by the Organizers, under the control of marshals for whatever reason.

1.5.18 New Competitor

Means a member of a competing crew who has participated as a competitor in less than three stage Rallies.

1.5.19 Official

Means any of the persons designated an official by NASA Rally Sport.

1.5.20 Official Bulletin

Means any document advising important information to Competitors in a Meeting or Event, which must be signed by either the Clerk of the Course, a Steward, or the Secretary of the Meeting and:

1. Is an official written communication;
2. Which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the supplementary regulations;
3. The bulletins must be numbered and dated.

1.5.21 Official Interpretation

Means NASA Rally Sport's interpretation of any provision of these Regulations or any provision of an Appendix of these Regulations, which is published by NASA Rally Sport,

1.5.22 Parc Fermé

This is the place to which the competitor is obliged to bring their car(s) as scheduled by the Supplementary Regulations. Inside the parc fermé, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorized by the same officials. The Supplementary Regulations of the competition shall specify the place where the parc(s) fermé(s) will be set up. The parc fermé shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure. Timing control areas are considered parc fermé. No repairs or assistance may take place within the control area.

1.5.23 Pace Notes

Means a set of notes designed and prepared by the competitor during official reconnaissance to supplement the Road Book and to assist a competitor in traversing a special stage. Pace Notes are different from Stage Notes as Pace Notes can dictate the pace or speed the competitor may want to transverse a special stage.

1.5.24 Public Roads

Means the area from shoulder to shoulder, which encompasses the carriageway (sealed or unsealed), of a road that is identified on any map and is legally open for use by members of the public.

1.5.25 Rally

Means an Event, which is constituted either by a single itinerary which must be followed by all cars or by several itineraries converging on the same rallying-point fixed beforehand and followed by a common itinerary the route of which may include one or several special stages.

1.5.26 Reconnaissance

Means the traveling over of roads to be used as special stages in an Event by a competitor entering that event only during the prescribed date and time of the reconnaissance as published in the event supplementary regulations.

1.5.27 Regroup

Means a stop scheduled by the Organizers under Parc Fermé 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 close up the gaps between the cars still in the rally. The stopping time may vary from crew to crew.

1.5.28 Section

All the parts of a rally between:

1. The start and first regrouping halts;
2. Two successive regrouping halts; or
3. The last regrouping and the finish of the leg of the rally.

1.5.29 Series

Means a single Event or a series of Events the results of which are aggregated to form a single result and includes:

1. An Event or series of Events the winner of which is awarded the title of "Champion" or some other title in the style of "Champion;"
2. A Championship;
3. A Series;
4. A Cup;
5. A Trophy; or
6. A Challenge.

1.5.30 Service Crew

Means persons in support of the crew of the competing car who ensure the competing vehicle is maintained in a competitive and road worthy state at the servicing points established throughout the event and persons who gather information as to the times recorded on the event special stages.

1.5.31 Stewards

Means the Stewards of the Meeting appointed by NASA Rally Sport for a Meeting or an Event and includes the Stewards of the Meeting when acting in relation to the conduct of a Sanctioned Series of which such Meeting or Event was a round.

1.5.32 Supplementary Regulations

Means the regulations issued by the organizer of a Meeting or Event pursuant to these Regulations.

1.5.33 Special Stage

Means a timed speed test on roads closed to other traffic.

1.5.34 Stage Notes

Means a set or sets of course descriptive notes designed to provide assistance to the competitor in traversing the special stages with information that supports and is additional to the event Road Book.

1.5.35 Time Card

Means the card or cards intended for the recording of times when the crews arrive or leave the control points scheduled on the Rally.

1.5.36 Transit

Means a section of a rally event not closed to other traffic. The main purpose of a transit section is to route competitors from one

special stage to another, or from or to special stage to or from a service park. All local, State and Federal vehicular laws and regulations must be adhered to.

2 SPORTING REGULATIONS

Each contestant must become familiar with, and accept these Regulations prior to entering an event. Entry and participation in a NASA Rally Sport event constitutes acceptance of these Regulations.

2.1.1 Application:

1. These Regulations governs all Competitions, Meetings and Events for which NASA Rally Sport is the sanctioning body. Organizers of FIA listed events may opt to run under the FIA General Prescriptions for Rallies, but this must be clearly stated in the Supplementary Regulations for the event.
2. NASA Rally Sport sanctioned events may not conduct an International Event without an International Permit from ACCUS-FIA, Inc., via the United States Auto Club. All applications for an International Permit and all correspondence to and communication with the FIA in connection with an International Event or International Permit must be made by and through ACCUS-FIA, Inc., via the United States Auto Club at all times. All International Events must be conducted in accordance with the International Sporting Code, any breach of which shall be deemed a breach of these Regulations and vice versa.
3. It shall be a condition of any Permit, approval consent, dispensation, waiver or exemption granted by NASA Rally Sport that the organizer of the Series, Meeting or Event comply with all statutes, regulations, ordinances, resource consents or by-laws applicable to the organizer or the Series, Meeting or Event together with all and any contractual obligations entered in to by and binding upon the organizer of the Series, Meeting or Event and any breach of any such statute, regulation, ordinance, resource consent, by-law or contractual obligation shall be deemed to be a breach of these Regulations.
4. NASA Rally Sport may, in its discretion, grant to the organizer of any Series, Meeting or Event (including itself) such dispensation, waiver or exemption from any of the provisions of these Regulations as may be necessary or desirable to accommodate any extra-ordinary features of the Series, Meeting or Event which may not be contemplated by these Regulations provided such feature is not contrary to any provision of these Regulations.

5. The onus of complying with these Regulations and a Permit issued by NASA Rally Sport shall at all times be upon the organizer of any Series, Meeting or Event.

2.1.2 Permits

NASA Rally Sport shall issue Sanctioning Permits for Series and shall consider and grant or decline all applications for Permits for Series, Meetings and Events solely upon the grounds set out in Article 2 of these Regulations.

2.2 Rally Competitions Covered by These Regulations

2.2.1 Stage Rally

In this type of rally, two person teams, a driver and navigator (co-driver), compete against the clock in specially prepared vehicles on roads that are closed to normal traffic, called "special stages". Teams arrive at starting control points at pre-determined times and are released onto the special stages at intervals. The rally cars travel between special stages on roads that are open to normal traffic and are called "transit sections." Since the rally cars share the road with regular traffic they are required to be licensed for the street, and must obey all traffic laws when on a transit stage.

2.2.2 Rally Sprint

Rally sprints and single stage rallies are events for rally cars that are typically held on short courses, although the course length can approach that of a stage found on a full stage rally. Typically rally sprints do not have the same logistical demands of a full stage rally, may not require the use of a navigator, and provide easier spectating. Due to the compact nature of rally sprints and single stage rallies, several drivers can take turns driving the same car. Rally sprints and single stage rallies provide opportunities for competitors to experience the thrill of controlling a rally car at speed while keeping associated costs to a minimum. Unless specifically stated in event supplemental regulations, the regulations governing the conduct of a rally sprint or a single stage rally will be the same as those governing a stage rally.

2.2.3 Rally-X

The Rally-X regulations are in Appendix C of these Regulations and are exclusive to these events. Rally-X events are open to experienced rally teams in fully prepared rally cars, and to persons with no previous experience in completely stock cars. The ideal Rally-X course is laid out on a smooth, flat, unpaved lot; maximum straightaway speed should not exceed 45 mph. Rally-X courses are similar to auto cross courses in that cones define the course. Knocking down or moving cones while negotiating the course results in a penalty being assessed. The primary emphasis in a

Rally-X is driving skill and vehicle control rather than outright speed.

US style Rally-X is not to be confused with European style rallycross, which involves wheel-to-wheel competition on a closed circuit.

2.3 Insurance

2.3.1 Event Insurance

All events must be insured for liability and participant accident coverage.

2.3.2 Competitor Auto Insurance Coverage

Each vehicle involved in a NASA Rally Sport event is required to carry valid automobile liability insurance coverage, including competition vehicles, reconnaissance vehicles, and all support and service vehicles. This insurance coverage must be through a recognized insurance carrier and be valid in the United States of America. The liability limits for this coverage must be a minimum of \$100,000 per person, \$200,000 per accident, \$50,000 for property damage. Each entrant is required to present proof of insurance coverage as a part of his or her entry package and at time of registration. Proof of insurance must be carried in the competing vehicle at all times during an event.

2.3.3 Accident Reporting

Any participant involved in an accident or incident, which results in personal injury or property damage of any kind, is required to report the incident to an official immediately on the prescribed accident form. Failure to report an accident or incident will result in the forfeiture of all deposits, entry fees, prizes or awards payable to the involved entrants, and may result in permanent ejection from NASA Rally Sport.

2.4 Supplemental Regulations

Supplementary Regulations are compulsory for all rallies and must be available to competitors one month prior to the event. Drafts of such regulations shall be submitted to the appropriate NASA Rally Sport office for approval at least two weeks prior to their intended publication date. Refer to Appendix A for the standard document.

After approval of the Supplementary Regulations NASA Rally Sport shall issue the event sanction, which will be provisional until, the event safety plan has been submitted and approved. Supplementary Regulations will be those Regulations issued by individual Organizers.

2.4.1 Fees and Schedules:

1. Entry fee and closing date of entries;

2. Prize monies (where applicable);
3. Details of the event;
4. Officials of the Meeting including method of identification;
5. Time & venue of Scrutineering & Registration;
6. Route schedule;
7. Route map highlighting service areas;
8. Location and time of Drivers Briefing (specifically with reference to new competitors);
9. Entry refund policy with applicable dates; and
10. Course closing times and/or Maximum Permitted Lateness procedures.

2.4.2 Names:

1. Steward(s);
2. Event Chairperson (when appointed);
3. Clerk of the Course, and Assistant Clerks of the Course;
4. Judges;
5. Competitor Relation Officer;
6. Chief Scrutineer; and
7. Other Officials, as relevant.

2.4.3 Conditions of Cancellation of the Rally

The Organizers must state that they reserve the right to cancel the event should less than the minimum number of entries specified in the Supplementary Regulations be received by the closing date.

2.4.4 Procedure for Modifying via Bulletins

The Supplemental Regulations may be modified by issuing Official Bulletins. The bulletins are issued in this fashion:

1. By the Organizers, up to the commencement of scrutineering;
2. 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; or
3. If issued less than one week before commencement or after the commencement of the Meeting or Event must be communicated to each Competitor which, if reasonable in the circumstances, may be by placing it on an official notice board at the Meeting or Event; and which shall thereupon be deemed to be a part of the Supplementary Regulations of the Meeting or Event.

2.5 Entry Requirements

2.5.1 Entry Form

Entry forms must be submitted within the time limits required by the specific events. Intentionally providing any incorrect or falsified

information on an entry is grounds for disqualification and may result in the forfeiture of all rights under these Regulations and forfeiture of all deposits, entry fees, prizes and awards.

2.5.2 Driver and Co-driver

Each competing vehicle will carry two and only two member of the crews. The primary duties of each member of the crew will be listed on the entry form. If members of the crews switch duties during a competitive portion of the event (special stage) then awards and/or points based on driver classification will be determined by the member of the crew with the highest driving ranking and all points and/or awards will be given to the highest ranking driver. The listing of a primary driver solely for the purpose of gaining an advantage in starting position or seeding is not allowed. Both members of the crews must occupy the vehicle at all times during competition on the event. Neither members of the crew may be replaced or substituted at any time. If a member of the crew is substituted or replaced during an event, the team will be allowed to continue but will be scored as DNF (Did Not Finish) and are ineligible for prizes, awards, or points based on their finishing position.

2.5.3 Right of Refusal

The event organizer and NASA Rally Sport retain the right to refuse any entry.

2.5.4 Competitor Eligibility

All competitors must be at least 18 years of age to compete in stage rallies and rally sprints. All competitors from the United States must have a valid driver's license from the state in which they reside. Foreign competitors must have a valid driver's license from their home country and any additional permits, licenses and documents required allowing them to legally operate their vehicle in the United States.

2.5.5 Membership Requirements

Stage rally and rally sprint competitors must be members of NASA.

2.5.6 Competition Licenses

NASA Rally Sport Competition Licenses expire on December 31 of the year in which they are issued.

All drivers entered in NASA Rally Sport sanctioned events must hold a valid NASA Rally Sport Competition License.

2.5.6.1 FIA International Licenses

FIA licenses are available from:

United States Auto Club
4910 West 16th Street

Speedway, IN 46224
Telephone: 317-247-5151

2.5.6.2 NASA Rally Sport Competition Licenses

All NASA Rally Sport sanctioned events require a NASA Rally Sport Competition License. Forms are available at www.NASARallySport.com

2.5.6.3 CARS and F.M.A.D. Licenses

All competitors holding valid CARS or F.M.A.D. rally license may compete in NASA Rally Sport sanctioned events but must also hold a valid membership in NASA.

2.5.7 Medical Requirements

All competitors requesting a competition license must submit the "License form and Medical questionnaire" available on www.NASARallySport.com or at a NASA Rally Sport office. If the applicant responses "yes" to a question, a NASA "Physical Examination" form must be filled out by a Medical Doctor, unless waived by the NASA Rally Sport Medical Director, and submitted for review by the NASA.

2.5.8 Mental and Physical Eligibility

All competitors must warrant that they are physically and mentally competent to compete in a demanding motor sport event. Further, the competitor must warrant that they are not under a doctor's care or taking medication for any condition (including pregnancy) making them physically or mentally at risk of endangering themselves, the public, or other competitors. Any competitor exhibiting or having a record of any mental or physical impairment endangering them, the public or other competitors will not be allowed to compete. Physical impairment will not be used to exclude anyone fully adapted and/or rehabilitated from his or her impairment provided a medical doctor given written release for competition. If during the running of an event, any competitor should become mentally or physically impaired so as to endanger themselves, the public or other competitors, they will be excluded from the event at the discretion of the event Steward or Clerk of the Course.

2.5.9 New Rally Competitors

New rally competitors are required to participate in the Novice Competitor Orientation (NCO) at every event until they have completed three NCOs. Credits counting toward the three NCO requirement may be awarded by recognized rally schools. Orientations will be presented at many events immediately prior to the event. It is the competitor's obligation to see that this requirement is satisfied. Failure to complete the NCO prior to the start shall be grounds for the Stewards to declare competitor unfit

to start the event. Any question regarding this eligibility should be discussed with officials prior to entry into an event. No competitor requiring this orientation may start a Shakedown stage before completing the NCO.

For approved rally schools please see www.NASARallySport.com.

2.6 Registration

Competitors must present themselves at registration for the checking of valid competition licenses and public driver's license, club membership and vehicle logbook. Logbooks shall be presented to and signed off by the Chief Scrutineer or the nominated deputy.

The organizer, at the organizers sole option and if so noted in the event Supplementary Regulations, may retained logbooks until the end of the event in order to obtain an event review survey from the competitor. Under such conditions, the competitor may retrieve the logbook, upon the submittal of a completed event review survey, to the event Secretary.

2.7 Officials and Their Duties

With the exception of the steward(s) of the event, the following event structure is an outline of a recommended event organization. We have included this information, courtesy of the Canadian Association of RallySport and Motorsports New Zealand, as a guide to event organizers and promoters. An event organizer and or promoter may choose, at its sole discretion, to use other names to replicate these positions or may choose to make up any combination names and positions. This is only a guide.

2.7.1 Stewards

2.7.1.1 Required Steward(s)

At least one NASA Rally Sport appointed steward must be available for all NASA Rally Sport sanctioned events.

2.7.1.2 Authority & Duties of the Steward(s)

The Steward(s) of the meeting shall be responsible solely to NASA Rally Sport for the enforcing compliance with the regulations governing the event.

They shall settle any claim, which might arise during the event, under reserve of the right of appeal.

If NASA Rally Sport appoints more then one steward, one of the stewards appointed shall be the Chairman of the Stewards of the Meeting and as such, will have a casting vote as well as a deliberative vote. The Chairman of the Stewards is, in particular,

responsible for assigning stewarding duties, planning and holding meetings.

The Stewards of the Meeting have power in accordance with these Regulations to:

1. Settle any protest or dispute arising during an event, subject to the right of appeal;
2. Inflict penalties of reprimand, fine, time or exclusion;
3. Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
4. Exclude from the event any one competitor or from the event any competitor who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice;
5. Penalize and/or order the removal from the rally and its boundaries any competitor who refuses to obey the order of a responsible official;
6. With the consultation of the Clerk of the Course, the event Steward, in the case force majeure and or for reasons of safety, may postpone, abandon, or stop a competition or stage. If a competition or stage is stopped, the Steward(s) may declare it "no contest" and arrange for it to be restarted or alternatively declared the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
7. Appoint a temporary substitute or substitutes to replace any Steward not able to perform his/her duties;
8. Enquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to NASA Rally Sport for hearing;
9. Authorize amendments to the event Supplementary Regulations for reasons of safety or force majeure;
10. Accept or refuse any correction proposed by a Judge of Fact;
11. Authorize the change of driver or automobile; and
12. Authorize the amendment of the results of a competition based on a correction by the Results Officer to take into account a penalty assessed against a competitor.

2.7.1.3 Steward's Report

As soon as practicable after the conclusion of an event, the Senior Steward shall compile, sign and send a Steward's report to:

1. The organizer; and
2. The Regional NASA Rally Sport Office.

The report must give the results, together with the particulars of all protest lodged, action taken thereon, and penalties imposed together with recommendations in respect of such cases.

The report shall also contain the Steward's general comments on the organization of the event and the exercise of their own powers in relation thereto and other observations as to the conduct of the event, which they consider, should be made to NASA Rally Sport.

The report shall also contain a copy of the senior steward's instructions to the organizer and details of accidents in which personal injury or property damage are believed to have occurred, detailing names and address of those involved.

2.7.2 Chairman

The ability of the Chairman is the key to the success of the whole event. Ideally the chairman should hold no other position except perhaps that of Clerk of the Course or Assistant Clerk of the Course. The Chairman needs to be fully aware of the individual tasks of the personnel appointed to each task and needs to be able to direct when necessary and provide advice on the requirements. The Chairman, in this situation, is the taskmaster the person who sets the tasks and then makes sure they are done. The financial aspects of any rally are very important and the Chairman, in association with the treasurer, should set a fully detailed budget, which is as accurate as possible. A regular check should be kept on actual expenses incurred or committed against this budget. Pay particular attention to the arrangements for ancillary services being provided by non-motorsports persons who may not fully realize what they are getting themselves into.

2.7.3 Secretary/Treasurer

The Secretary/Treasurer is another key position. This official has the responsibility for:

1. Maintaining records of all meetings;
2. Attending to all correspondence;
3. Ensuring that all of the paperwork is organized properly and efficiently;
4. Attending to all financial matters;
5. Banking;
6. Payment of accounts;
7. Maintaining accurate records of income and expenditure on event competitor documentation; and
8. Insuring that appropriate insurance and sanction documentation has been secured for the event.

The special requirements for the Secretary of the Event include:

1. Receiving and recording entries;
2. Preparing the acceptance of entry letter and sending it out;
3. Ensuring that Stewards, Technical Officers (when appointed) and Observers are on the mailing list for information;
4. Organizing documentation prior to the event; and
5. Organizing the copying of Final Results and sending these out to all entrants, etc.

An Assistant Secretary or Event Secretary may be appointed to handle all of the duties directly related to the event such as:

1. Receiving and acknowledging entries;
2. Organizing documentation; and
3. Sending out results to all competitors.

2.7.4 Clerk of the Course

The entire running of the event is under the direction and responsibility of the Clerk of the Course who shall be authorized by NASA Rally Sport to hold this position and adhere to the Duties and Responsibilities as detailed in the GRR. With the exception of the Stewards, Technical Officers or any other specific official all officials of the event are responsible to the Clerk of the Course. A number of Assistants should be appointed and allocated to the various controls and other official venues to oversee proceedings. The Clerk of the Course and the Assistants must be totally aware of all aspects of the event and have an absolute knowledge of the route and its alternatives.

2.7.5 Judges

1. The organizer of any Meeting or Event may, in the Supplementary Regulations, appoint the following judges:
 - a. Starting Judges appointed to supervise the starts who shall immediately point out to the Clerk of the Course any false starts, which may have occurred;
 - b. Finishing judges, for any Event where the order in which Competitors pass the finishing line must be determined, appointed to make such a decision who may refer to the chief timekeeper prior to giving their decision;
 - c. Judges of fact, in an Event where a decision has to be given as to whether a Competitor has touched or passed a given line or upon any other similar act which has been laid down in the rules

- or regulations for the Event, who shall be responsible for one or several of these decisions;
- d. Technical Judges (who must be either the Chief Scrutineer of the Meeting or Event, or the Series Scrutineer) who shall be responsible for inspecting competing vehicles for eligibility for the Meeting or Event and reporting their inspections to the Clerk of the Course and who shall, in the absence of manifest error, be judges of fact as to the weight and measurement of competing vehicles inspected and all parts thereof;
 - e. Noise Judges appointed, for any Event where there are noise emission limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded;
 - f. Tire Judges appointed, for any Event where there are tire limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded;
2. All judges referred to in paragraph 1 of this Article must be nominated in the Supplementary Regulations for a Meeting or an Event or published in an Official Bulletin concerning that Meeting or Event;
 3. The facts to be judged by any judge or judges nominated in accordance with paragraph 1 of this Article must be specified in the Supplementary Regulations, Sanctioned Series Articles or Official Bulletin appointing the judges provided however, that no judge may be appointed in respect of facts which are not set out in this Article of these Regulations;
 4. No protest shall be admitted against the decision of any judge appointed in accordance with this Article, provided however that if any judge considers that a mistake has been made by themselves or by another judges, they may with the consent of the Stewards, correct such mistake; and
 5. At the close of the Meeting or Event each judge shall send to the Clerk of the Course a report as to his or her decisions made during the course of the Meeting or Event.

2.7.6 Chief Safety Officers

A chief safety officer shall be appointed and take part in the devising of the safety plan.

During the rally the chief safety officer shall be in permanent communication (by telephone or radio) with rally control, the chief medical officer and the start of each special stage.

Note: The Chief Safety Officer may also be involved with or responsible for the recruitment and pre event training of the spectator marshals.

2.7.7 Special Stage Safety Officer:

Each special stage will have a safety officer who will assist the chief safety officer. This could be an Assistant Clerk of the Course or Post Chief. On stages with designated spectator locations organizers may also appoint additional safety officers to oversee the safety plan for that area.

2.7.8 Chief Medical Officer

The Chief Medical Officer shall arrange medical services in compliance with the Event Safety Plan, which includes:

1. Arranging adequate and reliable medical support crews;
2. Preparing a schedule of locations and report times; and
3. Briefing medical services personnel on what is expected of them.

2.7.9 Results Officer

The Results Officer's duties include:

1. Organizing a competent results team;
2. Arranging a suitable results program or system;
3. Note: Ideally this program should allow for progress results to be promptly updated onto a website throughout the event.
4. Organizing for results data to be communicated back to base;
5. Organizing the results calculation system usually on computer;
6. Set up Time Cards;
7. Collecting competitor time cards progressively and checking to speed up final results;
8. Ensuring up to date progress results are available throughout event and at the finish;
9. Ensuring provisional results are prepared and posted as planned and that they are signed and 'timed' by the Clerk of the Course; and
10. Preparing Final Results.

2.7.10 Communications Officer

The Communications Officer shall:

1. Coordinate with the Clerk of the Course and develop a schedule of all vehicles and locations requiring communications;
2. Arrange adequate and reliable transport for all communications crews;
3. Prepare a schedule of locations and report times;
4. Brief radio personnel on what is expected of them; and
5. Carry out radio tests to ensure communication can be achieved from all control points.

2.7.11 Chief Marshal

The Chief Marshal's duties are:

1. Coordinate with plotter to determine the number of stage crews needed;
2. Make sure time schedule allows sufficient time for stage crews to travel between stages and designates scheduled arrival times on site and set up time for equipment;
3. Organize stage crews:
4. A minimum of 4 people for Start Group, and;
5. A minimum of 5 people for Finish Group;
6. Arrange availability of timing equipment;
7. Prepare written instructions for stage crews;
8. Prepare time recording forms;
9. Arrange marshals briefing prior to event;
10. Arrange to issue all equipment;
11. Timing equipment;
12. Signs;
13. Paperwork;
14. Copies of all road closure approvals for stage crews (including block marshals); and
15. Ensure all roadblock marshals are briefed and are provided with details of how to get to their roadblock locations.

Note: The responsibility of briefing the roadblock marshals could be delegated to the Chief Safety Officer.

2.7.12 Publicity Officer

The role of the person filling this position will be determined by the event since if it is sponsored and/or part of a Championship then there is a need to obtain as much public exposure as possible. In this case the Publicity Officer becomes a key operator who must:

1. Assemble an address list of media contacts including:
 - a. Newspapers: dailies, weeklies and give-a-ways;
 - b. Radio stations;
 - c. Local television (news and sports);
 - d. Sponsors representatives;

2. Prepare and send out pre-event promotional information;
3. Arrange in advance for Press Releases and event information to be included on the NASA Rally Sport Official website;
4. Organize the regular progress reports on radio during the event;
5. Organize public attractions at start and finish venues and spectator stages. This may include:
 - a. Local dignitaries;
 - b. Some display to attract spectators before the first car arrives; and
 - c. PA system and commentator.

2.7.13 Chief Scrutineer

The Chief Scrutineer is responsible for:

1. Organizing a venue for carrying out scrutineering before the event;
2. Recruiting and briefing a competent team of vehicle Scrutineers;
3. Organizing the necessary paperwork;
4. Establishing a systematic system for checking the cars;
5. Instructing the Scrutineers on their job;
6. Overseeing the operation of scrutineering;
7. Carrying out spot checks and re-inspecting any damaged vehicles for safety compliance during the event;
8. Organizing a suitable venue for post-event scrutineering; and
9. Ensuring that suitable people are available to:
 - a. Escort selected cars to post-event scrutineering, and
 - b. Assist at the post event scrutineering venue by maintaining Parc Fermé conditions.

2.7.14 Competitor Relations Officer (CRO)

The organizers should appoint a person (who must be approved by NASA Rally Sport) to be Competitor Relations Officer for the Rally. The person chosen must have a good knowledge of the GRR, the Supplementary Regulations and any Championship regulations.

The appointee will take a lot of the competitor pestering away from the Clerk of the Course, leaving that person to get on with the task of running the event. The Competitor Relations Officer is there to assist the competitor to find the answers to questions about the event and, if possible, to avoid protest situations developing. The Competitor Relations Officer should be available to competitors at the start, at any meal breaks, service areas or service parks and at

the finish. If possible the officer should be seen at other control points on the event. However, it is important that they should stay at each such location for the entire field not just for the top 10 competitors.

Organizers should publish a schedule of the location of the CRO's and make this available to the competitors.

2.7.15 Others

The Event Chairman may at his/her discretion delete, combine, or modify official positions for any event based on immediate need.

The Clerk of the Course may create special official positions not specifically described in these rules as need may dictate.

2.8 Entries

Entries shall be acceptable only if made on the official forms fully completed, accompanied by the relevant fees and be delivered to the event Organizers before the closing date of entries as detailed in the Supplementary Regulations. Late entries may be received after closing date at the discretion of the Organizers as set out in the Supplementary Regulations.

2.8.1 Number of Entries:

Event Organizers reserve the right to stipulate the maximum and minimum numbers of entries for each event.

2.8.2 Cancellation of Rally:

The Organizers reserve the right to cancel the event should less than the minimum number of entries specified in the Supplementary Regulations is received by the closing date.

2.9 Vehicle Numbers and Required Markings

All motor sport sanctioning body names and logos on competition or service vehicles other than NASA Rally Sport must be removed or covered during an event unless otherwise specified in the supplemental regulations of the event. All vehicles competing in an event may be required to carry identifying numbers, event plates, and event sponsor's advertising. Vehicle Number and Required Markings shall be per Appendix A, Schedule A (4).

Placement of these markings will be per the event's Supplemental Regulations.

2.10 Schedule of the Event

All events should follow a schedule that is as compact as possible. It is preferable for sportsman events to have only one day of competition. It is preferable but not mandatory that events be run during the daylight hours.

Sample events schedule:

1. Friday

- a. Registration
 - b. Scrutineering
 - c. Ceremonial Start (optional)
 - d. Parc Fermé (optional)
2. Saturday
- a. Reconnaissance (optional)
 - b. Event Start
 - c. Competition sections
 - d. Ceremonial Finish (optional)
 - e. Post Event Scrutineering

The rest halt between two legs must be at least 6 hours. No event may exceed 14 hours from start to finish of a leg.

2.11 Documentation Standards

For all rallies standard documentation as detailed in Appendix (A), Schedules 1-13 of the GRRs shall be used except as otherwise approved by NASA Rally Sport.

2.12 Signage and Arrows

1. All rallies must use signs as detailed in the appendix to this GRR.
2. "Directional arrows" should only be used to clarify specific Road Book directional instructions on special stages.
3. All directional arrows should be positioned where they may be easily seen; Note: If the same piece of road is to be used in different directions at different times during the event, if possible, this piece of road should be arrowed only for the direction of travel to be used for the stage in progress.
4. The reverse sides of directional arrow boards shall be painted a contrasting color in order to clarify direction of travel.
5. The organizer in the event of "force majeure" to supplement the Road Book may erect "Additional Arrows". These are to be followed as if they were additional Road Book instructions.
6. Caution signs are to be erected to warn competitors of hazards. The sign should be a red reflective sign on white background at the hazard, the sign to be an exclamation mark or a number of exclamation marks to signify the extent or intensity of the hazard.
7. All intersecting roads and entrances must be taped off (with plastic marker tape), regardless of whether the road has a block marshal. All tape must be removed after the event.
8. All gateways, tracks or fire breaks allowing vehicular access to a special stage should be marked with a

warning notice and a road closure sign, clearly stating the time and nature of the road closure, direction of rally traffic, etc. Further, in order to provide additional security in a forest it is strongly recommended that all external access gates to the forest be secured for the duration of the event.

2.13 Operation of Event

2.13.1 Contestant Conduct during the Event

Contestants, service crews, and all those associated with the competing team are required to conduct themselves at all times in a manner which reflects a positive image of the sport, the event, and NASA Rally Sport. Each competing team is held responsible for the conduct of all team members, service member of the crews, and other persons associated with the competing team. Competitors exhibiting unsportsmanlike conduct or behavior which reflects negatively on the sport, the event, and NASA Rally Sport may result in exclusion from the event and forfeiture of all entry fees, deposits, or prize monies which they have paid or are payable to them. In addition, the offending team may be barred from future NASA Rally Sport competition.

2.13.2 Driving Speeds

Competitors, service crews, and everyone associated with a competing team are required to obey all posted or non-posted speed limits at all times.

2.13.3 Quiet Zones

Special "Quiet Zone" areas may be noted in the route book or service crew instructions. The event officials will use "Quiet Zones" to control speeds and noise in areas of the course which are especially dangerous or sensitive to public concerns. Written "Quiet Zone" speeds will be considered the same as posted speed limits and must be obeyed at all times.

2.13.4 Refueling Zone

At all service areas with a refueling zone, it is compulsory for all competitors to refuel in the refueling zone.

The refueling zone is a marked physical location where the competition vehicle is refueled.

1. The service crew may assist the drivers with refueling the vehicle.
2. A fire extinguisher is required to be held by a member of the Crew or Service Crew during refueling.
3. The engine must not be running during refueling.
4. Other than refueling, no service may be performed within the refueling zone by either the crew or the service crew.

5. The crew's belts must be completely unbuckled if they remain in the car during refueling.

2.14 Event Starting Order/Seeding

NASA Rally Sport will seed (place based on past performance) each competitor. The purpose of seeding is to order the competitors in such a manner as to place the faster vehicles towards the front of their group so they will not be impeded by or overtake slower vehicles. NASA Rally Sport will seed drivers based on information available from the divisional, national, or international rally experience of the drivers. In the event that the driver has no previous rally experience, NASA Rally Sport will use other automobile racing experience as a basis for seeding. If a driver is dissatisfied with the seed in which he or she is placed he or she can inquire to NASA Rally Sport and provide additional information to substantiate a seed change. If the driver has no racing experience, he or she will be started as the least experienced seed.

2.15 Route Book

All crews shall receive a route book containing a detailed description of the compulsory itinerary, which is to be followed. Any deviation may result in the competitor being subject to penalty. The crew shall follow the itinerary exactly as published in the route book without leaving the designated road, or designated service area unless the organizers advise otherwise.

The crew may stop at gas stations along the route to purchase food, drink, gasoline, or diesel fuel. If refueling, normal refueling procedures apply. The car must remain visible from the route at all times. Access to the gas station must be directly from the designated route. If the crew must turn onto a side street to access the gas station, the detour will be penalized as deviating from the course.

The route book shall conform to with the standard route book. Refer to Appendix A, Schedule A (1-13), and must contain:

1. Accident procedure in the front of the book
2. Time Schedule;
3. Route instructions;
4. An "incident report" sheet;
5. An "inquiry" sheet;
6. A competitor "Notification of withdrawal from event" form;
7. A red cross to the size and layout shown in Appendix A must be in the inside back cover;
8. A green "OK" to the size and layout shown in Appendix A must be in the outside back cover; and

9. For Rallies where the majority of special stages comprise paved surface, located on the page immediately proceeding the inside back cover, a red and yellow "Oil; warning" sheet to the size and in the layout shown in Appendix A (13).

NASA Rally Sport route books may be either 8.5"x 11" or 5.5"x 8.5". If an 5.5"x 8.5" route book is used the all red cross, "OK" and "Oil Warning" sheets must foldout to 8.5"x 11".

Additions or changes to the route book will be placed on the official notice board. It is the responsibility of the competitor to check the route book for completeness and to record any posted changes.

The event officials may at times add additional instructions to competitors in the route book. These instructions are to be followed and should be considered as additional supplemental regulations.

Distances will be given in miles, tenths, and hundredths of a mile. Speeds will be given in miles per hour.

2.16 Practice, Testing, Pace Notes and Stage Notes

Practicing in the area of an event is barred for a period of 90 days prior to the event date. Practicing is defined as traveling over stage roads on the rally route as driver or passenger in any vehicle.

Testing is banned in the area of the event for period of 90 days prior to the event date unless the organizers have scheduled a pre-event testing session.

A shakedown stage is considered a testing event conducted at a stage rally event and organized as part of the pre-event activities outlined in event program.

Allowance and use of Pace Notes (individual recce) and Stage Notes (organizer or third-party provided) will be per the event's supplemental regulations.

Competitors found to be practicing or testing, in the area of an event, outside of a organized and approved session can lead to competitors being disqualified by the stewards and their Rally License suspended by NASA Rally Sport and USAC for up to 13 months.

Reconnaissance may be allowed per the approval of NASA Rally Sport.

2.17 Competitive Special Stages

Special Stages are the competitive portions of the event. Drivers and co-drivers must wear driving suits and safety helmets on all special stages. Safety harnesses and side windows or window nets must be securely in place before, and for the duration of all competition on active stages.

2.17.1 Stage Traffic

Rally officials will control all traffic on special stages.

2.17.2 Stage Locations

Stages will be identified in the route book with mileage for the start and finish controls.

2.17.3 Stage Starting Procedure

Competitors will start the special stage at the direction of the rally official acting as the Stage Starter. In general this will be at the :00 second mark of their assigned starting minute according to the Starter's clock. The Starter will record the stage start time on the competitor's time card, and notify them as this time approaches. If a start flag is used, then the Starter will place the start flag over the windshield in front of the driver. The Starter will count down the final five seconds to the start time and lift the start flag indicating the competitor should begin the special stage. Alternative starting systems will be described in an event's supplemental regulations.

2.17.4 Vehicle Spacing on Special Stages

Competitive vehicles will be spaced one minute apart. The rally officials may change this spacing should they feel it necessary.

2.17.5 Non-Rally Traffic on a Special Stage

Confirmed non-rally traffic driving on a special stage is grounds for automatic action by the event officials. For the public safety, and the safety of all competitors, non-rally traffic driving on a special stage should be stopped and delayed until competition on the special stage can be stopped and the non-rally traffic controlled. Take the following steps:

A competitor coming upon the non-rally traffic should attempt to stop them and relocate them into a safe place. If the competitor is unable to stop the vehicle, he or she should continue to the next radio point in order to communicate that non-rally traffic is on the stage. If the competitor is able to stop the non-rally traffic, he or she should:

Display the Red Cross Sign to the next competitor;

Have that next competitor report the traffic immediately to the next control or radio location; and

Wait until an event official arrives to escort the non-rally traffic from the special stage.

Event officials will insure that any competitor taking these steps for the public safety will not be negatively affected by their actions.

2.17.6 Special Stage Direction

Competitors may only drive in the proscribed direction on an active special stage. Driving backwards on an active special stage for any reason is grounds for immediate exclusion.

2.17.7 Emergency Procedures on a Special Stage

2.17.7.1 Warning Triangles

If a competition team stops for any reason on a special stage they must attempt to place their vehicle off the road so as not to impede the flow of traffic. Triangles should be placed on the side of the road so the following competitors can avoid the upcoming hazard.

1. The first triangle must be placed at the vehicle immediately upon stopping.
2. The second triangle must be placed 150' from the vehicle.
3. The third triangle must be placed 300' from the vehicle.
4. Remember that if your vehicle is over a crest or around a blind corner, that placing your triangle on the other side of those visual obstacles is necessary to warning on coming competitors, and the above distances may not be sufficient.
5. All triangles must be on the same side of the road as the stopped vehicle;
6. Competitors not displaying warning triangles are subject to penalties (at the discretion of the Stewards) up to suspension of their Rally License;
7. If the stop is for an extended time the OK sign from the route book must be displayed. Competitors must remove all warning triangles before continuing on a special stage; and
8. Any competitor coming upon a posted warning triangle or "Oil Warning" sign should slow down to a speed that will allow the competitor to be prepared to stop for the incident or special stage stoppage.

2.17.7.2 Approach to Disabled Vehicle

When a competition team approaches a disabled vehicle on a special stage, they must respond as follows:

2.17.7.2.1 OK Sign Displayed

If the OK sign is displayed, the competition team may proceed.

2.17.7.2.2 No OK Sign Displayed

If the OK sign is not displayed, the competition team must STOP. If there are no injuries, the OK sign must be displayed

so other competitors will not be delayed on the special stage. If there are injuries, the RED CROSS sign must be displayed and the emergency procedures below should be followed

2.17.7.2.3 Red Cross Displayed

If the Red Cross sign is displayed, the competition team must STOP. If there are injuries, assistance should be rendered to the injured persons. Competitors should send someone for assistance (normally the next approaching vehicle) to the next Radio Location or Control marked in the route book, or if a radio is available they should contact the special stage's radio net. The radio net and Paramedics or EMT's will need the following vital information:

1. The nature of the accident;
2. Type and severity of the injuries and the number of injured persons;
3. Location of the accident, mileage if possible from the start of the special stage; and
4. What to look for at the accident site: clearings, flashing lights, rocks, etc.

After sending help or contacting the radio net, steps should be taken at the accident site to prepare for the arrival of the EMT team. This should include making sure the roadway is clear for traffic, clearing brush and debris from the vehicle or injured persons, and if necessary marking the accident site or helicopter landing site.

2.17.7.2.4 Oil Warning Sign

On tarmac rallies if a competitor has stopped in the special stage and believes that oil has been spilled on the road surface then a "Oil Warning" sign shall be displayed in such a manner as give adequate warning of the danger to the following competitors.

2.17.7.3 Event Official Use of the Red Flag

If an event official uses a Red Flag, this use signals a competitor to stop on a special stage, the competitor is to stop as safely as possible, place their vehicle to allow clear passage on the road, and wait for directions from event officials.

2.17.7.4 Red Cross Sign Display or Red Flag Stops All Competition

Once a RED CROSS sign or a RED FLAG has been displayed, all competition on the special stage is halted. The special stage will be scored per these rules and event officials will advise competitors how to proceed. Competition may resume on a special stage once the emergency situation has been resolved.

2.17.8 Scoring of Halted Special Stage

If a special stage is halted after one or more competitors has completed the special stage, the event officials may assign scores to all following vehicles based on the finishing time of the slowest representative car finishing the special stage prior to the incident. No competitor who is responsible for the stoppage of the special stage can benefit from this action.

2.17.9 Assistance on a Special Stage or Transit

A competing vehicle must complete each stage and each transit under its own power except when assistance is unplanned. Assistance may include towing or pushing from any person or competitor other than a person working as a service member of the competitor's crew. Official permission or instruction may also allow assistance. A competing vehicle may not be towed or hauled at any time during the event by trailer or tow truck so that its wheels leave the road surface, unless specifically prescribed in an event's supplemental regulations. Competitors receiving illegal assistance will be removed from competition at the point of infraction.

(Note that 2.18 and 2.19 have been completely reorganized from 2007. Section headings marked in red indicate newly written sections.)

2.18 Control Procedures

2.18.1 Controls

All control locations, except **Observation Controls**, will be noted in the route book and their locations will be referenced by mileage. Competitors must stop at each control to have their passage time recorded on the time card that they carry. Competitors must obey the instructions of all control officials.

2.18.2 Time Card

At the start of the rally, each crew shall be given a time card on which the time allowed to cover the distance between two consecutive time controls should appear. This card shall be handed in at the finish control of one section and replaced by a new one before the start of the next section. Several time cards may be issued together, bound in a book form, covering a section or leg of the rally. The time allowances printed on the time card(s) are the official time allowances for the event and supersede any other published timing information.

Each crew is solely responsible for its time card. The crew alone 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 will always be shown thus: 00:01-24:00. Only the minutes which have elapsed will be counted. Throughout the rally the official time will be that specified on the official notice board.

The time card must be available for inspection on demand, especially at the controls where it must be presented personally for stamping and entry of times recorded by a member of the crew.

Any correction or amendment made to the time card will result in exclusion, unless the appropriate marshal has approved such correction or amendment.

The absence of a stamp or signature from any passage control, or 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 result in exclusion.

The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a print out device. Competitors are allowed to write in places noted for competitor use and write their car number on the time card in the car number box.

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. Time cards are considered a very important part of the time keeping record.

Event officials may correct any obvious timing errors.

Events must use the correct corresponding time card to timing system selected, as shown in Appendix A (10), depending on the timing the event has chosen in their Supplementary Regulations.

2.18.3 Control Check-In Procedure

The check-in procedure begins at the moment the car passes the time controls area entry sign or when competitor hands in a time card.

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.

The actual timing and entry of the time on the time card can only be carried out if the two member of the crews and the car are in the control area and within the immediate vicinity of the control, unless it is physically impossible because of obstruction for the vehicle to reach the control, then timing shall take place when a member of the crew presents himself to the control marshal. If access to the control is blocked, it is the competitor's responsibility to carry the timing card to the control on foot and check in at the correct time.

The check-in time corresponds to the exact moment at which one of the members of the crew hands the time card to the appropriate marshal.

Then, either by hand or by means of a printout device, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else.

The crew may enter the control zone in the minute preceding their assigned minute but must check in by presenting their time card to the official on the correct minute.

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.

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 correct target check-in time shall be penalized as per 2.24.

At the discretion of the organizer, 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.

At the time controls at the end of a leg, of a section, of a regroup, or at the end of the event, organizers may authorize the crews to check-in in advance without incurring any penalty, provided that these time controls have been identified in supplementary regulations of the rally or is indicated in a later bulletin. **The crew** must request their time in and this requested time shall be entered on the time card, not the actual time arrival, unless the desired time has passed, in which case the actual time of entry will be used.

At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew, and, the provisional starting time for the start of the stage. If two or more crews check in on the same minute at the 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. There must be a minimum 3-minute gap to allow the crew to prepare for the start.

Immediately after check-in at the time control, the competing car is driven to the start line of the special stage. The start marshal will check the time foreseen for the start of the stage on the timing card. He will then start the crew according to the procedure laid down. The crew must present themselves at the start line ready to compete on the special stage.

The time allowed between any two time controls, in minutes, is stated on the time card. The allowed times **may** also be included in the route book.

Marshals shall not attempt to judge whether a competitor is within his maximum permitted earliness or lateness. The marshal shall issue and record times for each competitor who checks-in.

When a time control is followed by a start control for a special stage these two controls shall be considered a single control area.

It is allowable for two competitors with consecutive starting times, by mutual agreement, to exchange starting times when in a control zone prior to a special stage start. The final decision on this exchange belongs to the control officials and may not impact the operation of the control.

2.18.4 General Control Procedures

1. All control watches must be synchronized with official rally time which must be displayed on the official notice board;
2. The timing minute will be read from 00 to 59 seconds. On transit sections, timing will be the preceding whole minute and on special stages to the preceding second or tenth of a second;

3. Times will be affixed to the competitor timing cards. Competitors must run according to the times on their timing cards;
4. At all controls, the time of arrival (in hours and minutes) will be the time of departure unless the control official records a later time of departure on the timing card;
5. The marshal shall record the car number of every competitor who checks in, or sufficient information to uniquely identify the car;
6. If a competitor believes that a marshal has misread his watch, he shall ask the marshal to re-check the time.
7. If the marshal agrees that he did misread his watch, he shall correct the time in on the timing card with the correct time in. He shall also note the corrected time in on his record sheet.
8. If the marshal does not agree that he misread his watch, the competitor shall base his calculations on the time recorded.
9. If a competitor doubts the accuracy of a marshal's watch, he shall ask the marshal to record on **the marshal's** timing card the time in requested by him. The marshal shall do so but shall not alter the timing card. The competitor shall base his calculation on the time recorded on his timing card.

2.18.5 Control Signs

Standard FIA signboards will be used to identify all control locations. A red sign is used to indicate the control location. A yellow sign is used to warn competitors of an approaching control location. At the finish of a special stage, a yellow-checkered flag signboard will warn competitors prior to the end of the special stage and a red-checkered flag sign will mark the Flying Finish of the special stage. Other signboards maybe used to mark other locations indicated in the route instructions. Please refer to Appendix A (6) for approved signage. These additional signboards must be defined in the supplementary regulations.

2.18.6 Unmanned Controls

Should a control be unmanned **or missing**, stop and await arrival of event personnel or further instructions. If able, contact an event official to report the situation.

2.18.7 Control Zones

At a special stage, the area from the first yellow sign to 160 feet after the last sign of both the start and finish control is considered a Control Zone. If Control Zone signs are present, their location supersedes the aforementioned 160 foot distance. A control zone is considered Parc Fermé and servicing is prohibited. Competitors are allowed to clean lights and windows as long as it does not affect the operation of the control or their readiness to start the stage.

Once a crew has checked in, their vehicle is considered within the control regardless of the vehicle's physical locations.

2.18.8 Physical Layout of Controls

2.18.8.1 At Stage Start

The yellow clock sign warning of the control, then approximately 80 feet, then the red clock sign designating the control, then approximately from 160 feet to 0.12 miles to the red furred flag. An optional End of Control Zone sign may be 160 feet later.

2.18.8.2 At Stage Finish

The yellow checked flag sign, then approximately 0.12 miles to the red checkered flag sign, then approximately from 325 feet to 0.25 miles to a red STOP sign indicating the control. An optional End of Control Zone sign may be 160 feet later.

2.18.8.3 Other Controls

Other controls should reference Appendix A-6 for sign placement guidelines.

2.18.9 Regrouping Controls

Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing controls.

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.

On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card. The crews will receive instructions on their starting time. The organizers may give them a new set of time cards at either the entrance or exit of the control.

The purpose of these regrouping controls is twofold: First, to remove gaps in the starting order which may have occurred between competing cars as a result of late arrivals or retirements. Second, to return the rally to its original schedule if there have been delays. Thus, the starting time from the regrouping control, and not its duration, must be taken into account. Cars will exit the regroup control in the same order that they entered.

2.18.9.1 Reseeding within a Regroup

The organizer may choose to perform a reseeding during a regroup. In this case the order that the cars leave the control will match the results measured at some previous point in the rally. As the intent is to sort the cars such that the fastest car is on the

road first, which will reduce the need to have cars passing on stage, road penalties should not be included when calculating the results that determine the leaving order.

2.18.10 Observation Controls

Observation Controls will display a control sign and all rally vehicles are required to stop and **be logged**. Observation Controls are special controls used by the event officials to monitor and control the speed of rally vehicles (including service crew vehicles) on the open public roadways. Observation Controls **may** be placed at several locations along the route. Observation Controls **may use radar, timing, or other techniques or equipment to measure the speed of vehicles**. Any vehicles not stopping will be assessed **a penalty for shorting the course** over any penalties for exceeding the speed limit.

2.19 Timing Systems

There are three different control and timing systems used in the United States.

1. The Modified FIA System (also used in Canada)
2. The National System
3. The FIA system

The Modified FIA System and the National system differences largely fall into two categories:

1. The target check-in time calculation methods are different.
2. The National system explicitly names more pieces of the time controls, while the Modified FIA System calls everything a Time Control.

The FIA system may be used only by those events sanctioned by the FIA. Please refer to FIA General Prescriptions for Rallies Article 18 for the exact description of the FIA system.

Each event must state which system is to be used in the event Supplemental Regulations.

2.19.1 Expression of Scores

Scores for special stages may be expressed as any of the following:

1. Hours, minutes, and seconds.
2. Hours, minutes, seconds, and hundredths of a second. If hundredths of second are scored then it is compulsory that an electronic timing system be used that is coupled to a start line detection device that records any situation where a car leaves that start line ahead of the correct signal and is also used to detect the flying finish.

3. Minutes and hundredths of a minute.

2.19.2 Target Check-In Time Calculation

2.19.2.1 Modified FIA System

Three general scenarios are possible:

2.19.2.1.1 From a Non-Stage Control

The allowed transit time on the time card is added to the time of day you departed from the control. The result is your target check-in time at the next control.

2.19.2.1.2 From a Stage Finish

Add the allowed stage time for the stage you have just completed to the allowed transit time for the transit you are about to start. Add the result to the time of day you started the stage. This is your target time for the next control.

2.19.2.1.3 From a Stage Finish When Slow

If the time taken to complete the stage exceeds the time allowed for the stage, the previous method would not give you enough time to safely complete the transit. Instead, remove the seconds from the time of day that you finished the stage. Add the allowed transit time. The result is your target time for the next control.

2.19.2.2 National System

Two general scenarios are possible:

2.19.2.2.1 From a Non-Stage Control

The allowed transit time on the time card is added to the time of day you departed from the control. The result is your target check-in time at the next control. This is identical to the Modified FIA System for the same situation.

2.19.2.2.2 From a Stage Finish

Remove the seconds from the time of day that you finished the stage. Add the allowed transit time. The result is your target time for the next control. This is identical to the Modified FIA System for "From a Stage Finish When Slow".

2.19.2.3 FIA System

For information only, the FIA system is described. Refer to the FIA rules. Only one scenario is possible: From any control, add the allowed time for the next section to the time you left that control. The stage and transit allowed times are combined.

2.19.3 Provision for 30 Second Intervals

In the case where competitors are running on 30 second intervals, those that are running "off the minute" must adjust their target

check-in calculation method. If the competitor starts a stage on the 30th second of the minute, when instructed by 2.19.2 to “remove the seconds” from a time of day, which effectively winds the second hand of the calculation back to the top of the minute (second zero) they must instead back up to the previous 30th of a second. This will ensure their next target check-in time is also on the 30th second of a minute.

If the 30 second intervals are only temporary, for example, used just for a superspecial stage starting the day, intervals may be increased at back to one minute by waiting within the control at the next stage start. Competitors must still check in properly at 30 second intervals, but would be released at one minute intervals.

2.19.4 National System Control Types

2.19.4.1 Main Time Controls (MTC)

Main Time Controls are used at the start and finish of major section of the event and identified by a red clock face sign. An MTC is located at the start and finish of each Leg of an event. MTCs are also sometimes located at major service areas or re-seeding locations along the route. Time cards are often collected and new time cards issued at MTCs. You may arrive early at an MTC without penalty; however, you must announce to the control officials the correct calculated time for your arrival. You will be given the time you announce so long as that minute has not passed. Competitors must present their vehicles to depart from the MTC at the time assigned on their time cards. Early departure from an MTC is sometimes allowed under the direction of an event official. If time cards are collected, control officials will give the competitor instructions on when new time cards will be issued.

2.19.4.2 Arrival Time Controls (ATC)

Arrival time controls are located just prior to the start of each competitive special stage of the event and identified by a red clock face sign. The purpose of the ATC control is to records the time taken on transit sections and to provide an orderly flow of vehicles to the special stage start control. Competitors must arrive at the ATC during their calculated arrival minute. The control officials will record the arrival time for the ATC at the exact moment which the competitor places the timing card in the control official's hand. The ATC will assign a Special stage Start Time on the competitor's time card. The ATC and SC are considered as both being a part of the same control and are included in the same control zone.

2.19.4.3 Start Controls (SC)

The SC official will record the actual start time for the competitor on the time card and start the competitor.

2.19.4.4 Flying Finish (FF)

A yellow-checked flag sign will be located about .10 miles before the Flying Finish. This sign is to warn that the end of the special stage is approaching.

A red-checked flag sign will identify the Flying Finish (FF) of a special stage. The finishing time of each competitor will be recorded as they pass the Flying Finish. Competitors are not to stop at this location. After passing the Flying Finish sign, the competitor must immediately slow their vehicle to a safe speed and slowly pull to a stop at the Finish Time Control sign (located about 0.03 miles past the FF). Stopping between the flying finish and the finish time control is forbidden and subject to penalty.

2.19.4.5 Finish Time Controls (FTC)

A red stop sign will identify the Finish Time Control. The Finish Time Control will record the time at which the competitor passed the FF, on the time card. The competitor will then immediately proceed to the next ATC or MTC.

2.19.5 Exclusion

Crews are bound, under pain of exclusion, 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.

Any 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. Maximum lateness times maybe modified by the supplementary regulations of the event.

Maximum permitted earliness (MPE) for each leg of the rally is 10 minutes. One minute of MPE will be accumulated for each minute of early arrival at time controls and main time controls. MPE may not be reduced by late arrivals at controls.

In calculating such exclusion, the actual time and not the penalty time, (10 seconds per minute), shall apply.

Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control shall not be taken into consideration

when calculating time counting towards exclusion for exceeding maximum lateness.

The Stewards, upon the proposal of the organizer, may increase the exclusion time at any point. The crews concerned shall be informed of this decision as soon as possible.

Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

2.20 Control Closing Times

Each event will detail its control closing procedures and/or procedures for maximum permitted lateness within its supplemental regulations.

2.21 Finisher Defined

To be considered a finisher, a competitor must:

1. Must pass through and receive a time at all controls per these rules.
2. Complete the entire course per the route book or as amended by the event officials.
3. Not otherwise be excluded or removed from the event per these rules.

2.22 Parc Expose (Exhibit Park)

A parc expose provides an area where vehicles can be placed for public view under the control of event officials. The event supplemental regulations will provide detailed information on the time and place of any parc expose. A parc expose is under the control of event officials and competitors are required to follow their orders and directions. Competitors not meeting the requirements of the parc expose are subject to penalties. Penalties will be assessed for early or late arrival or removing a vehicle from Parc Expose.

2.23 Parc Fermé (Closed Park)

A Parc Fermé comprises all controls and is a place to which the competitor is obliged to bring his or her car(s) as foreseen by the Supplementary Regulations. All vehicles must be checked into park Fermé on the time indicated. At the end of a leg a service time may be allowed prior to a Parc Fermé. Service member of the crews may check a vehicle into Parc Fermé. There is no penalty for early check-in at a Parc Fermé. Competitors that fail to check-in to the park Fermé by the closing time will be penalized. Early removal of a vehicle from Parc Fermé will result in penalties. Inside the park Fermé, only the officials assigned to surveillance may enter. No **service**, operation, checking, tuning or repair is allowed unless authorized by the same officials. **Opening the hood or trunk will be considered servicing**. Servicing a vehicle in park Fermé will result in

penalties. The Supplementary Regulations of the competition shall specify the place where any Parc Fermé will be set up. The park Fermé shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure. Timing control areas are considered Parc Fermé.

2.24 Time Penalties

2.24.1 The Course

- 5 minutes for a flagrant violation of purposely shorting **or deviating from** the course, **including bypassing a chicane**.
- 12 seconds for striking one element of a chicane.

2.24.2 Controls

- 10 seconds per minute for late arrival at an ATC, MTC, or TC.
- 10 seconds per minute for late departure from an MTC or TC.
- 1 minute per minute for early arrival at an ATC or TC.
- 2 minutes for jumping the start of a special stage by starting before the Start Official has signaled to start.
- 5 minutes for competitors working on a vehicle in a control zone.

2.24.3 Parc Expose and Parc Fermé

- 6 seconds per minute late arrival at Parc Expose.
- 10 minutes for early removal of vehicle from Parc Fermé or Parc Expose.
- 10 minutes for missing check-in to Parc Fermé.
- 10 minutes for servicing a vehicle in Parc Fermé.

2.24.4 Safety and Servicing

- 5 minutes for **improper or missing** warning triangle display.
- 5 minutes for unsafe or reckless service crew actions.
- 10 minutes for reckless or unsafe driving in an open public area.
- 10 minutes for servicing outside an authorized service area.

2.24.5 Speeding and Police Involvement

- 1 minute for driving between 6 and 10 miles per hour over the legal speed limit.
- 4 minutes for driving between 11 and 20 miles per hour over the legal speed limit.
- 10 minutes up to exclusion for driving over 20 miles per hour over the speed limit.
- 5 minutes for a moving violation from any authorized law enforcement official.

2.24.6 Competitor Conduct

- 5 minutes per incident for purposely balking or delaying another competitor on a stage.
- 10 minutes up to exclusion and removal of license for unsportsmanlike conduct.
- 10 minutes at the current rally and 2 minutes at the driver's next NRS sanctioned rally for any dishonesty to officials either in person or in writing, including entry forms, inquiry forms or steward interviews, by either member of the crew.

2.24.7 Miscellaneous

- 30 seconds for arriving at a control without sufficient tread depth (tarmac stages only)
- 10 minutes for failure to follow the directions or orders of an event official, exclusion for gross violations.
- As a catch-all, any infraction or breaking of the rules of these GRR may incur a 3 minute penalty, or more, at the discretion of the Stewards.

2.25 Results

2.25.1 Assessment of Performance:

The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.

The competitor's actual time taken to complete a special stage will be recorded at least to the nearest second or hundredth and debited to that competitor, together with any target lateness penalties. The score for each special stage will be the amount of time taken for the team to travel from the start line to the finish control.

2.25.2 Final Classification:

For the final results, the elapsed times on all special stages and penalties will be totaled. The competitor who has the lowest total is the overall winner of the rally. The one having the next lowest total is second, etcetera.

2.26 Sweep Vehicles

Special vehicles will be used to closely follow the last competitor through each stage. The purpose of these vehicles is to "sweep" the course clearing any disabled vehicles from the road and rendering aid to competitors when possible. If a competitor is unable to continue they should give a written description of their situation to the Sweep. The radio network will then attempt to reach the competitor's service crew. Although the sweep crew will provide limited assistance, it is the responsibility of the competitor and their service crew to extract and retrieve their disabled vehicles without impacting the running of the event or violating any regulations or laws.

2.27 Notification of Withdrawal Form

Each route book may contain a Notification of Withdrawal Form. The purpose of this document is to track competitors that have withdrawn from the event. The form includes a receipt that must be completed and retained by the withdrawing team.

2.28 Force Majeure

Force Majeure is a term used to describe the forces of nature that can affect a competitor during an event. The event officials will do everything possible to provide an equal and fair opportunity to all competitors. At times circumstances will create hazards, conditions, and course changes which are beyond the organizer's control. These changes are considered force majeure. This regulation grants the event officials wide latitude in dealing with unexpected situations.

2.29 Service Crews and Servicing

Servicing: is defined as any repairs or maintenance of a competing vehicle by any service crew personnel. Repairs or maintenance on the vehicle by the driver or co-driver using items not carried in the competing vehicle is prohibited. The placement of service items (i.e., tires, gas, and tools) at unmanned locations, outside a service area, for use by the competing vehicle is forbidden.

2.29.1 Unplanned Assistance

Unplanned assistance by anyone other than a service member of the crew is allowed unless specifically restricted elsewhere in these rules (i.e., control zones, parc fermé, etc.). Competitors may accept assistance from the Sweep Vehicles.

2.29.2 Service Areas

Service of competing vehicles is allowed only in specified service areas. The authorized service areas are defined in the Event Supplemental Regulations. Competitors servicing outside authorized service areas are subject to penalties.

2.29.3 Fuel-Only Service

At a service designated fuel-only, only one action may be performed: adding combustible automotive fuel to the car. Examples of combustible automotive fuel are: pump gasoline, high octane race gas, diesel fuel, bio-diesel fuel, ethanol fuel.

No other service may be performed by the crew or the service crew. No other liquids or materials may be added to the car. No other liquids, materials, objects, or tools may be delivered, lent, or given to the competitors.

2.29.4 Service Crew Penalties

Service crews are responsible for obeying all regulations, laws and speed limits. Violation of the event rules and regulations or laws by

the service crew will result in the penalties assessed to the associated competing team(s).

2.29.5 Service Crew Travel

Service crews must follow their designated service route. **On the designated route, a service vehicle must not be stopped and within one mile of any team for whom they are crewing, or the team will be penalized for illegal service, with the start area, finish area, and service areas excluded from this prohibition. If for any reason a service vehicle is off the designated route, it must not be within one mile of any team for whom they are crewing, or the team will be penalized for illegal service with the exception that the team is in the start area, finish area, or a service area .**

2.29.6 Service Crew Registration

Each service member of the crew (meaning all occupants of all service vehicles) must sign the event Waiver and Release Form and receive an identification wristband. Each service vehicle must be registered with event officials and provide proof of the required basic liability insurance.

2.29.7 Service Crew Safety Procedures

Service crews must conduct their duties with the highest regard for their safety and the safety of the general public. This requires all service vehicles to park safely along any public roadway using warning triangles when necessary. No refueling shall be done in the area of a possible ignition sources. During all refueling, one member of the crew shall stand at the ready with a fire extinguisher in close proximity to those refueling. Jack stands must always be placed under the vehicle when more than one wheel is in the air. The jack stand must always support the portion of the vehicle in the air when work is being performed underneath the vehicle. Any service crew failing to practice safe operations will be subject to a penalty assigned to their associated team(s).

2.29.8 Service Crew Accident or Injury Report

Any vehicle or person involved in an accident or incident resulting in personal injury or property damage of any kind is required to report the incident to an official. Failure to report an accident or incident will result in the forfeiture of all deposits, entry fees, prizes or awards payable to the involved entrants. The Competitor/Service Crew Incident Form from the route book or service crew instructions should be used if possible.

2.30 Protests, Inquiries and Appeals

Only competitors whose entries have been duly accepted by the event organizers may file claims. Claims may take one of two forms. An Inquiry is an informal written request to the organizers to

examine a situation. A Protest is a more formal procedure, which should only be undertaken after an Inquiry.

2.30.1 Inquiry

An inquiry is an informal written request to the organizers to examine a situation. If possible the Inquiry Form from an event route book should be used for this purpose. The situation should be described in detail and the desired corrective action recommended. Inquiries should be presented personally to an official. The organizers will respond in writing by posting on the Official Notice Board.

2.30.2 Protest

A Protest is a more formal procedure, which should only be undertaken after an Inquiry, A Protest must be submitted in writing to the Clerk of the Course who will forward the protest to the Chairman of the Stewards of the Meeting for action by the Stewards committee. A cash fee must accompany protests as follows:

1. \$50.00 USD for protest of the conduct of the event **or a competitor.**
2. \$200.00 USD for protest of a vehicle.

The fee will be returned if the claim in the Protest is upheld or if so decided by the Clerk of the Course. The Clerk of the Course will respond in writing to all Protests. This written response will be posted on the Official Notice Board.

2.30.3 Inquiries and Protest against the Conduct of the Event

Inquiries or Protests for situations regarding the route, controls, or event procedures must be submitted no later than within 30 minutes of the competitor's arrival time at the final MTC of the event. Claims regarding posted provisional scores must be filed within 30 minutes of the posting of the provisional scores. A Protest, which follows an Inquiry, must be filed within 30 minutes of the time that the response to the Inquiry is posted.

2.30.4 Inquiries and Protests against the Conduct of a Competitor

Inquiries or Protests for situations regarding the conduct or actions of another competitor must be submitted within 30 minutes of the claimant's arrival time at the final MTC of the Leg in which the situation occurs. A Protest, which follows an Inquiry, must be filed within 30 minutes of the time that the response to the Inquiry is posted.

2.30.5 Inquiries and Protests against a Vehicle

Any claim regarding the legality of a competition vehicle must be filed prior to the start of the first car on the first Leg of the event. The Clerk of the Course may extend this limit if the subject of the claim was not available for inspection. All vehicles in the Parc Expose prior to an event are required to be available for inspection (regarding legality) by any and all competitors and event officials.

Should a claim result from changes made to a competitive vehicle during competition, the claim must be made within 30 minutes of the claimant's arrival at the final MTC of the Leg on which the changes were first observed. The claimant must also provide evidence that illegal changes were made to the vehicle after the start of competition.

If a competitor fails to present his claimed vehicle for inspection, that competitor is subject to exclusion from the event. A vehicle found in violation of vehicle eligibility, either general or for competition class, is subject to penalties imposed by the event Steward or Clerk of the Course.

It is the responsibility of the competitor filing a Protest to prove the violation exists. If a claim involves the disassembly of the claimed vehicle, the competitor filing the claim must provide a cash bond in an amount large enough to cover all costs for inspection and re-assembly. If on inspection the claim is invalid, the competitor filing the invalid claim is responsible for all expenses incurred to the owner of the claimed vehicle. If the inspection proves the claim to be valid, the owner of the claimed vehicle will be responsible for all costs and the bond will be returned to the competitor that filed the Protest.

If the claimed vehicle does not finish the event, the claim is nullified and the Protest fee will be returned.

All decisions of the Steward regarding vehicle legality are final.

2.30.6 Appeals

2.30.6.1 National Court of Appeal

1. NASA Rally Sport shall from time to time establish and keep established a National Court of Appeal, which shall be the final Court of Appeal in respect to events sanctioned by NASA Rally Sport.
2. Each member of the National Court of Appeal shall be nominated by one of the members of the Management

Board of NASA Rally Sport and appointed by majority vote of the Management Board.

3. The National Court of Appeal shall have three, four, or five members. One member will be appointed by the Management Board as Chairman and one as Deputy Chairman. Each sitting of the National Court of Appeal shall as a minimum, comprise either the Chairman or Deputy Chairman (who shall preside over the sitting) together with any two other members.
4. The members of the National Court of Appeal shall consist of:
 - a. (In the case of Chairman or the Deputy Chairman) a currently practicing lawyer; and
 - b. (Other members) persons having considerable experience in motor sport.
5. Each member of the National Court of Appeal shall be appointed for a period of five years and thereafter for a further period or periods of five years each unless the Management Board gives not less than three months notice of its intention not to renew a member's appointment.
6. A vacancy in the National Court of Appeal may be filled by the Management Board appointing a new member.
7. If a member of the National Court of Appeal should cease for any reason to be a member during his or her five year term, the Management Board may fill the vacancy thus created for the unexpired portion of that member's five year term.
8. The National Court of Appeal shall regulate its own procedure subject to any procedural requirements of the GRRs. The decision of the National Court of Appeal shall be final and no part thereof shall be subject to further appeal or review of any kind.
9. No person with a potential conflict of interest shall act in any judicial capacity in relation to any appeal.

2.30.6.2 Right of Appeal

The right of appeal is vested in the following individuals: any Office Bearer, Competitor, Entrant, Driver, person, firm, corporate body, Club Member, or Official upon whom or which a penalty or any other decision has been imposed under the GRRs by the Stewards (including a penalty or decision imposed by another Official which is upheld by the Stewards in a protest).

2.30.6.3 Procedure for Appealing

1. Anyone who intends to appeal against any penalty or decision must deliver a Notice of Intention to Appeal to the Stewards.
2. Subject to any delay caused by force majeure, every Notice of Intention to Appeal must be:
 - a. Delivered or faxed to the Steward(s) imposing or upholding the penalty or decision within one hour of receipt by the appellant of the written decision or, (in the case of decisions delivered verbally) the Stewards' written confirmation of the verbal decision.
 - b. Accompanied by a fee of \$250 cash to NASA Rally Sport. This fee shall be returned by NASA Rally Sport if the National Court of Appeal so directs.
 - c. A copy of the Notice of Intention to Appeal must be delivered or faxed to the appropriate NASA Rally Sport Director (East or West) by 8PM on the Tuesday following the event.
3. Anyone who has sent the Notice of Intention to Appeal must follow up by sending the actual Appeal.
4. Subject to any delay caused by force majeure, every Appeal to the National Court of Appeal must:
 - a. Be delivered, faxed or mailed to the appropriate NASA Rally Sport Director (East or West) within 72 hours of receipt of the Notice of Intention to Appeal.
 - b. State with reasonable specificity the decision of the Steward(s) or against which the appeal is made together with the brief grounds of appeal.

2.31 Tie Breaking

If at the end of competition, a tie score exists the tie will be broken and the position awarded to the tied team winning the most special stages, if still tied, then to the tied team winning the most Legs. If still tied, then to the tied team winning the last scored special stage.

2.32 Chicanes

The use of artificial chicanes is permitted in stage rallies.

Chicanes may be of two types:

1. Single element, designed to have the competitors leave the main road and then return. They may be used at a delta or a road junction; or
2. Multiple elements, designed to have the competitors negotiate the elements without leaving the road.

Chicanes must be manned and the marshals shall be deemed judges of fact as to whether a competitor struck a chicane element or not.

Caution signs should be placed 150' to 300' feet before a chicane.

2.33 Series Regulations

These GRRs regulate how each event is to be run and how the vehicles are to be prepared. However, the promoters and organizers of various championship series will determine how the following areas best suit the ends they are trying to achieve, and freedom is granted to them to do so.

2.33.1 Series Points

The amount of points awarded for first, second, and all other places will be defined by the championship organizer. The procedures for dealing with ties and which events count for points is determined by the championship organizer. Refer to the relevant championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.

2.33.2 Licensing Requirements to be Eligible for Points

Each championship will detail which licenses are required to be eligible to score points. Refer to the relevant championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.

2.33.3 Graphics and Advertising Regulations

Each championship will define what graphics, number backers, advertisements, or other vinyl or stickers are required. The requirements for graphics on the driving suits is also under the purview of the championship organizers. Refer to the relevant championship regulations. Links to the championship regulations are available from <http://NASARallySport.com/>.

3 TECHNICAL REGULATIONS

3.1 Vehicle Eligibility

3.1.1 Vehicle Registration

Each vehicle entered in a NASA Rally Sport event must have a current and valid vehicle registration. This requirement may be waived for closed venue events.

3.1.2 Street Legality

Each vehicle competing in an event must carry all the equipment required by State and Federal laws to operate on the public highways. Required equipment must remain in good operation throughout the running of the event. Should the competing vehicle be detained or removed from operation during an event by a law enforcement officer, the competitor may not seek remedy or relief

under these Regulations. This requirement may be waived for closed venue events.

3.1.3 Vehicle Eligibility

Vehicles eligible for events must be production based four wheeled passenger vehicles generally available for purchase by the general public. "One-off" vehicles specially built from the ground up for competition use is prohibited. To this end, the frame, floor pan, basic body shell, and firewall must remain original but may be modified for strength or to accommodate legal components. Exterior panels, including fenders, engine hood and trunk lid of hatchback must be present and visually similar to the original components.

In addition to the class definitions, all vehicles must meet the safety requirements of the GRR Article 3.6.

Other vehicles may compete at the discretion of NASA Rally Sport.

3.1.3.1 Definitions

1. **Model** - All vehicles belonging to a production series, distinguishable by a specific conception and general exterior lines of the bodywork and by the identical method of transmitting the engine power to the drive wheels. Supercharged/turbocharged vehicles will be considered as different models than normally aspirated versions of the same car. The terms turbocharged and supercharged will be used interchangeably within this document.
2. **Model variant** - A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, station wagon etc.) or with regard to mechanical components.
3. **Interior bodywork** - cockpit and trunk
4. **Exterior bodywork** - All the entirely suspended parts of the car licked by the air stream.
5. **Chassis** - The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.
6. **Original equipment** - All items of standard or optional equipment that could have been ordered with the particular bodywork variant of the car, installed on the factory production line, and delivered through a dealer in the United States or, for group N, as provided for in the

homologation papers for the vehicle. Dealer installed options, except as required by the manufacture directive (no matter how common), are not included in this definition.

7. **Automatic Transmission** - This is made up of a hydrodynamic torque converter, a box with epicyclical gears equipped with clutches and multi-disc brakes and having a fixed number of reduction gears, and a gear change control. The gear change can be achieved automatically without disconnecting the engine and gearbox, and thus without interrupting the engine torque transmission. Gearboxes with continually variable transmission are considered as automatic gearboxes with the particularity of having an infinite number of reduction ratios.

3.2 Vehicle Class and Preparation Regulations

Vehicle class and preparation regulations will be per the requirements of the individual event organizer and/or series, but all vehicles, not otherwise excepted, must at a minimum meet NASA Rally Sport Technical Regulations.

3.2.1 General Conditions

3.2.1.1 Lights

1. Original headlights may not be changed or removed. However, the frontal glass, reflector and bulbs are free, provided they are in compliance with the legal requirements of the province or state of registration.
2. A headlight shall be considered as any lighting device throwing a beam toward the front of the vehicle (dipped-beam, long range lamp, anti-fog lamp).
3. Auxiliary headlights may be fitted, provided the number installed is even.
4. It must be possible to turn off all high-beam headlights and auxiliary lights with a single switch, which must leave the low-beam headlights functioning.
5. It must not be possible to operate any fog lights fitted without the front marker lights and taillights operating.
6. Auxiliary reversing lights may be fitted. All reversing lights may only switch on by engaging reverse gear.
7. It is not permitted to fit any device that can alter the normal functioning of the brake lights.
8. The mounting of maneuverable searchlight(s) is prohibited.

3.2.1.2 Wheels and Tires

3.2.1.2.1 Wheels

1. The wheels are free, regarding the maximum diameter and maximum width unless amended in specific class regulations.
2. The use of wheels with lesser dimensions is permitted.
3. Wheels made from forged magnesium are forbidden (including standard wheels).
4. Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on drawing 254-1 are respected.
5. Air extractors added on the wheels are forbidden.

3.2.1.2.2 Tires

1. Tires are free provided that they can be mounted on those wheels.
2. The use of any device for maintaining the performance of the tire with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tire (space between the rim and internal part of the tire) must be filled only with air.
3. The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and that it is not installed in the space reserved for the occupants.

3.2.1.2.3 Tarmac Tires

1. A tread pattern depth of 5.5mm (6/32") must be molded into the tire and at all times during the event, the tread depth of the tires must be not less than 1.6 mm (2/32") over at least three quarters of the tread pattern.
2. **The method of measuring the tread depth shall be averaging two measurements, both taken in the center of the width of the tire, with the measuring points being at the 10 o'clock and 2 o'clock positions.**
3. Shaving of tires is prohibited. Siping/grooving of tires is permitted. Tires do not need to be homologated.
4. Full racing slick and some "DOT" R-spec road race tires (some examples are Hoosier R3S04, A3S04 & A3S05; Avon Tech R; Kumho ECSTAV710; Hankook Ventus Z214, Goodyear GS-CS Eagle) are disallowed.

3.2.1.3 Exhaust System

The maximum permitted noise level from the exhaust system shall be 86 db (A scale) with the engine idling at 3500 RPM,

measured from a distance of 50 feet in an area 45 degrees either side from the centerline of the exhaust outlet. The test shall be on level ground and be free from any obstructions.

3.2.1.4 Air Bags

All air bags must be disabled during stage competition.

3.2.2 Open 4wd (Prototype Classes)

Open 4wd Class consists of modified four-wheel drive cars. For purposes of Regional Championships the class is split into two sub-classes:

1. Prototype 1: four wheel drive with forced induction engines
2. Prototype 2: four wheel drive with naturally aspirated engines

3.2.2.1.1 Definition

1. Any vehicle with a four-wheel drive driveline.
2. This includes vehicles of series or limited production which are modified beyond what is permitted in FIA Group N,
3. Vehicles, which do not comply with Prototype 1 Class, but do comply with FIA regulations for Group A rally cars (including World Rally Cars) are permitted to compete in Prototype 1 class, but shall not be eligible to score points for the Eastern States Rally Championship.

3.2.2.2 Engine

The engine, although unrestricted, must be manufactured by the same parent company as the vehicle manufacturer.

3.2.2.2.1 Engine Displacement.

Engine displacement after adjustment shall be no greater than 5100 cm³.

Adjusted engine displacement is calculated by multiplying the actual displacement by the multipliers listed below:

	Prototype 1	Prototype 2
Rotary	1.8	1.8
Supercharged	1.7	
Four or more valves per cylinder	1.0	1.2
Three valves per cylinder	1.0	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.2.2.3 Supercharger Restrictions for Open 4wd

1. All supercharged cars must be fitted with a restrictor fixed to the compressor housing unless the compressor air inlet internal diameter is equal to or smaller than the required restrictor internal diameter.
2. If a restrictor is required by (1) above then all air necessary for feeding the engine must pass through this restrictor but in all cases must respect the following:
3. The maximum internal diameter of the restrictor is 34 mm and;
4. Be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Appendix B drawing 254-4).
5. This diameter must be complied with, regardless of the temperature conditions. The external diameter of the restrictor at its narrowest point must be less than 40 mm, and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorized. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Appendix B drawing 254-4). In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 24 mm and a maximum external diameter of 30mm. - Diesel engine: For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 37 mm and a maximum external diameter of 43 mm, in the conditions set out above.

3.2.2.4 Authorized Modifications

1. Except for paragraphs 2 and 3 and Article 3.2.2.7, the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
2. Exterior pieces (i.e., all components licked by the air stream) must be visually similar to the original item, including bumpers. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. The A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.
3. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.

3.2.2.5 Weight

1. The weight limit of the car is determined by the class and adjusted displacement.

Adjusted Displacement in cubic centimeters	Weight Limit, in pounds	
	Prototype 1	Prototype 2
Up to 1000	2700	1585
over 1000 and up to 1150	2700	1735
over 1150 and up to 1400	2700	1850
over 1400 and up to 1600	2700	2025
over 1600 and up to 2000	2700	2200
over 2000 and up to 2500	2700	2375
over 2500 and up to 3000	2700	2530
over 3000 and up to 3500	2700	2700
over 3500 and up to 4000	2700	2885
over 4000 and up to 4500	2700	3080
over 4500 and up to 5000	2700	3300
over 4000 and up to 5500	2700	3500
over 5500 and up	2700	3700

2. This is the real weight of the car, without fuel, driver, co-driver and their personal equipment.
3. If the weight is disputed during weighing then all the driver and co-driver equipment, including helmets shall be removed.
4. All external headphones, tools, spare parts, tires and wheels will remain in the car during weighing.

5. The car may not, at anytime during the event, weigh less than the absolute minimum real weight as stated in (A) above.
6. Securely fixed ballast may be used to realize the absolute minimum real weight of the car.

3.2.2.6 Electronic Controls

1. If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the differential must work when the unit is replaced with the series unit). Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. The electrical harness must not be modified.
2. Electronic control of the suspension, steering, braking, and gear change/clutch, front and rear differentials are expressly prohibited.
3. Sequential transmissions are prohibited with the exception of automatic transmissions available as the vehicle is sold from dealer.

3.2.2.7 Homologated Component Use

Any vehicle (except FIA Group N4) may use FIA homologated components in an unmodified form if such components are not in violation of 3.2.1.6 above.

3.2.3 Group N

These Group N regulations include vehicles in the FIA Group N4, 2 liter 4WD supercharged, and FIA Super 2000 classes.

3.2.3.1 Homologation

1. Series production touring cars which comply with the FIA regulations for Group N, and comply with Appendix J, Article 251, 252, 253 and 254, 254A, 255 of the FIA technical regulations and the FIA homologation paper(s) specified on the entry form for that particular vehicle. Compliance with homologation papers shall be determined based on interpretations of those papers in accordance with the FIA standards and regulations.
2. Expiration of FIA Homologation will be extended by four years.
3. Homologation Papers: Entrants are required to present originals of correct vehicle homologation papers bearing an original ink stamp of the issuing FIA/ASN at

scrutineering to substantiate the eligibility of the vehicle and its components.

3.2.3.2 Safety Regulations for Homologated Group N4

Safety regulations are as per FIA regulations.

3.2.4 Open 2wd (Modified Classes)

Modified Class consists of modified two wheel drive cars. For purposes of Regional Championships the class is split into two sub-classes:

1. Modified 1: two wheel drive with adjusted displacement over 2400 cm³
2. Modified 2: two wheel drive with adjusted displacement equal or less than 2400 cm³

3.2.4.1 Definition

1. Vehicles must be 2-wheel drive, normally aspirated models sold globally in minimum quantities of 1000.
2. Drive configuration must remain as originally manufactured (e.g. front engine, front drive) **with the exception that a normally four wheel drive vehicle may be reduced to either front or rear wheel drive as long as stock suspension pickup points are used and the floor pan of the vehicle is not grossly modified for the conversion.**

3.2.4.2 Engine

The engine, although unrestricted, must be manufactured by the same parent company as the vehicle manufacturer.

3.2.4.2.1 Engine Limitations

	Modified 1	Modified 2
Superchargers	Allowed	N/A
NSU Wankel patents (Mazda rotary)	Allowed	N/A
Adjusted displacement less than	5100 cm ³	2400 cm ³
Adjusted displacement at least	2400 cm ³	N/A

3.2.4.2.2 Adjusted Engine Displacement

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	Modified 1	Modified 2
Rotary	1.8	N/A
Supercharged	1.7	N/A
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

All supercharged engines will be considered to have two valves per cylinder.

3.2.4.3 Authorized Modifications

1. Modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
2. Exterior pieces (i.e.: all components licked by the air stream) must be visually similar to the original item, including bumpers. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components. Roof mounted, commercially available cooling vents are allowed.
3. Fenders modifications are allowed for the benefit of tire clearance. The tires must be contained in the bodywork when viewed above the car in a 90-degree perpendicular angle to the ground.
4. Brakes, carburetor/injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.
5. Wheel diameter and width are unrestricted.

3.2.5 Stock Classes

Stock Class consists of essentially showroom stock cars and SUV. The class is split into four sub-classes:

1. Grand Touring: specific turbocharged 4wd cars with superior performance to the typical showroom ready vehicle. The following vehicles are specifically placed in GT unless eligible for another class.
 - a. 2004-present US Subaru STi
 - b. 2006 US Subaru WRX
 - c. 2004-2005 Mitsubishi Evo VIII
 - d. 2006-present Mitsubishi Evo IX
 - e. 2004-2006 Volvo S40 T5 AWD
 - f. 2006 Mazda Speed 6
2. Super Stock: adjusted displacement over 2650 cm³
3. Stock: non-supercharged, with adjusted displacement equal or less than 2650 cm³
4. Stock SUV: Commonly referred to as sport utility vehicles these vehicles are typically one-volume cars and must have non-supercharged engine with adjusted displacement equal or less than 5000 cm³. Drive may be 2WD, AWD, and or 4WD.

3.2.5.1 Definition

1. Sedans, station wagons, sports cars and light trucks, available from manufactures listed in National Dealers Association "Car Guide", with limited modifications in order to make them more suitable for competition with respect to safety and reliability only.
2. There must have been a minimum of 1000 units of the specific make and model and of a specific model year commercially available in the United States.
Commercially available shall be interpreted as meaning that the general public is able to obtain a price and reasonable delivery date for the specific make and model.

3.2.5.2 Engine

3.2.5.2.1 Engine Limitations

	Grand Touring	Super Stock	Stock	SUV
Superchargers	Allowed	Allowed	N/A	N/A
NSU Wankel patents (Mazda rotary)	N/A	Allowed	Allowed	N/A
Adjusted displacement less than	Unlimited	Unlimited	2650 cm3	5000 cm3
Adjusted displacement at least	2650 cm3	2650 cm3	0 cm3	0 cm3

3.2.5.2.2 Adjusted Engine Displacement

Adjusted engine displacement is calculated by multiplying the absolute displacement by the multipliers listed below:

	GT/Super Stock	Stock/SUV
Rotary	1.8	1.8
Supercharged	1.7	Not allowed
Four wheel drive	1.3	1.3
Four or more valves per cylinder	1.2	1.2
Three valves per cylinder	1.1	1.1
Two valves per cylinder	1.0	1.0
Pushrod	0.8	0.8
Diesel	0.8	0.8

3.2.5.3 Supercharger Restrictions

1. Turbocharger and supercharger units must remain as supplied by the vehicle manufacturer on that model.
2. Intercoolers may in no way be modified, moved or added.
3. All supercharged cars must be fitted with a restrictor fixed to the compressor housing unless the compressor

air inlet internal diameter is equal to or smaller than the required restrictor internal diameter.

4. If a restrictor is required by (3) above then all air necessary for feeding the engine must pass through this restrictor but in all cases must respect the following:
5. The maximum internal diameter of the restrictor is 32 mm and;
6. Be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Appendix B drawing 254-4).
7. This diameter must be complied with, regardless of the temperature conditions. The external diameter of the restrictor at its narrowest point must be less than 38 mm, and must be maintained over a distance of 5 mm to each side. The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorized. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Appendix B drawing 254-4). In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 22.6 mm. - Diesel engine: For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 35 mm and an external diameter of 41 mm, in the conditions set out above.

3.2.5.4 Original equipment

1. Original equipment is as defined in Article 3.1.3.1.
2. No updating or backdating of cars, models and/or components is permitted.

3. Except where the removal, replacement or modification is authorized under these regulations, all original components and equipment installed by the vehicle's manufacturer shall be present and functioning as specified for the particular bodywork variant.
4. If an optional mechanical component is fitted to a vehicle and that component is only offered by the manufacturer in conjunction with other components, then all such components must be fitted, except where deletion of any of the components is authorized under these regulations.
5. It is the entrant's responsibility to provide manufacturer's documentation such as sales brochures, workshop manuals, service bulletins, etc., where necessary to substantiate the eligibility of the vehicle and its components.

3.2.5.5 Additional Modifications & Specifications for Grand Touring

3.2.5.5.1 Wheels

1. Gravel: Maximum permitted wheel is 15"X7"
2. Tarmac: Maximum permitted wheel is 17"X8"

3.2.5.5.2 Brake

Brakes may be replaced with smaller diameter rotors and smaller calipers to facilitate using 15" wheels on gravel events. Homologated brake systems for the specific car are allowed. The number pistons per caliper may not exceed the greatest number standard on any of the listed cars.

3.2.5.5.3 Minimum weight

Vehicle	Weight in pounds
2004-2006 US Subaru STi	3298
2006 US Subaru WRX	3192
2004-2005 Mitsubishi Evo VIII	3197
2006 Mitsubishi Evo IX	3219
2004-2006 Volvo S40 T5 AWD	3230
2006 Mazda Speed 6	3589

3.2.5.6 Normal work and repair

Except where authorized in these Regulations, the only work permitted is the normal maintenance or replacement of parts damaged through accident or wear. Except where specifically authorized, all parts must be identical to the original part and repairs must be according to the manufacturer's accepted service instructions.

3.2.5.7 Authorized Modifications

All items, which are not specifically allowed or referred to as “free” below, must be of original manufacturer's specification. Minor changes (such as a hole in the fire wall, etc) resulting from authorized modifications are permissible

It is the entrant's responsibility to provide specification documents, where necessary, to substantiate the eligibility of all components, which are added under the following, authorized modifications and might have an influence on performance. The specification documents must demonstrate both function and capability of the component.

1. **Lighting Devices** - Additional lighting is permitted, but must conform to Article 3.2.1.1.
2. **Cooling System** - If, for the same vehicle model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free. A single oil cooler and necessary fittings may be added.
3. **Induction** -
 - a. Carbureted engines - The carburetor(s) normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be modified, but not those, which control the volume of air. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed. All air entering the engine must pass through the air filter.
 - b. Fuel Injected Engines - The Fuel injection normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be modified, but not those, which control the volume of air. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. All air entering the engine must pass through the air filter. The electronic control unit and the ignition components in the electronic control unit are free; nevertheless

the system must be entirely interchangeable with the original unit. The original wiring loom must be kept and cannot be modified. Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. It is prohibited to add a switch in the original wiring loom between the electronic control unit and a sensor and/or actuator.

4. **Exhaust** -The exhaust system is free, except that the stock exhaust manifold(s) must be retained. The pipe(s) must exit behind the driver and external to the body. A functioning catalytic converter must be present in the exhaust system.
5. **Electrical Equipment** -The original equipment alternator and the battery may be replaced, provided the location remains unchanged, and provided they are commercially available units of equal or larger electrical capacity. The manufacture of the battery and alternator are unrestricted.
6. **Transmissions** - Any transmission normally installed by the manufacturer in the same model may be used.
7. **Differentials**, if for the same model different final drive ratios are normally offered and installed by the manufacturer, they may be used. If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the differential must work when the unit is replaced with the series unit). Sensors and actuators on the input side must be standard, as must their function. No sensor may be added, even for the purpose of data recording. The use of "locked" and "limited slip" differential units are allowed.
8. **Shock Absorbers** - Shock absorbers are free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment location remain unchanged. Shock absorbers attachment points may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. If the shock absorbers have separate fluid reserves located in the cockpit, or in the truck if this is not separated from the cockpit, these must be strongly fixed and must have a protection. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function. Gas filled

dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a McPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire McPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points. For McPherson suspensions, the shape of the spring seats is free. The material of the spring seats is free.

9. **Suspension** - The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by the addition of material is allowed. Braces of the strut towers are allowed provided no alterations are made to the induction system or air filtration system. The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one. The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed). The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual. The length of the coil springs is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats. The length, width, thickness and vertical curvature of the leaf springs are free. The diameter of the torsion bars is free. Stock anti-roll bars may be removed or replaced. The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by additional material is allowed. The roll cage may be used to brace the vehicle's suspension.
10. **Brakes** - Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased. Protection plates may be removed or bent. In the case of a car fitted with servo-assisted brakes, this device may be disconnected and removed. The anti-lock braking system (ABS) may be disabled and/or removed. If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear-braking distributor (e.g. pressure limiting valve) is authorized. Brake lines may be changed for aviation type lines and rerouted. A device for scraping away the mud, which collects on the brake, discs or the wheels, may be added.

11. **Clutch and Pressure Plate with Flywheel** - The disc is free, including the weight, with the exception of the number. The diameter of the clutch disc may be increased. The flywheel must be made of the same material as offered from the vehicle manufacturer and must meet the manufacturer's minimum specifications for weight.
12. **Fuel Cells and Fuel Lines** - It is permitted to replace the original fuel tank with an approved fuel cell. Location, fitment and specifications must be per Article 3.6.11. Fuel lines may be rerouted provided they conform to Article 3.6.11.4.
13. **Motor Mounts** - Free provided the stock location is maintained for the mounting for the engine and transmission. The location of the engine and transmission may not be affected.
14. **Engine** - Over boring for the use of oversize pistons is prohibited
15. **Additional accessories** - All accessories, which have no influence on the car's behavior, for example equipment that improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.), are allowed without restriction. In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding, even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc. The following are allowed:
 - a. Fasteners and their locking mechanism are free.
 - b. Measuring instruments such as speedometers etc. may be installed or replaced, and possibly could have different functions. Such installations must not involve any risk. However, the speedometer may not be removed.
 - c. The horn button may be changed and/or an additional one added, within reach of the passenger. The horn is not compulsory on closed venue events.
 - d. Additional electrical relays, switches, wiring, fuses and circuit breakers may be installed.
 - e. Engine throttle cables may be replaced. The manufacture is free. If the series vehicle is fitted with a motorized throttle valve, a throttle kit with a mechanical linkage may be used.

- f. The steering wheel is free. The locking system of the anti-theft steering lock may be rendered inoperative. A quick release mechanism, if installed, must consist of a flange concentric to the steering wheel axis, colored yellow through anodizing or any other durable yellow coating, and installed on the steering column behind the steering wheel. Pulling the flange along the steering wheel axis must operate the release.
- g. Additional compartments may be added to the glove compartment.
- h. Additional pockets in the doors provided that they use the original panels.
- i. The luggage compartment may be modified to allow the safe installation of equipment, toolbox, and additional spare wheels.
- j. Cruise Control systems may be rendered inoperative.
- k. Anti-theft systems may be rendered inoperative.
- l. Insulating material may be added to the existing bulkheads to protect the passengers from fire.
- m. Removal of standard radio/stereo systems is permitted
- n. Exterior Bodywork
 1. Roof mounted cooling vents are allowed.
 2. Hubcaps must be removed.
 3. Protective headlight covers may be fitted provided that their only function is to cover the glass and they have no influence on the car's aerodynamics.
 4. The fitting of underbody protections is authorized provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission, steering, exhaust, extinguisher bottles.
 5. Any locking system may be used for the cap of the petrol tank.
 6. The changing of the front and rear windscreen wiper blades is authorized.
 7. In case of damage, all transparent parts must be replaced by identical original equipment parts
- o. Interior Bodywork

1. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.
2. The rear seat may be removed.
3. The dashboard and the central console must remain original.
4. Side, roof, pillar, door and rear moldings may be removed or modified. Interior lighting may be removed or modified
5. It is permitted to replace electric window winders with manual ones.
6. Floor Carpets are free and may thus be removed.
7. The original heating equipment must be retained. The air conditioning system may be removed provided if certain elements are common with the heating system they must be retained. The air conditioning compressor may be removed provided that the only further necessary modification is either removing a drive belt, using a shorter drive belt, or adding a free-spinning idler pulley in place of the compressor.
16. **Chassis** - Seam welding the bodywork is permitted.
17. **Non-durable parts** - All normally non-durable parts (oil filters, air filters, spark plugs, fan belts, etc.) must be replaced with others of equivalent OEM specifications. The heat range of spark plugs is free.
18. **Manufacturer's Specifications** - Any machining for adjustment must meet the manufacturer's specification including those for tolerances.

3.3 Vehicles Prepared to Technical Regulations of Other Sanctioning Bodies

Vehicles prepared to Federation Internationale de L'Automobile (FIA), Association of Rally Sport (C.A.R.S.), Rally America (R/A) or Federación de Automovilismo Deportivo (F.A.M.D.) technical regulations will be allowed to compete in NASA Rally Sport Events.

3.3.1 Documentation

Vehicles competing under alternate technical regulations must bring printed copies of those regulations, in their entirety, to the vehicle's technical inspection.

3.3.2 Compliance

Vehicles competing under alternate technical regulations must completely comply with all of these regulations including restrictor

sizes, minimum weights, required safety equipment and all vehicle preparation rules.

3.4 Pre-event Technical Inspection

Each competing vehicle must pass a detailed technical inspection that will insure all required safety equipment and modifications are present and functional. All crew and service crew at scrutineering must have checked in at registration.

Vehicles will also be inspected for overall roadworthiness and mechanical condition and compliance with all rules.

Any vehicle failing to meet all technical and safety requirements will be submitted for official review.

Any vehicle deemed unsafe for competition will be barred from the event.

Each vehicle must be presented in a neat and clean condition free of oil or fluid leaks.

Each vehicle must be presented with all required identification and any advertising decals as required by the event supplemental regulations.

Each vehicle must have the following equipment in full functional condition:

1. Headlights with high and low beams;
2. Parking lights, taillights, brake lights, front and rear turn signals;
3. Horn, windshield wipers, windshield washer;
4. Inside rearview mirror and side mirror(s);
5. Foot brake and parking brake;
6. Tires of at least 2/32 minimums tread depth;
7. Mud flaps on all driven wheels and rear wheels;
8. Exhaust system, leak free and exiting at the rear of the vehicle; and
9. Engine sound suppression system which does not exceed 86db at any time, when measured 50 feet from the vehicle.

If the vehicle is equipped with a sunroof or roof panel, it must be metal and fixed by welding or bolted in a closed position.

3.5 Tires

The use of tires with metal or plastic studs is prohibited.

The use of any device for maintaining the performance of the tire with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tire (space between the rim and internal part of the tire) must be filled only with air.

3.6 Safety Requirements

3.6.1 Road Worthiness

All competing vehicles must be roadworthy and, the following items in particular must be adequate and functioning properly: (a) All brakes; (b) Horn; (c) Windshield wipers; (d) All legally required exterior lights; (e) Tires, including all spares; and (f) Exhaust system.

3.6.2 Roll Cage / Rollover Protection

Note that the entirety of Section 3.6.2 was re-written for clarity. Additionally, because the many sub-sections made for cumbersome numbering, the entire section was moved to an appendix for ease of use by competitors.

3.6.3 Safety Harness

3.6.3.1 Generally

Five, six or seven-point safety harness of unmodified proprietary manufacture shall be fitted for both members of the crews. (Note: It is not permitted to mix parts of seat belts. Only complete sets may be used.) All harnesses shall be of current FIA or SFI specification. All safety harness systems must either have a date of manufacture label or stamp that is no older than five years from the date of competition, or not exceed the expiration date indicated on the manufacturer's label.

All SFI certified restraints must be maintained, inspected, and replaced or rewbed every two years. The two-year period runs from the date of manufacture contained on the label attached to the restraints.

This requirement does not affect FIA certified restraints. FIA certified restraints may be used through December 31 of the year of expiration contained on the label attached to the restraints. Please note that FIA certified restraints contain the expiration date on the label attached to the restraints, and not the date of manufacture.

3.6.3.2 Condition

The material of all straps shall be in new or perfect condition. The belts must be equipped with turnbuckle or push button or lever style release systems.

3.6.3.3 Placement

The lap belt and crotch straps should not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the region of the abdomen.

Holes may be made in the seat if this proves to be necessary in order to avoid such an occurrence. Care must be taken that the straps cannot be damaged through chafing against sharp edges.

3.6.3.4 Anchorage

In all cases, it is most preferable that safety harnesses be installed on the anchorage points of the vehicle. The recommended geometrical locations of the anchorage points are shown in drawing 253-42.

3.6.3.5 Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. ("H" type configuration is permitted.) In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45 degrees to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10 degrees. The maximum angles in relation to the centerline of the seat are 20 degrees divergent or convergent. (See diagram 253-42) Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard. A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint) (If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be a minimum of 20 inches behind the seat back when measured along the belt.)

3.6.3.6 Safety Wiring

If the manufacturer provides for safety wiring the locking bale or clasp to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for the all such components to be safety wired.

3.6.3.7 Hardware

The minimum acceptable size and grade of bolt used in the mounting of all belts and harnesses shall be 7/16 inch UNF, SAE grade 8, or, preferably, M12 8.8. When mounted, the bolts should work in shear and not in tension.

3.6.3.7.1 Alternate Anchorage

If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the center-line of the rear wheels for the shoulder straps. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded or bolted to the backstays of the rollbar. In this case, the use of a transversal reinforcement is subject to the following conditions:

3.6.3.7.2 Reinforcement

The transversal reinforcement shall be a tube measuring at least 1.5 inch x .120 inch or 1.6 inch x .095 inch, made from cold drawn seamless carbon steel.

3.6.3.7.3 Placement

The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downwards with an angle of between 10 degrees and 45 degrees to the horizontal from the rim of the backrest, an angle of 10 degrees being recommended.]

3.6.3.7.4 Attachment

The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see drawings 253-17C and 253-53 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 UNF specification.

3.6.3.7.5 New Anchorage Reinforcement

For each new anchorage point created, a steel reinforcement plate with a surface area of at least 16 square inches and a thickness of at least 1/8th inch must be used.

3.6.3.8 Principles of Mounting to the Chassis/Monocoque

3.6.3.8.1 General Mounting System

See drawing 253-43.

3.6.3.8.2 Shoulder Strap Mounting

See drawing 253-44.

3.6.3.8.3 Crotch Strap Mounting

See drawing 253-45.

3.6.3.9 Manufacturer Instructions

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions. The effectiveness and

longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness, which does not function perfectly, must be replaced.

3.6.4 Fire Extinguishers

3.6.4.1 Number

One fire extinguisher with a minimum UL rating of 10 BC or two, each with a minimum rating of 5 BC, must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment. One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.

3.6.4.2 Extinguishers

It is strongly recommended that Halon or a similar gas be used. If a dry powder unit is used, the unit should be shaken or rapped sharply at frequent intervals to reduce the chance of the powder compacting.

3.6.4.3 Maintenance

Evidence must be produced that the fire extinguisher has been purchased or recharged within the preceding two years.

3.6.4.4 Recommended Systems

It is highly recommended that all vehicles comply with the FIA Appendix J, Article 253.7 (Extinguishers - Extinguishing Systems).

3.6.5 First Aid Kit

A comprehensive first aid kit shall be carried in the passenger compartment. The first aid kit must include:

1. Antiseptic (ointment or liquid);
2. Gauze pads or rolls;
3. Adhesive tape;
4. Arm sling;
5. Safety pins;
6. Scissors;
7. 2 "space" blankets; and
8. First aid manual.

3.6.6 Warning Devices

A minimum of three self-supporting, light-reflecting, daylight-visible triangular warning devices shall be carried in the vehicle. One of which must be located within easy reach of the Driver or Co-Driver when seated.

3.6.7 Batteries

3.6.7.1 Mounting

Batteries must be securely mounted with metal-to-metal mounts.

3.6.7.2 Housing

If removed from the original location, all batteries shall be mounted inside covered, non-conductive boxes.

3.6.7.3 Mounting within Passenger Compartment

If mounted inside the passenger compartment, batteries shall be those that are completely sealed or so designed or modified to prevent acid spillage.

3.6.8 General Circuit Breaker

3.6.8.1 Recommended Use

It is strongly recommended that a spark-proof general circuit breaker with the capability of disconnecting all electrical circuits shall be mounted in the passenger compartment. (Supplementary wiring may protect the integrity of a fuel injection computer.)

3.6.8.2 Location

If a circuit breaker is used, the location of the circuit breaker shall be that which makes it easily operable by either member of the crew or by persons outside the vehicle through either front door.

3.6.8.3 Labeling

If a circuit breaker is used, the location of the circuit breaker shall be marked with a label showing a red spark in a white-edged blue triangle.

3.6.9 Windows

The front windshield shall be laminated safety glass

All windows and windshields should be presented to scrutineering free from structural damage minus small cracks and chips.

The front windshield must be replaced if it is structurally damaged during the event. Failure to replace broken and or damage windows shall be deemed a safety hazard and shall cause competitor to be declared DNF.

3.6.9.1 Winders

It is encouraged to replace electric winders with manual ones. In all cases, the competitor must be able to describe to the satisfaction of the event Scrutineer the ability to escape from the car with the doors closed.

3.6.9.2 Use During Events

Windows in the driver and co-driver doors must be rolled-up during special stages.

3.6.9.3 Window Nets

Window safety nets are highly recommended.

All SFI certified window nets must be replaced every two years. The two-year period runs from the date of manufacture contained on the label attached to the window nets.

3.6.9.4 Window Films

The use of translucent and colorless anti-shatter films on glass side windows is highly recommended. The use of silvered or tinted films is also authorized provided that the openings in these films allow a person outside the car to see the driver as well as the contents of the car.

3.6.9.5 Replacement

In classes where it is permissible to replace glass side windows with Lexan, it should be of equal or greater thickness than the original glass. However, competitors must be able to display to the satisfaction of the event Scrutineer that the mounting of the substitute windows will allow both emergency escape from inside the car and access by rescue from the outside of the car.

3.6.10 Mud Flaps

Mud flaps are required on all rear wheels and driving wheels.

3.6.11 Fuel Tanks, Lines and Pumps

3.6.11.1 Fuel Tank Bulkhead

A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area in which the fuel tank is located.

For two-volume cars only, this structural partition may be made of transparent, nonflammable plastic. As of January 1, 2007 two-volume cars must have a liquid proof container surrounding the fuel cell and its filler holes. Such a container is recommended for three-volume cars.

3.6.11.2 Approved Fuel Cells

In all classes the original fuel tank may be replaced or supplemented by a fuel cell which is from a manufacture approved by the FIA meeting FT3 1999, FT3.5 and or FT 5 specifications. The fuel cell(s) must be installed in a metal container(s).

The manufacturer, the model, the exact specifications according to which this tank has been manufactured, the homologation

number, the date of end of validity, and the series number, must be printed on the fuel cell.

The fuel cell must be properly vented to the outside of the vehicle from the compartment in which it is located.

As of January 1, 2007 all fuel cells may only be placed either in the original location of the tank or in the luggage compartment.

All cars fitted with a fuel cell with filler neck passing through the cockpit must be equipped with a non-return valve homologated by the FIA. This valve, of the type "with one or two flaps", must be installed in the filler neck on the tank side." The filler neck is defined as being the means used to connect the fuel filler hole of the vehicle to the fuel cell itself.

Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.

Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, Article 3.6.11.1 above applies if the fuel cell filler is located in the passenger compartment.

The aging of safety tanks entails a considerable reduction in the strength characteristics after approximately five years. No bladder shall be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another two years.

3.6.11.3 Supplemental Fuel Tanks

Supplemental fuel tanks are permitted.

3.6.11.4 Rerouting of Lines

If fuel lines are re-routed through the passenger compartment, they shall be in compliance with the following: (a) shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample must be presented at scrutineering.) And (b) shall have a minimum of 200 psi rating and (c) no connectors may be inside the passenger compartment except on the front and rear bulkheads according to drawings 253-1 and 253-2.

If the manufacturer routs fuel lines through the passenger compartment, it is recommended that they be in compliance with this section.

3.6.11.5 Fuel Pump

Providing the original tank is equipped with an electric pump and an interior filter, it is possible when using a fuel cell to relocate or replace a fuel pump and filter with identical characteristics to the original one.

All the fuel pumps must only operate when the engine is running, except during the starting process.

3.6.11.6 Secondary Fuel Pumps

The fitting of a second fuel pump is authorized, but this must be only a spare fuel pump, i.e. it cannot operate in addition to the authorized pump. It must be connectable only when the car is immobile and by means of a purely mechanical device situated beside the pumps.

3.6.11.7 Fuel Pump Bulkhead

Fuel pumps and filters shall be isolated from the driver/co-driver by a fireproof metal bulkhead.

3.6.12 Seats

Seats shall be of one-piece construction, and shall be firmly mounted to the floor of the vehicle in such a manner as to prevent the movement of the seat in case of an accident. Aluminum seats (e.g. Butler Built, Kirkey) are banned as of 3/1/05. Use of FIA certified/homologated seats is required.

3.6.13 Towing Eyes

Towing eyes shall be attached to the front and rear of the vehicle and painted in yellow, red or orange.

3.6.14 Loose Articles

All articles, which could be dangerous if left loose, must be securely restrained.

3.6.15 Door Panels

Inside door panels are required to provide protection from metal edges.

3.6.16 Tow Rope

All vehicles must carry a towrope or winch with cable.

3.6.17 Roofs

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

3.6.18 Supplemental & Passive Restraints

Airbags and their associated equipment must be disabled or removed during competition in order to eliminate the possibility of

the airbag inflating accidentally. It is recommended that passive restraint systems be disabled.

3.6.19 Power Door Locks

For all classes, it is recommended that power door locks be rendered inoperative and replaced with manually operated mechanisms.

3.6.20 Steering Locking Device

For all classes, it is recommended that any steering locking device be rendered inoperative.

3.6.21 Camera and Camera Mounts

Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. As well, the camera shall be secured at a minimum of two different points and neither attachment may be elastic or plastic. **Cameras small enough to be classified "bullet" cameras or "lipstick" cameras are only required to have one attachment point.**

3.6.22 Helmets

All members of the crews competing in events pursuant to these rules must wear helmets with one of the following ratings:

1. Snell Foundation SA2000 or newer
2. British Standard 6658-85 Type A/FR, including all amendments
3. SFI Spec 31.1 or 31.2

3.6.23 Suits

All members of the crews competing in stage rally and rally sprint events must wear suits with one of the following ratings:

1. FIA Standard 8856-2000
2. SFI 3-2A/5
3. SFI 3-2A/1 with fire resistant underwear

3.6.24 Head and Neck Restraint Devices

Use of head and neck restraint devices (e.g. HANS, Hutchens Device) is encouraged.