



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

A warm welcome to issue 2/2021 of the FIA Rally Newsletter on behalf of the FIA Rally Department, which we are pleased to publish following the meeting of the FIA World Motor Sport Council in Monaco last week.

While we continue to face many challenges due to COVID-19, we can look ahead to the remainder of the 2021 season and beyond with a sense of hope and positivity.

Looking to the future was certainly one of the key take-outs from the most recent Council, which rubber-stamped the dates of rounds one and two of the 2022 FIA World Rally Championship, but also confirmed seven other events for inclusion on next year's planned schedule, leaving four slots available.

And speaking of the future, July 8 also marked a milestone WRC moment with the first public unveiling of a new-generation hybrid-based car, the Ford Puma Rally1 from M-Sport, who we congratulate for their endeavour and achievement.

The WMSC also confirmed a significant agreement for the FIA European Rally Championship, which will fall under the wing of WRC Promoter from 2022. The new structure will strengthen the FIA Rally Pyramid, creating bridges between the two championships and a clear career path for the drivers. We look forward to expanding our partnership with WRC Promoter to include the ERC and thank Eurosport Events for the huge role they have played in the growth and success of the European series over the last nine years.

Speaking of new alliances, we welcomed Amaury Sport Organisation (A.S.O.) as the new promoter of what will become the FIA World Championship for Cross-Country rallying from 2022. Not only is the flagship Dakar one of the proposed rounds, we see an exciting opportunity for the discipline to become a laboratory for new technologies and sustainability.

We used the recent FIA Conference in Monaco last week to showcase FIA Rally Star when we gave opportunities for delegates to experience some of the talent-detection tools we will use to identify the FIA World Rally champions of the future.

Before signing-off, I would like to cover an important safety matter, which relates to the introduction of a high strength but cost-effective seat for use at WRC and Regional Rally level. More details on this item are provided in this newsletter.

With best wishes

Yves Matton
FIA Rally Director

Q&A Yves Matton: mid-season review and what's coming next



With the second half of the season underway, FIA Rally Director Yves Matton reflects on the many achievements and positive developments in rallying at both regional and international level.

The World Motor Sport Council in Monaco provided some clarity on the WRC calendar for 2022. What can you say

about next season's schedule and the various plans that are taking shape?

"We will have 13 events and have announced the identities of nine to allow all the stakeholders to finalise their plans for next season as quickly as possible."

While nine WRC events are known for next year, four remain unconfirmed. Will any further overseas events be included on the final calendar?

"We will try step-by-step to come back towards our pre-pandemic strategy of moving towards a ratio of 50/50 in the future. But we do have some constraints to overcome linked to the global health crisis, such as the ongoing travel and border restrictions that exist. We also have to consider the introduction of the Rally1 car. It would be difficult for the manufacturers for overseas events to be added in the first part of the season at a time when these cars will still be very new."

How optimistic are you of an on-time start to the new season, given the birth of the WRC's Rally1 era will take place amid the ongoing challenges caused by the pandemic?

"I have to say things are working in the right direction - the testing is going well and the manufacturers are following their schedules. There have been some delays but we strongly believe there is nothing that can affect these cars being ready for Rallye Monte-Carlo in January."

Three manufacturers are committed for the next WRC era, which is excellent news, but will you be pushing for four-car entries to maximise the number of Rally1 cars competing?

"The rules won't change. Manufacturers will be able to run as many cars as they want but they can only nominate three cars per event to score points, with the best two finishers scoring those points. Even if we are seeing manufacturers entering four cars on each event, it would be difficult to make this mandatory for 2022 given the constraints the manufacturers have been under recently. But it could be something we study for the future to bring more drivers at this level and see how we can create more opportunities for newcomers to be part of factory teams."

Do you envisage a rule that requires each manufacturer to enter a fourth car for a junior driver?

"Maybe this could be an option, particularly if it opened up seats to more young drivers coming through the FIA Rally Pyramid. This could be a good achievement for the whole pyramid."

If we switch back to the 2021 calendar, Safari Rally Kenya's return was a big success and the Acropolis Rally will also be back on the schedule. How important are these 'classic' events?

"It was 19 years since the Safari was last part of the championship but it's the DNA of the championship to challenge the drivers and the cars in different conditions. The roads in Kenya were different to what you find anywhere else in the world and the imagery gave a real value to the championship. It was a very positive achievement to go back to Kenya and it's the same for the Acropolis. It's another challenging rally with many dramatic moments throughout its history. For many drivers, they will be discovering new roads and this is the basics of rallying."

Will Rally Japan go ahead as planned in November?

"It's challenging but the feedback I have from the Sporting Task Force that is working with the local promoter and organiser demonstrates they are working really hard to achieve it. Things are going in the right way, but the country has its own rules. And while these rules must be respected, there is nothing to make us think the rally will not happen at this moment. The implementation of the COVID protocols at the Olympic Games, which will start in a few days, will give us interesting insights on the application of these processes for the WRC round."

Turning to Cross-Country, there have been some extremely positive developments in this discipline. Is that your assessment?

"We strongly believe that Cross-Country has a great future as a laboratory for new technologies and sustainability, but it will also remain a great platform for manufacturers and privateers. The promotional and organisational expertise from our colleagues at A.S.O., the value the Dakar will bring and the knowledge of the FIA in terms of new technologies means this is an exciting period for this discipline and the right moment to initiate a world championship for Cross-Country rallying. There is a lot of work going on to achieve this."

WRC

WRC 2022 calendar takes shape



The first elements of the calendar for the 2022 FIA World Rally Championship have been unveiled with the date and location of the first two events confirmed by the World Motor Sport Council.

Rallye Monte-Carlo is due to open the new season with the deciding leg scheduled for January 23, 2022. Rally Sweden is up next, with a new location in Umeå, and is set to conclude on February 27.

In addition, the number of rounds is planned to increase from the current 12 to 13, with a further seven events approved for inclusion on the calendar: Estonia (gravel), Greece (gravel), Italy (gravel), Japan (Tarmac), Portugal (gravel), Kenya (gravel) and Spain (Tarmac).

Confirmation of the first two events gives all stakeholders the best possible preparation time for new season. Meanwhile, the remaining four events will be confirmed at a later date.

Overseas events to provide additional WRC2 scoring opportunities for teams

WMSC members last week agreed on a series of principles to align the WRC2 with the 2022 WRC and ERC Sporting Pyramid announced in March. In application of these principles, the WRC2 classification, open to the Rally2 category, will feature an "Open" series and a "Junior" championship, with defined limitations on the competitor's WRC experience. A separate "Masters" award will be open to drivers over 50 years old.



As part of these changes, FIA World Rally Championship events taking place outside Europe next year will also take on greater importance for those chasing the FIA WRC2 Championship Teams' title.

*"Under current rules, entrants must contest seven rounds including one overseas event, scoring on six. From 2022, WRC2 teams can nominate a maximum of six events and score on five," explains **Andrew Wheatley, FIA Category Manager for the WRC.** "However, by contesting a non-European event, teams can take advantage of a sixth scoring opportunity."*

Teams are not limited to contesting one overseas round only, but the maximum number of scoring opportunities will be limited to six.

To provide further assistance to competitors, the entry package is being revised with more flexibility so teams will essentially pay for what facilities they require, such as service area space and personnel passes.

Electric safety guidance for WRC fans



Spectators will receive electric safety guidance ahead of the hybrid-based era of the FIA World Rally Championship getting underway in 2022.

In order to assist teams, officials and spectators, a series of audible and visual warning devices have been incorporated into the design of Rally1 cars to inform anyone approaching a car that has stopped on a stage if it is safe or not. Warning lights on the front and sides of cars will be green if there is no risk of electric shock, or red if there is a risk. A warning buzzer will also sound if a red light displays.

These measures have been taken to protect all those on stages from any electrical risks. Also, a briefing programme using many of the principles and protocols incorporated into the electric safety training programme that is utilised in other FIA categories, such as Formula 1 and Formula E and modified to be relevant in a rally environment, is currently being developed by the FIA Safety Department to provide essential guidance for all FIA volunteers and officials.

Further updates on the WRC's electric safety programme will be revealed in due course.

New seat raises safety standards at an affordable price



A new high strength but cost-effective seat for use at FIA World Rally Championship and FIA Regional Rally level will be available for Rally3 to Rally5 cars from next season.

Homologated to the new FIA 8855-2021 standard, the seat will significantly improve safety performance following an intensive

development program in collaboration with R&D specialists D2H Advanced Technologies.

The new seat, which is valid for use over a 10-year period, is designed to protect drivers and co-drivers in the event of rear and lateral impacts of 42G, compared to 15G previously.

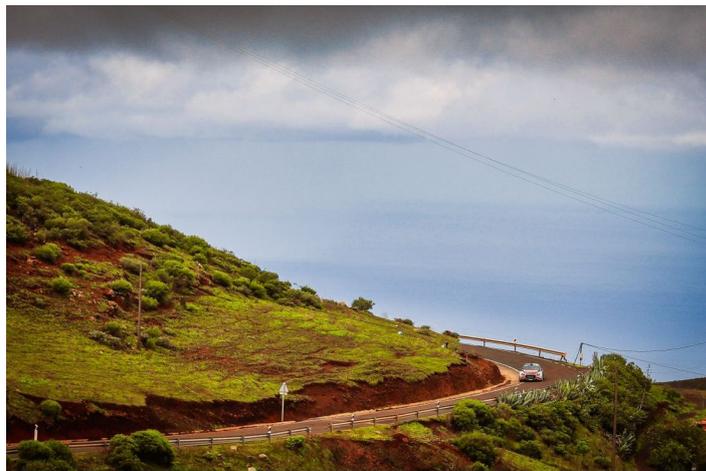
Adam Baker, FIA Safety Director, said: *"The FIA has delivered a new cost-effective seat standard that brings it closer to the 8862-2009 Standard used in top-tier motor sport categories. With the help of our R&D partners, we have optimised the design, materials and manufacturing techniques using a program of simulation and physical testing. We look forward to seeing wide adoption of this cost-effective seat in competitions around the world."*

REGIONAL RALLY

New ERC testing radius set

Unofficial testing ahead of rounds of the FIA European Rally Championship in 2022 will no longer be possible in the two weeks prior to an event taking place – but only if it's within a 300-kilometer radius of the rally headquarters.

As well as addressing ongoing cost-cutting requirements, the new rule will resolve issues facing teams based in mainland areas contesting island rallies in their territory.



It's a particular problem for teams in Portugal and Spain who can only take part in the official tests for the Azores Rallye and Rally Islas Canarias respectively because testing anywhere in Portugal or Spain in the 14 days before either island rally is currently not permitted, even though mainland roads differ significantly from those

on islands.

The new rule will also assist teams based in smaller countries and organisers of events in those nations, such as Latvia.

Top five to choose ARC start order



The Qualifying Stage format used within the FIA African Rally Championship has been adjusted.

From 2022, only the fastest five drivers from the Qualifying Stage – rather than the previous 15 – will be able to take part in the process to select their starting positions for the opening leg of an event.

The change follows the ARC season-opening Equator Rally Kenya when lower-performing drivers were

essentially left to pick higher starting positions and were being caught in stages by faster drivers starting lower down the order.

Rally of Tanzania is scheduled to host the second round of the ARC from July 25-26.

Three-way battle to decide Rally medals at FIA Motorsport Games

A unique system to decide the medal winners of the Rally event at the FIA Motorsport Games has been developed.

Following the final special stage, the leading three crews in the Rally2, Rally4 and Historic sections will face-off for the gold, silver and bronze medals on a ground-breaking super special stage constructed at Circuit Paul Ricard.



The stage design will feature three lines with each crew following three different route variations during the stage but covering the same distance. The positions after the final lap will decide the medals, meaning a driver classified in the bronze medal position after the final special stage could still take the gold medal if they are fastest over the three-lap super special.

Jérôme Roussel, FIA Category Manager, Regional Rally, explained: *"This is a cross between rally and rallycross but without the possibilities for strong overtaking. We wanted to create some intensity until the very end of the Rally and the layout of*

Circuit Paul Ricard provided an opportunity to do something special and create a unique occasion."

Circuit Paul Ricard in France is scheduled to host the second running of the FIA Motorsport Games from October 29-31.

WRC Promoter takes over promotional rights to the ERC



WRC Promoter has been approved as the new promoter of the FIA European Rally Championship from 2022, while the series' current promoter Eurosport Events will focus on developing the all-electric GT and Touring Car championships in partnership with the FIA.

The new structure with a single promoter for the FIA World Rally and European Rally championships will strengthen the FIA Rally Pyramid. As part of this collaboration, WRC Promoter is committed to guaranteeing the current level of prize money for the winners of the ERC Junior and ERC3 Junior championships.

WRC Promoter will be responsible for developing the ERC with a view to further leveraging its profile and commercial value, with a continued focus on TV production and management of media rights, innovative digital media strategies and social media.

FIA Secretary General Sport, Peter Bayer, said: *"I'm delighted that the FIA and WRC Promoter have agreed on the promotion of the FIA European Rally Championship with a shared vision.*

"This new structure with a single promoter for the World and European- level series will genuinely strengthen the FIA Rally Pyramid, creating bridges between the two championships and a clear career path for the drivers. WRC Promoter will bring their strong experience to the European tier and I'm confident the series will thrive.

"I would also like to thank Eurosport Events, Andrew Georgiou and his team for the significant and excellent contribution to the ERC over the years."

OTHER RALLY NEWS

FIA Rally Star goes live in Monaco



Delegates attending the FIA Sport and Mobility Conference in Monaco earlier this month were given the opportunity to experience FIA Rally Star in real life.

As well as an exhibition of the Continental Finals structure, some of the talent-detection tools being used to identify the FIA World Rally champions of the future were on display at the event.

Attendees got the chance to tackle a digital slalom through the WRC9 platform, while there was also a slalom course in the grounds of the Monaco Circus for delegates to try. Simulators and slaloms are being used by ASNs to select their respective Continental finalists, with Portuguese ASN FPAK currently organising

national selection events.

A Cross Car from WRC star Thierry Neuville's LifeLive company was on display throughout the Monaco event. Cross Cars supplied by LifeLive will be used in all Continental Finals, which are set to begin with the European Final at Estering Buxtehude, Germany, from January 28-30, 2022.

Forty ASNs have confirmed their participation in FIA Rally Star with interest received from many more. Continental Finals in the MENA, African, Asia-Pacific, South America and North America will follow, with an all-female final scheduled for November.

FIA Regional Rally champions to go on Tour with Hyundai



The winners of five FIA Regional Rally championships will get the opportunity to showcase their talent on a global stage through a partnership between the FIA and Hyundai Motorsport.

Supported by the FIA Innovation Fund, the FIA Rally Champions World Tour will provide the winners of

FIA-sanctioned regional championships a drive in a Hyundai i20 N Rally2 on a round of the FIA World Rally Championship in 2022.

Starting from this season, the winners of the FIA African, Asia-Pacific, CODASUR, Middle East and NACAM championships will get the opportunity to step up to the WRC.

The FIA Rally Champions World Tour will run for three years with the 2022 and 2023 champions getting their prize drives in 2023 and 2024 respectively.

FIA Rally Director Yves Matton said: *"The FIA Rally Champions World Tour will boost FIA regional rally championships and make them more attractive to competitors across all continents. Furthermore, by creating a pathway for competitors from non-European nationalities to the top of the FIA Rally Pyramid, it will provide greater diversity in the FIA World Rally Championship."*

"The program promotes socially relevant aspects of Rally while making it a more accessible motor sport discipline worldwide and highlights the pledge given by the FIA's Purpose Driven movement."

The Hyundai i20 N Rally2 is due to be homologated later this year ahead of its debut in the WRC2 category on Ypres Rally Belgium from August 12-15.

FIA Regional Rally calendars all in one place

All calendars for the FIA Regional Rally championships can be consulted on the [FIA website](#).

CROSS COUNTRY

New FIA World Championship



The future is looking bright for cross-country rallying, following the announcement in June that the FIA World Cup for Cross-Country Rallies has been granted full FIA World Championship status from 2022. In tandem with an agreement with A.S.O., which will become the exclusive promoter of the championship for a five-year term, this marks the launch of a new and exciting era for the discipline. The legendary Dakar Rally will also become the opening round of the World Championship.

With this new era looming, a host of further enhancements will be introduced. FIA and A.S.O. regulations will be aligned, ensuring consistency for competitors across all events, and regulations for alternative and experimental technologies are due to be announced in support of the FIA's environmental strategy. New titles will be awarded across all categories and an exciting and diverse calendar, comprising a maximum of five rounds, is expected to be announced in October.

Calendar changes for the 2021 FIA World Cup for Cross-Country Rallies

The BP Ultimate Portugal Cross-Country Rally, the fourth round of the FIA World Cup for Cross-Country Rallies scheduled for September 16-21, has been cancelled due to the ongoing pandemic.



The date for the Hail Rally, the final round of the series, has been changed to December 6-11.

Safety aware



From 2022, it will be mandatory for Priority crews in the new FIA cross-country World Championship, as well as the FIA World Cup for Cross-Country Bajas, to wear the latest FIA 8856-2018 standard of safety wear. From 2023, this will become mandatory for all crews.

To contribute to the FIA's research in understanding the causes, dynamics and consequences of an accident, from 2022 all T1 cars manufactured from 2016 must have an Accident Data Recorder installed to be permitted to participate in the FIA World Championship and World Cup.

T3 and T4 become more defined

A number of amendments pertaining to the T3 lightweight prototype vehicle and T4 SSV regulations have been applied, as from 2022, to provide a clear differentiation between the vehicles and present the possibility of using parts coming from series vehicles. Notably, the T3 maximum speed will be increased to 135 kph, while T4 vehicles will be restricted to 125 kph.

From 2022, also, supercharged petrol engines must be fitted with an air restrictor with a maximum inner diameter of 27mm for T3 vehicles, and 25mm for T4 vehicles. And, for safety reasons, all fuel tank filler holes must be fitted with the FIA-specified refuel couplings.

