



# / RALLY NEWSLETTER

Dear Rally family, dear friends,

On behalf of the FIA Rally Department, welcome to issue 3/2021 of the FIA Rally Newsletter following last week's meeting of the FIA World Motor Sport Council in Paris.

With the 2021 season reaching its climax, the latest Council decisions have provided further clarity on just some of what's to come in 2022 as the hybrid-based era of the FIA World Rally Championship begins and the FIA World Rally-Raid Championship is born.

Like every new set of regulations, the introduction of Rally1 has created some challenges that had to be overcome, but the support of the manufacturers and other stakeholders, plus the involvement of several FIA departments, has been tremendous as we enter the homologation period of these new-generation machines. With the 13-round WRC calendar now set, we look forward to 2022 with a great sense of optimism and excitement.

More details on the FIA World Rally-Raid Championship will be revealed next month but, for now, we are working hard with our new partners at ASO to deliver something fantastic. Some updates appear in this edition of the FIA Rally Newsletter as the discipline moves towards becoming a laboratory for new technologies and sustainability.

Although we are in good shape to complete the entire 12-round 2021 WRC calendar on FORMU8 ACI Rally Monza next month, we recognise the COVID-19 pandemic has meant some of the regional rally championships, including the CODASUR or FIA Asia-Pacific Rally Championship, have not been possible this season, while there has been disruption to other planned events. We thank all the organisers affected and we will continue to do what we can to assist them during this difficult period.

With best wishes

Yves Matton  
FIA Rally Director

**Yves Matton Q&A – Looking ahead  
to exciting developments in 2022**



While the challenges presented by the COVID-19 pandemic are still being overcome, FIA Rally Director Yves Matton looks at why there's already plenty to look forward to in 2022.

**With the start of the new hybrid-based WRC just a few months away, how satisfied are you in**

**terms of what has been achieved so far?**

*"I have only positive feedback on what we will achieve with the regulations from the manufacturers. We are now fully in the testing window and preparing for the next big step, the homologation of the cars. We are constantly exchanging with the manufacturers to have them all aligned and ready."*

**Can you offer a view on the importance of the Rally1 era for ensuring the ongoing participation of manufacturers at the top of the sport?**

*"Without this kind of technology, manufacturers are not able to use the FIA World Rally Championship as a marketing tool. If it's not something they can build on, it makes no sense to invest money in it, it's as simple as that. This regulations change also makes the series germane to the road car market."*

**The testing has been intensive in recent weeks. Overall, how has it been going?**

*"Always with new cars, you are facing some issues and you have to fine tune some things, but the feedback from the manufacturers seems positive after quite a few intensive tests. The teams have done a good amount of testing on different surfaces and there have been no major subjects on the table that could put us in doubt that the cars will be there on Rallye Monte-Carlo."*

**A new set of regulations provides another opportunity to focus once again on safety so how would you assess the level of safety in Rally1 cars?**

*"The Rally1 cars are highly improved in terms of safety and never before have we been able to do this amount of work on safety, whether that's concerning the crash testing or the design of the safety cell. The safety of the cars is at a very high level."*

**Will fans get to enjoy the same level of spectacle they can experience now?**

*"What fans will see is very similar to what they see today: the shape of the car and the behaviour of the car will be very similar, as well as the sound. For sure, if you look in more detail, you will see that some of the aerodynamics will be simplified but globally, the Rally1 car will be like the current World Rally Car."*

**The introduction of hybrid technology is part of a wider sustainability plan, right?**

*"Globally, we are taking a huge step towards sustainability and hybrid is part of that process. We will introduce sustainable fuel in 2022 and ways to supply power to the service park in a sustainable way. This will be another big milestone in terms of sustainability and part of our 360° sustainability vision for the WRC."*

The 2022 WRC calendar was ratified by the World Motor Sport Council and suggests a return to normality?

*"We won't get to the strategy voted by the World Motor Sport Council prior to the crisis but at least, we are coming back to the level we were at before pandemic. In the second part of the year, we will hopefully be back to a normal calendar approach."*

Something else exciting to come out of the Council was confirmation of the FIA World Rally-Raid Championship. What are you hoping can be achieved in the short term?

*"We want this discipline to become a laboratory for new technologies with manufacturers using it as a platform to market their vehicles. But we also have a world championship thanks to the agreement with ASO as promoter, which means Dakar is set to be part of the FIA calendar. It's a great achievement, like when Le Mans became part of the FIA World Endurance Championship."*

# WRC

## WRC 2022 calendar unveiled



Next year's FIA World Rally Championship will feature 13 events, including three outside Europe.

After the July meeting of the World Motor Sport Council confirmed what nine of those would be, last week's gathering rubberstamped the 2022 WRC calendar as follows:

Date	Event	Surface
20-23 January	Monte-Carlo	Mixed

24-27 February	Sweden	Snow
21-24 April	Croatia**	Tarmac
19-22 May	Portugal	Gravel
02-05 June	Italy	Gravel
23-26 June	Kenya	Gravel
14-17 July	Estonia	Gravel
04-07 August	Finland	Gravel
18-21 August	TBC	Tarmac
08-11 September	Greece	Gravel
29 September - 02 October	New Zealand*	Gravel
20-23 October	Spain	Tarmac
10-13 November	Japan	Tarmac

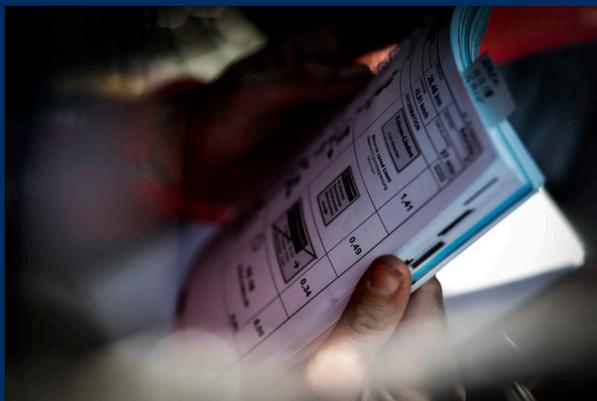
*\*subject to Event Promotion Agreement*

*\*\*subject to ASN Agreement*

## Mandatory HEV Zones for Rally1 cars

Hybrid Electric Vehicle Zones are coming to the FIA World Rally Championship from 2022.

They will be created close to service parks and ceremonial start areas on all rounds of the WRC and will require Rally1 crews to run in full electric mode over a specified route, which will be highlighted in the roadbook.



Being able to run in full electric mode is a key component of the new-generation Rally1 cars and the expectation is that this capability will be showcased as frequently as possible.

The HEV zones will vary in distance, taking into consideration the local conditions. The location and distance of each HEV zone will be agreed between the event organiser and WRC Promoter and ratified by the FIA.

Any crew failing to follow the roadbook will be reported to the stewards. However, if a crew is prevented from using full electric mode due to a technical issue, the FIA Technical Delegate and FIA Sporting Delegate must be informed before the crew enters the designated HEV zone, and a status report will still be

submitted to the stewards for possible action depending on the nature of the fault.

## WRC to adopt WEC-inspired vehicle identification



New-for-2022 FIA World Rally Championship Rally1 machinery, equipped with plug-in hybrid systems, are set to feature visual identification inspired by the FIA World Endurance Championship.

From next season, the new graphic elements used in the sport's top tier will include red "HY" letters on a white background placed next to the front door panel as well as a red – rather than black background – for the competition number.

The move will enable officials and fans to differentiate the high-voltage vehicles from the conventionally-powered cars taking part on the same event from next season.

WEC's distinctive identification has been used since the championship's debut season in 2012.

## Artificial Intelligence Safety Cameras for the WRC in 2022



Safety at FIA World Rally Championship events will be further enhanced in 2022 with the introduction of Artificial Intelligence technology in the headlining Rally1 category.

With the full financial assistance of the FIA Innovation Fund, the FIA Artificial Intelligence Safety Cameras (AISC) will be fitted in all Rally1 cars from next season

with their use mandated by regulation.

Meanwhile, the crew-facing High-Speed Camera (HSC) currently in use in all Priority 1 cars, will now be recommended rather than mandatory.

## Power Stage points for WRC2 revised

The system of bonus points handed out to the fastest WRC2 drivers on the Power Stage will be changed for 2022.

No longer will the quickest five WRC2 contenders score points on the event-closing test with the top three only rewarded instead.

From 2022, the fastest three drivers will score points on a descending scale of 3-2-1. That's because drivers selected for live TV coverage on the Power Stage can be compromised if they're running higher in the starting order compared to their rivals.

It was therefore agreed that the current scoring scale creates too much disparity if the drivers fighting the lead in WRC2 are not competing in the same conditions.



## Europe-only schedule for WRC2 title-chasing teams approved



The cancellation of FORMU8 Rally Japan for 2021 has resulted in the requirement for teams contesting the FIA WRC2 Teams' Championship being removed.

Previously teams were required to contest one event outside Europe. However, with no eligible WRC2 teams contesting Safari Rally Kenya and with Rally Japan not going ahead this year, the requirement to compete on one rally outside Europe in order to be eligible for the title has been removed.

FORMU8 ACI Rally Monza replaces Japan's planned round on the 2021 WRC schedule from November 18-21.

## New car, same format for Junior WRC



The FIA Junior WRC Championship will continue as an arrive-and-drive category in 2022.

However, for the next three seasons, the new-generation Ford Fiesta Rally3 from M-Sport Poland will replace the existing Fiesta Rally4 as the base car.

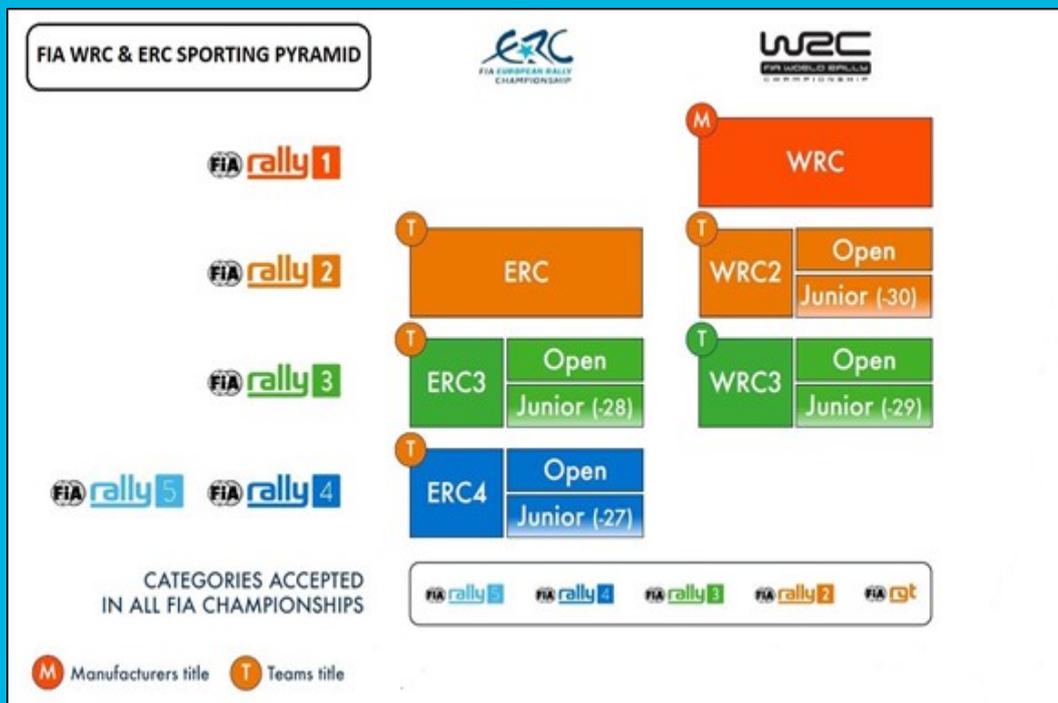
The move will mark the first time that the WRC's Junior category will be for four-wheel-drive machinery.

As a result, the Junior WRC3 Championship will form the WRC3 Junior section of the FIA Rally Sporting Pyramid from 2022 in parallel to the WRC3 Open category, which is for any type of Rally3 car but with no maximum driver age limit imposed.

A prize drive opportunity in a Fiesta Rally2 on four European rounds of the WRC3 in 2023 awaits the 2022 Junior WRC champion.

# REGIONAL RALLY

## Class structure for FIA Regional Rally Championships streamlined



To further highlight the FIA Rally Sporting Pyramid within both the FIA European Rally Championship and FIA World Rally Championship, new titles have been created and class structures standardised.

From 2022, there will be titles for drivers and co-drivers competing in Rally3 cars (RC3) in ERT3, MERC3, ARC3, APRC3, NACAM3 and CODASUR3.

The titles for drivers and co-drivers of Rally4 and Rally5 cars (RC4 and RC5) in ERT4, MERC4, ARC4, APRC4, CODASUR4 will be standardised, while a NACAM4 title will be created.

There will also be standardised titles for drivers under 26 years old competing in Rally4 and Rally5 cars (RC4/RC5) in ERT4 Junior and MERC4 Junior. A NACAM4 Junior title is new for 2022.

The ARC2 and MERC2 titles for drivers and co-drivers in Group NR4 cars will continue to be reward in 2022 due to the level of competitor demand. The ARC Junior and APRC Junior titles will be for drivers 28 and under entered in a car from any group.

It is hoped the changes will make the FIA Regional Rally Championships easier to follow and therefore more appealing, while also matching the championship names with the numbering of classes and car groups.

## Seven rounds for ARC in 2022



The FIA African Rally Championship will be made up of seven rounds in 2022 with Rally Bandama Côte d'Ivoire set to open the new season in late February.

Following events in Kenya, Uganda, Tanzania, Rwanda and Zambia, Rally of South Africa is

scheduled as the deciding round in November.

<b>Date</b>	<b>Location</b>	<b>Event</b>
25-27 February	Ivory Coast	Rally Bandama Côte d'Ivoire
1-3 April	Kenya	Equator Rally Kenya*
6-8 May	Uganda	Pearl of Africa Uganda Rally
22-24 July	Tanzania	Rally of Tanzania*
23-25 September	Rwanda	Rwanda Mountain Gorilla Rally
21-23 October	Zambia	Zambia International Rally
17-19 November	South Africa	Rally of South Africa*

*\*subject to ASN's confirmation*

## OTHER RALLY NEWS

**Local servicing of fire extinguishers**

Extinguisher manufacturers have a network of extinguisher service agents approved by the manufacturer to service their systems. Competitors can service their extinguisher system via these authorised fire extinguisher service centres in their own countries or by the manufacturer. The service via a local authorized fire extinguisher service centres allows to avoid to pay shipping costs or having to invest in a second system, both of which can be cost prohibitive.



Currently, fire extinguisher systems must be serviced every two years. In some countries, the extinguisher manufacturer may not have an authorised fire extinguisher service centre, with the consequence that the procedure for competitors to service their extinguisher systems being not only time consuming but expensive due to the shipping costs involved and need to invest in a second system, while the primary system is undergoing maintenance.

Now, ASNs will be invited to contact the FIA Safety Department in order to approach the relevant fire extinguisher manufacturer and establish the existence of an approved service centre in their country or one in close proximity. This will ensure the maintenance work is carried out correctly but at less cost to the competitor.

## FIA Rally Star momentum builds



FIA Rally Star talent search initiative continues to take shape with Lithuania, Poland and the United Kingdom joining a number of other European nations organising online selection events.

Last month FIA Rally Star organisers announced an additional five #RallyAtHome Challenges with the aim of further globalising the search for the next generation of talent to follow the initial 12 Challenges that are now complete.

With the winners of those challenges having come universally from within Europe, the additional five Challenges, the highest place candidate from every region (North America, South America, Middle East and North Africa, Africa, Asia Pacific and Europe) will win a place in the Continental Finals, providing they are classified in the top 100 finishers in each Challenge.

The European Continental Final is set to take place at Estering Buxtehude in Germany from January 28-30 and is the first Continental Final Announced although details of others are due to be revealed soon.

A full season of international rallying in 2022 is up for grabs for the Continental Final winners ahead of a WRC programme in 2023.

## CROSS COUNTRY

### The FIA World Rally-Raid Championship is born!

The dawning of a new era for cross-country rallying is just weeks away, with the FIA and its new exclusive promoter, Amaury Sport Organisation (ASO), making the final preparations for the first FIA World Rally-Raid Championship – the seventh World Championship under FIA governance.



A number of amendments and updates have been made to the Cross-Country Sporting Regulations, necessary by the creation of the new World Championship, and to align with the ASO/Dakar regulations. This will ensure inclusivity and consistency for competitors across all events.

Technical regulations for new categories have also been approved. In support of the FIA's long-term environmental strategy, the T1 Ultimate (T1.U) category will provide greater freedom for manufacturers, enabling them to develop alternative and experimental technologies, including vehicles powered by electric motors, an ICE engine powered by hydrogen, or hybrid. T1+ presents a further enhancement to the existing T1 specification, with improvements in suspension travel and wheel sizes. New regulations for T5 prototype trucks have also been approved, permitting four and six-wheel drive vehicles with diesel supercharged engines to participate.

The 2022 Sporting and Technical Regulations are available on the [FIA website](#), with the remaining documents to be uploaded shortly to ensure competitors have sufficient time to prepare ahead of the start of the 2022 season.

Photo credit: Audi RS Q e-tron 2, Road to Dakar - Test Audi Sport

## Dakar kicks off the new World Championship – Save the Date!



The 2022 calendar has yet to be revealed, but what is known is that the famous Dakar Rally (January 1-14) will launch the new World Championship. Hosted in the Kingdom of Saudi Arabia for the third year, the 2022 route will venture into the

Empty Quarter, which is as sandy as it is mysterious.

The FIA World Rally-Raid Championship will be launched at the same time as the official presentation of the 2022 Dakar Rally on a live broadcast scheduled for 28 November.

Photo credit: 2021 Rally Dakar in Saudi Arabia, copyright A.S.O.

## Three new World titles... and awards for all category winners



For the first time, world titles will be awarded in cross-country, with three titles for Drivers, Co-Drivers and Manufacturers. Competitors across all groups can

however continue to fight for category honours. The new titles are:

FIA World Rally-Raid Championship for Manufacturers  
FIA World Rally-Raid Championship for Drivers  
FIA World Rally-Raid Championship for Co-Drivers

FIA Rally-Raid Championship for T3 Drivers  
FIA Rally-Raid Championship for T3 Co-Drivers

FIA Rally-Raid Championship for T4 Drivers  
FIA Rally-Raid Championship for T4 Co-Drivers  
FIA Rally-Raid Championship for T4 Manufacturers

FIA Rally-Raid Championship for T5 Drivers  
FIA Rally-Raid Championship for T5 Co-Drivers  
FIA Rally-Raid Championship for T5 Manufacturers

Points for the T5 Drivers' Championship are awarded to the first driver named on the entry form. The second, and if applicable, third and fourth driver, score points in the Co-drivers' Championship. Across all the Rally-Raid Championships, to be eligible for the Manufacturers' title a manufacturer must commit to participate in all the events with at least one vehicle. If three or more vehicles are entered, only the top two from each manufacturer, in each category, will score points in the championship. The third-placed car will not deprive other manufacturers of points.

For each event in the FIA World Rally-Raid Championship, points will be awarded to registered competitors according to the following scale. The total number of events contested will count towards the overall titles.

	<b>Cross-Country Rally</b>	<b>Marathon Cross-Country Rally</b>
1 <sup>st</sup>	30 points	50 points
2 <sup>nd</sup>	25 points	40 points
3 <sup>rd</sup>	20 points	30 points
4 <sup>th</sup>	17 points	25 points
5 <sup>th</sup>	15 points	20 points
6 <sup>th</sup>	13 points	15 points
7 <sup>th</sup>	10 points	10 points
8 <sup>th</sup>	9 points	9 points
9 <sup>th</sup>	8 points	8 points
10 <sup>th</sup>	7 points	7 points
11 <sup>th</sup>	6 points	6 points
12 <sup>th</sup>	5 points	5 points
13 <sup>th</sup>	4 points	4 points
14 <sup>th</sup>	3 points	3 points
15 <sup>th</sup>	2 points	2 points

For each Championship, points will be awarded to registered competitors for each Leg according to the following scale. Points will only be awarded if the Leg includes at least 100 kilometres of selection section and the competitor is included in the final classification.

1 <sup>st</sup>	5 points
2 <sup>nd</sup>	4 points
3 <sup>rd</sup>	3 points
4 <sup>th</sup>	2 points
5 <sup>th</sup>	1 point

Photo credit: Scenic, DPPI Media

## Who has Priority?

The criteria for FIA Priority Drivers has been simplified. The list will include, at least, all drivers entered in the FIA World Rally-Raid Championship for the current season, drivers of T1 Ultimate cars entered on a World Championship event, the top



three classified drivers in the previous two seasons of the World Cups for Cross-Country Rallies and Bajas, and the first three classified drivers in the T3 and T4 classifications from the previous season.

Photo credit: Navarro Overdrive OT3 T3-2022, DPPI Media

## Elsewhere in the regulations...

There will be mandatory systems for safety tracking and navigation, and the electronic road book will be unlocked just before the start of a selective section. Only mechanical trip meters and compasses are allowed on all cross-country events.

The list of eligible vehicle has been updated. In addition, T1 Ultimate vehicles are only eligible to enter FIA World Rally-Raid Championship events, and T5 prototype trucks will not be permitted on Safety Type B events that are run mainly on gravel roads and tracks.

The maximum speeds have been defined as follows:

Group	Maximum Speed
T1	170 kph
T2	170 kph
T3	135 kph

T4 125 kph  
T5 140 kph

On Cross-Country Marathon events, crews are permitted to re-start after retirement on any of the following three legs.

The maximum length of a selective section has been reduced from 600 to 500 kilometres.

For Selective Sections, timing will be to the second for Rallies and Marathon Rallies, and to the tenth of a second for Bajas.

A new WPP, which has also now been clearly defined, has been included with a 20 metre radius. A two-minute penalty will be applied for missing the Waypoint. Other updates have been made to Waypoints for separating Neutralisation and Transfer Zones.

Media Zones are now mandatory on all cross-country events.



Photo credit: T5 truck, Rallye du Maroc