



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

Welcome to the second edition of the FIA Rally Newsletter.

While the 2019 season is nearing its conclusion and the various battles for points and titles are raging all around the globe, it is also an exciting time of news and transition for the world of rallying.

On 27 September, at an earlier date than in recent years, we were pleased to announce a calendar for the 2020 FIA World Rally Championship season that reflects a more global profile, in line with our expansion strategy.

The following week, key decisions for the WRC, Regional Rally Championships and Cross Country were approved by the World Motor Sport Council, which gathered in Cologne on 4 October for its third meeting of 2019.

In this newsletter, we aim to highlight some of these decisions and the developments that will help continue to grow our discipline.

The main changes to the World Rally Championship relate to the revision of WRC categories, the extension of the deadline for manufacturers to nominate their drivers for a given event and the standardisation of the time penalty for restarting crews.

A number of changes to the Regional Rally Championships will include the modification of the points system and the simplification of the titles awarded in the European Rally Trophy.

New homologation regulations, agreed in principle at the previous meeting of the Council in March, were also approved for the R-GT group.

In addition to this, we would like to give you a glimpse of our work on Rally 3, a new category that will offer amateur drivers the opportunity to enter competition with a cost-effective four-wheel drive car.

In Cross Country, there are new challenges and opportunities ahead with a spiced-up calendar for 2020, a new points-scoring system and amended sporting and technical regulations.

For its second edition, we hope this newsletter will be a helpful insight into ongoing and upcoming developments in rally. As ever, we look forward to your valued feedback.

With best wishes,

Yves Matton, FIA Rally Director

WRC

WRC 2 / WRC 3: Foundation Stones to Reshape Rallying's Future Structure



Photo credits: Jaanus Ree / Red Bull Content Pool

The FIA has been working on various revisions to reshape the WRC class structure and evolve the architecture of the sport into a more streamlined model.

Building on the results achieved with the introduction of the WRC 2 Pro category in 2019, further changes to WRC's second tier will be implemented for next season: **the current WRC 2 Pro class will become the WRC 2 class for FIA-endorsed manufacturer and private teams** – in order to ensure the right level of competition - **while WRC 3 will be assigned for independent Rally 2 competitors.**

WRC 2 entrants, competing on Rally 2 cars (R5), will have a **P2 priority status**, starting on Day 1 after the P1 group in championship order and on Day 2 and 3 after the P1, in classification order or merged with P3 on performance. They will participate in **eight events in total**, including six or seven in Europe and one or two of the non-European rounds, with no testing limitation, and will be fighting for the drivers', co-drivers' and teams' laurels.

WRC 3 will replace the current WRC 2 to welcome private Rally 2 crews. Competitors will have a P3 priority status and will start after the P2 group in championship order on Day 1 and in classification order, or merged with P2 on performance, on Day 2 and 3. There will be **no minimum participation**, with the six best events out of seven counting to score points and only the drivers' and co-drivers' titles for grabs.

These developments are the **first milestones of a masterplan to simplify the structure in accordance with the FIA Rally Pyramid**, to encourage professional teams to enter and to provide a clear path for semi-professional and amateur competitors alike.

At a glimpse: the 2020 WRC 2 / WRC 3 categories

2020	FIA WRC 2 Championship	FIA WRC 3 Champion
Short Name	WRC 2 (WRC2 Pro in 2019)	WRC 3 (WRC2 in 2019)
Titles Awarded	Drivers, Co-Drivers, Teams	Drivers, Co-Drivers
Cars	Rally 2 (R5)	Rally 2 (R5)
Targets	Teams Can be manufacturer-supported with manufacturer name in team title or private team without manufacturer name in team title	Independent Drivers
Priority	P2	P3
Start order	Day 1: after P1 group, in championship order Day 2 & 3: after P1 group, in classification order, or merged with P3 on performance.	Day1: after P2 group, in ch Day 2 & 3: after P2 group, or merged with P2 on perfo
Minimum Participation	8 events to count - min. 6, max. 7 in Europe Min. 1 outside Europe (from a choice of 2)	No minimum
Scoring	Drivers & Co-drivers: 8 events – all count Team: 1 or 2 nominated cars – all count	6 best out of 7
Testing	Free	Free
Safety Crew (Asphalt)	Yes	No
Tyres	WRC Registered Supplier - same as P3	WRC Registered Supplier –

Manufacturer Nomination of Drivers: More Time Allowed

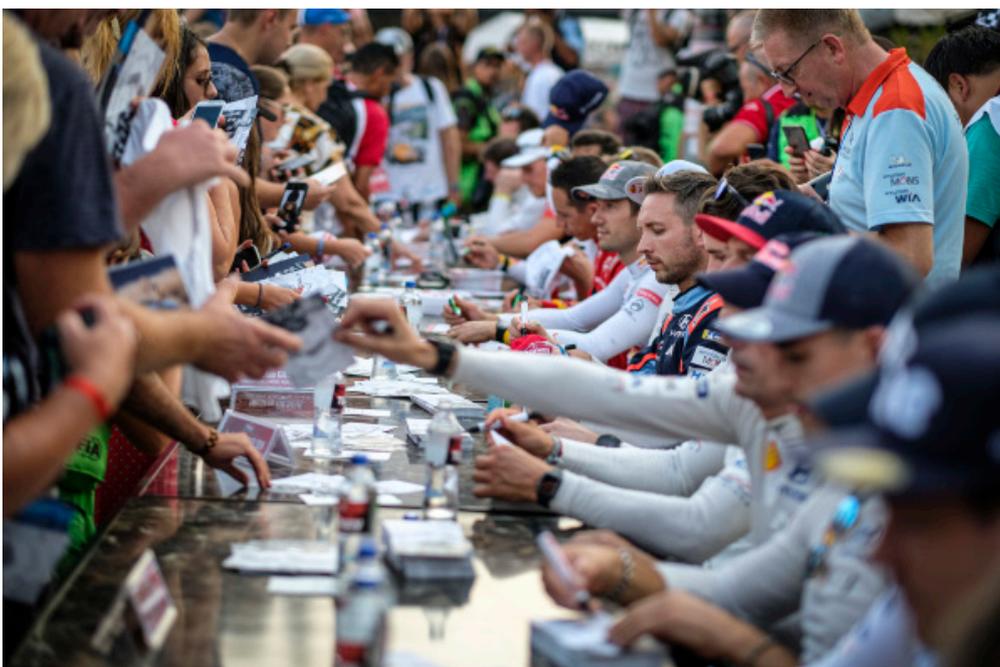


Photo credits: DPPI

For WRC manufacturers who rotate crews that score points for the championship, the nomination of drivers is never an easy decision, as they have so many options for driver combinations.

In an effort to offer the teams more flexibility to make their choice and nominate the drivers who are eligible to score points in a given event, **the deadline to specify their decision has been extended to 12:00 on the Monday after the previous event.**

The modification of the Article 7.2.6 of the WRC sporting regulations would work in conjunction with Art. 21.4, to authorise the replacement of both crew members.

Time Penalty for Restarters: 10 Minutes for All!



Photo credits: DPPI

Another change in the Article 46.2 of the FIA WRC Sporting Regulations concerns the time penalty applied to crews that restart (Article 46.2)

From 2020, the competitors that restart will get a 10-minute time penalty for every stage or super special stage missed – instead of the current 7 minutes. This modification aims to achieve consistency across all FIA rally championships.

REGIONAL RALLY

More Points, More Spice: Top 15 Drivers can Score Points in 2020



Photo credits: 2019 FIA ERC, Rally Azores

In the Regional Rally Championships, there's good news for the 2020 challengers!

Currently, the top 10 classified finishers can claim championship points at the end of an event, but there will be more points up for grabs next year: **for each Championship title, the points structure will be extended from 1st to 15th place. The modifications enable more competitors to be ranked, reduce the points gap between the winner and the rest of the field and maintain a highly competitive championship until the end of the season.** This will be according to the following scale:

1 st	30 points
2 nd	24 points
3 rd	21 points
4 th	19 points
5 th	17 points
6 th	15 points
7 th	13 points
8 th	11 points
9 th	9 points
10 th	7 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

Additionally, bonus points, which are awarded in part to encourage drivers who fail to finish a leg to restart on the subsequent leg, may be allocated on the following scale to the top five finishers on the two longest Legs of the rally, according to the classification of each Leg, provided that they include at least 25% of the total length of special stages – this to prevent awarding these points more than twice per event.

1 st	5 points
2 nd	4 points
3 rd	3 points

4 th	2 points
5 th	1 point

Let's take an example: had the rule rewarding the top 15 rather than the top 10 finishers applied to the 2019 FIA European Rally Championship in 2019, 19 additional drivers would have scored points along with the 47 who have claimed points during the first seven rounds.

Makeover for European Rally Trophy Titles



Photo credits: 2019 FIA ERT Benelux, Ypres Rally

While the ERT, ERT3 and ERT Junior categories have seen their participation rate increase in recent years, the ERT2 class has not attracted as many entrants due to the decreasing number of Group N4s cars.

In order to help maintain sporting value and simplify regulations, **the titles awarded in the European Rally Trophy will be streamlined next year. The ERT (R5 cars) and ERT2 (Group N4 and RGT cars) categories will be grouped together to form a single class for 4WD and R-GT cars, while the current ERT3 (2WD cars) becomes ERT2.** In ERT Junior, the age of drivers will be limited to 26 years old to maintain a logical pathway to ERC Junior and Junior WRC.

In order to give Group N4 drivers a chance to qualify for the Final, the number of eligible drivers will be increased from 5 to 10, which should guarantee extra appeal, and this extension also applies to the future ERT2 and ERT Junior categories.

FIA Alpine Rally Trophy becomes FIA Alps Rally Trophy



The Alpine Rally Trophy, one of the seven regional series of the FIA European Rally Trophy, **will be renamed FIA Alps Rally Trophy**, to avoid confusion with the Renault 'Alpine' marque, the new Alpine A110 Rally model of which was recently unveiled and should go through FIA R-GT homologation soon.

OTHER RALLY DECISIONS

Group R-GT welcomes New Homologation Regulations



Photo credits: DPPI

Among the decisions drawn up jointly by the WRC and Rally Commissions, **new homologation regulations, agreed in principle by the previous World Motor Sport Council on 7 March, have been introduced for the R-GT group.**

From 2020, the establishment of R-GT Technical Passports for competitors will not be renewed. Instead, **new R-GT cars will be homologated by their manufacturer** according to specific FIA Homologation Regulations and will be the subject of an FIA Homologation Form.

The new R-GT cars will have to comply with revised Technical Regulations (Appendix J 2020 – Article 256) in order to take the Homologation Regulations into account.

For crews competing with an R-GT car of the current generation, meaning before 2020, the R-GT Technical Passport will remain valid until its expiry date and its validity may be extended according to the regulations currently in force.

All cars with an R-GT Technical Passport established before 2002 will be compliant with the current regulations that will remain in force (Appendix J 2019 – Article 256).

Revised Articles Numbering for the Regional Rally and WRC Sporting Regulations



Photo credits: DPPI

With the start of the new season, a simple, yet crucial change to the FIA Sporting Regulations will take effect.

Time and modifications has caused the logic of the order in the document to be eroded. Consequently, **the numbering of the articles will be revised in order to effect a logical arrangement, established according to the chronology of a rally.** The content of the clauses remain unchanged.

The same structure will be used for the Regional Rally, WRC and Cross Country regulations.

Rally 3, the FIA's Innovative 4WD Solution at Low Cost



Photo credits: DPPI

In tandem with the decisions made by the World Motor Sport Council, the FIA has progressed its **definition of the Rally 3 class and its technical principles, as part of the plan to restructure WRC into a five-tier career ladder.**

While Rally 1 is for top-class World Rally cars and Rally 2, split into WRC 2 and WRC 3 in 2020, will welcome R5s, **the new Rally 3 category will offer amateur drivers worldwide the opportunity to enter competition with a cost-effective four-wheel drive machine,** be they junior or gentleman drivers.

Rally 3 cars will be based on series production vehicles homologated in Group A, with carry-over possibilities from the Rally 4 or Rally 2 car parts. They will be subject to the same engine regulations as Rally 4, with a minimum weight to be defined according to the engine capacity.

In order to limit costs, **no bodywork modifications will be allowed,** except those permitted on Rally 4 vehicles and an additional rear spoiler. **Several elements of the bodysell will be adapted to the 4WD transmission** (tunnel, rear subframe and wheel arches, safety fuel tank). **The target cost set by the FIA for these cars is €100,000.**

CROSS COUNTRY

New Challenges and Opportunities for 2020



Photo credits: 2019 Silk Way Rally

While this year's FIA World Cup for Cross-Country Rallies has been fought out on the final and title deciding round in Morocco this week, **next year's calendar has now been confirmed by the WMSC.** A fresh challenge awaits the competitors as **the FIA welcomes the Silk Way Rally to the championship,** the first Marathon Rally on our calendar since Dakar 2001. This is set to be an immense challenge with more than 2,500 kilometres of competitive action across multiple countries. The Silk

Way Rally joins our established Cross-Country Rallies in Qatar, Abu Dhabi, Kazakhstan and Morocco, and will add yet more diversity to this adventurous discipline.

2020 Calendar:

22-27 February	Qatar Cross-Country Rally
20-26 March	Abu Dhabi Desert Challenge
24-29 May	Rally Kazakhstan
02-16 July	Silk Way Rally*
08-13 October	Rallye du Maroc*

**Subject to ASN confirmation*

A new points-scoring system will also be introduced in 2020 with the intention of ensuring that competitors who have retired from a leg can re-start and still have something to fight for on subsequent days. In addition to the points currently awarded for first to 10th in the overall and category classifications, for each championship and cup points will be also given to the fastest three crews on each leg on a scale of 3, 2 and 1 point respectively. These additional points will only be awarded if the crew is included in the final classification, however, and they replace the current 5, 3 and 1 point given to the first three crews in the final classification.

In line with other championships, **the FIA is also introducing a scale of reduced points**, should an itinerary not be able to run in its entirety. However, this does not however affect the additional points awarded for legs that have been completed.

Changes to the Sporting and Technical Regulations



Photo credits: DPPI

The World Motor Sport Council approved a number of amendments proposed by the Commission and its Working Groups. These are aimed at helping to control the cost of competition, facilitating entry to events and providing greater choices for competitors. Some key decisions include:

A modification to the homologation regulations for safety cages in T3S (SSV Series) vehicles. More freedom on the cage design will be allowed, subject to compulsory static load testing on the chassis with the safety cage unit, helping competitors adapt cars and avoid a complete redesign of the series chassis.

Confirmation of days and distances: A Marathon Rally must not exceed 15 days, including administrative checks, scrutineering and rest halts, and have a minimum distance of 2,500 kilometres of selective sections. Cross Country Rallies must run over no more than seven days with five days of competition and a minimum of 1,200 kilometres of selective sections, and Bajas will now have a total distance for selective sections of at least 350 kilometres. None of the events must have selective sections exceeding 600 kilometres.

GPS-based trip meters are now optional, but whatever equipment is used may only record distances, times and speeds.

T3 refuelling in selective sections has been defined to allow these vehicles to refuel within a range of 250 kilometres. Stopping, whether fuel is required or not, is compulsory and the time loss will not be deducted from the total section time. The capacity of T3 fuel tanks is also capped at 130 litres for safety reasons.

A new minimum weight for two-wheel drive vehicles - in accordance with their cylinder capacity - has been introduced to align with ASO regulations. The minimum capacity has been adjusted to 2000 cm³.

An inflation and deflation system using a compressor is now permitted for two-wheel drive cars, helping to reduce costs.

A new Navigation Waypoint (WPN) has been introduced to increase the navigation challenge.