



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

Welcome to the third edition of the FIA Rally Newsletter, which follows the recent December meeting of the FIA World Motor Sport Council in Paris and comes at an exciting time for the sport.

The FIA World Rally Championship celebrated two new champions in 2019, Ott Tänak and Martin Järveoja, and a first Manufacturers' title for Hyundai, who were awarded at the [FIA Prize Giving ceremony](#) last week at the Louvre in Paris alongside the winning drivers, co-drivers and teams from the Regional Rally, Cross Country and all other FIA-sanctioned competitions. While it's only right to acknowledge their achievements, the focus is already on the future.

We are pleased that the main technical framework of the new World Rally Car regulations for 2022 has received World Council approval. It includes the adoption of hybrid technology, even more enhanced safety measures and giving manufacturers a choice of using a production bodyshell or prototype tubular chassis as the basis of their future Rally1 challenger. The hard work to finalise the technical rulebook is well and truly underway.

The renaming and restructuring of the WRC2 and WRC3 classes is another positive point for the season ahead, particularly as the contact we have had from manufacturers suggests they will really start to embrace this intersection between the amateur and professional level.

It's a five-year process but the target is to have an average of 20 cars supported by manufacturers on every event. For sure there is a lot of work to do but we have confidence that we are heading in the right direction.

At a regional level, we will provide you with some fresh insights on the new Rally3 category and an overview of some of the changes to the Regional Rally Championships related to the results, eligible cars, event characteristics and tyres.

In Cross Country rallying, plans to appoint a promoter for the 2021 world championship are underway, while a clearer class structure has been endorsed.

As with the previous editions, we hope this newsletter provides useful updates on the ongoing developments in Rally.

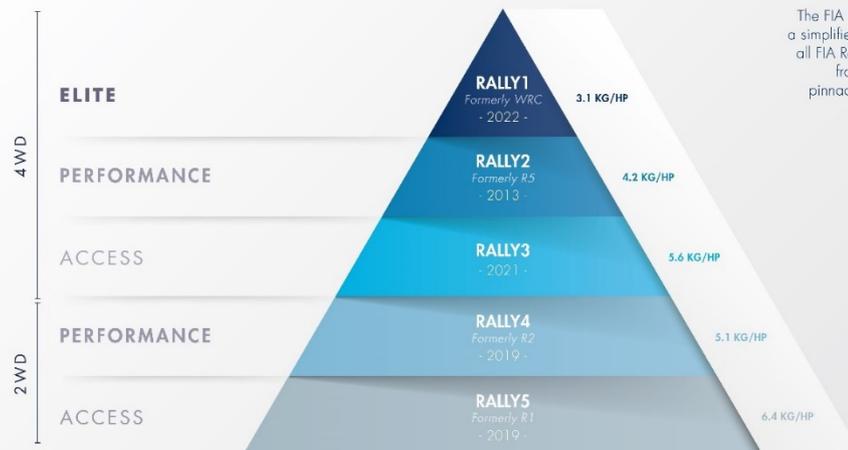
With best wishes,

Yves Matton, FIA Rally Director

FIA RALLY PYRAMID



RALLY PYRAMID



The FIA Rally Pyramid offers a simplified class structure for all FIA Rally Championships from entry level to the pinnacle of the discipline.

As 2020 approaches, the FIA Rally Pyramid is becoming more identifiable and more vital.

“The idea will be to have less classes than we had in the past, but instead we will have main classes that are clear for everybody,” says Matton. “It will take time for sure because we still have some categories and classes that are a carryover from the past. But at least it gives clarity to our future direction and where to invest because it brings to light what the cars of the future will be and that’s the main thing.”

Rally1 for World Rally Cars sits at the top of the pyramid with Rally2 – the new name for R5 – a step below. The Rally3 segment, introducing four-wheel drive cars from 2021, is next and is positioned above the two-wheel-drive categories Rally4 (previously R2) and Rally5 (what was R1).

“For sure it will require some familiarisation time at the beginning of next year,” Matton admits. “But in a few weeks or months, to have everybody aligned on the new names will make it much clearer.”

But as FIA Rally Director Yves Matton is quick to point out, it’s still very much work in progress, a common consequence when name changes are introduced.

For the first time, the different levels of the sport have been set out with a new category naming strategy central to the plan.

Peugeot is the first manufacturer to truly embrace the new terminology with its recently-launched 208 Rally 4.

WRC

New WRC technical principles open the door to more manufacturers



The FIA World Rally Championship has become even more accessible to manufacturers with the approval of a set of principles that will form the technical rules from January 2022.

Rubber-stamped by the FIA World Motor Sport Council, they will allow World Rally Cars to be based on a production bodyshell or a prototype tubular chassis, depending on the manufacturers' product range and production lines, although the final set of rules won't be published until next year.

"It's a change of philosophy that opens some doors for the future because it means 50 per cent of the manufacturers that were not able to join the championship had we only kept the current regulation can now do so," said FIA Rally Director Yves Matton.

"One thing of critical importance is that we want to maintain the level of performance of the current cars and the excitement that these cars give to the fans. We want the cars to have the same kind of sound and aesthetic appeal that we have now, but we need to keep the link to the road cars they are able to buy in the showrooms."

Of the upcoming hybrid era, Matton said its introduction is crucial to the appeal and longevity of the sport: "No one can use the WRC and rally as a marketing tool if our cars are not heading in this direction. But we leave the door open to maintain the current level of budget; it has to be controlled, and this is why we have chosen a common hybrid technology."

That common technology will include a 100kw hybrid e-motor, hardware and software strategies that offer a mix of electric-only driving between stages and in urban areas with a 'power boost' function on the special stages.

Other changes include the introduction of a standardised safety structure, the result of extensive work between the FIA and the WRC manufacturers to test and understand the occupant safety limits of the current World Rally Car.

WRC Team rule returns for 2020



Manufacturers contesting the FIA World Rally Championship will be able to enter an additional one-car team from 2020.

What will effectively be a satellite squad must enter seven WRC events in 2020, including one outside Europe with a current-specification World Rally Car.

To be eligible for points, there must be a team competing in the FIA World Rally Championship for Manufacturers using a car of the same homologation family, while certain entry restrictions will be in place.

The creation of WRC Team entries gives manufacturers the option of fielding an additional driver or drivers outside of their three-strong main factory efforts, something Toyota did with Takamoto Katsuta in 2019.

Last appearing in the 2016 Sporting Regulations, the return of the WRC Team rule follows a request by manufacturers.

Permanent test facility nomination deadline set



Caption: Ott Tänak / Martin Järveoja, Hyundai tests for the 2020 WRC (photo: Jo Lillini, Agence SCD)

Manufacturers contesting the FIA World Rally Championship have until 1 January 2020 to confirm their permanent testing site according to new rules implemented for the upcoming season.

Using an electronic format, each team must propose a test stage measuring a maximum of 12 kilometres in length at a location in Europe.

The new requirement is in place to better define the permanent test facility, particularly the stage length.

Rally3 to provide a missing link on regional rallies



FIA Rally Director Yves Matton reckons Rally3 cars will fill a void on regional rallies when they come on stream in 2021.

With the final regulations due to be presented to the March 2020 meeting of the FIA World Motor Sport Council for ratification, excitement continues to grow in the new category, for sub-Rally2 (R5) four-wheel-drive cars.

“We know we are missing a product on regional rallies for four-wheel drive,” said Matton. “We are very close to publishing the final technical regulations. For the moment we have four manufacturers interested in this product and it will be a huge step for regional rallies, especially in Middle East, Africa and South America. This is very important.”

The new Rally3 group will be open to cylinder capacities of 927 to 1620 cm³, to propose the widest possible basis of eligibility. Power will be independent of cylinder capacity (210 hp target) and will be managed by a restrictor.

REGIONAL RALLY

[Registration opens for FIA Rally and Cross Country Officials Seminar](#)



Registration for the FIA's 2020 Rally and Cross-Country Officials Seminar in Prague is now open and bookings can be made via this [link](#). Held at the headquarters of the Autoclub of the Czech Republic in the country's capital, the event will be held from 17-18 January. There will be sessions for stewards, clerks of the course and scrutineers offered by the FIA's Rally, Safety and Technical departments.

ERC and MERC drivers to count all but one score



In the FIA ERC and MERC championships, all the results less one will be retained for the final standings.

The change has been made to simplify and harmonise existing regulations and keep title battles alive during the deciding event of the season.

It means MERC drivers will count their best four scores from a possible five, while ERC drivers will retain their best seven scores out of eight.

Other rule changes for 2020 include permitting Rally5 (R1) cars to compete in the FIA ERC3 Junior Championship and FIA ERT Junior events to further increase participation and provide additional opportunities for Rally5 cars to be used in competition.

ERC events will be contained within a four-day window to include reconnaissance and all competitive elements as part of cost-cutting measures, which also include reducing maximum tyre use by ERC3 Junior drivers from 14 to 12 units per rally.

Regional rally regulation changes round-up



From 2020, the practice of inserting 'cuts' into tyres will be permitted on FIA European Rally Trophy tarmac rounds, providing there is an allowance in the respective rally's supplementary regulations and that the process is carried out either by the tyre manufacturer or by its nominated dealer onsite. Furthermore, hand cutting must be managed in accordance with patterns submitted to the FIA by tyre manufacturers. The allowance has been made to limit disagreements between local organisers and competitors with the ultimate aim of encouraging more competitors on ERT events.

It will be mandatory for African and Middle East competitors to register for their respective FIA championships via the FIA's online registration system.

To increase competitor numbers, low-cost T4 (formerly T3 series) Cross Country cars will be eligible for all rounds of the FIA African Rally Championship and the gravel rounds of the FIA Middle East Rally Championship.

Homologated components used in Rally2 (R5) cars can be modified without a regulation 'joker' being used.

The 2020 Sporting Regulations for the Regional Rally can be consulted [here](#).

OTHER RALLY NEWS

FIA Rally Star, a global talent detection program for young rally drivers



For the first time in history, a detection program for the most talented rally drivers will spread its wings across all continents. Originated by the FIA and articulated through its ASN network, FIA Rally Star sets out an innovative initiative that aims to spot, train and support the rally stars of tomorrow from grassroots and digital motorsport to the pinnacle of the discipline. Jérôme Roussel, FIA Rally Star project leader, answers some key questions ahead of the program's impending launch.

What are the main objectives of FIA Rally Star?

"We want to create future champions, but we also want to encourage drivers at all levels to practice motor sport in regions around the world, not just in Europe. There are drivers in all regions with potential, but they don't know where to start. FIA Rally Star offers a platform to identify and then develop talent in every region, while also

highlighting the FIA's rally pyramid and create more bridges to the WRC."

How will the project work concretely?

It will be a five-step program with the mass detection of talent at the start of the FIA Rally Star process. At this stage, the ASNs worldwide will target the young generation aged 17 to 25, using principles and tools provided by the FIA. Rally Star will also promote the FIA's Women in Motorsport and Action for Road Safety initiatives at a regional level."

What is the cost of participation?

"There will be a small charge, otherwise you will get people that are not so interested, not so passionate. But the way we have set up FIA Rally Star, everything is covered up to and including the season in WRC3 if the first FIA Rally Star wins the Junior WRC title. By then, hopefully they will have the support of a manufacturer meaning their future will be all but assured."

What will be the cost to the regions of the talent detection and continental finals ?

"The FIA will provide the ASNs with all the tools and guidelines to run events like gymkhanas and simulator sessions. It's definitely intended to be low-cost and not complicated to set up."

Rally2 car production closes on the 1000 mark



The number of Rally2 (R5) cars produced is set to reach the 1000 mark during 2020. Since 2013, 979 cars conforming to the FIA's hugely successful category have been built. Citroën, Ford, Hyundai, Peugeot, Škoda and Volkswagen have either constructed or endorsed Rally2 category cars.

Mexico and Japan chosen as long-haul WRC2 events



WRC Promoter has selected Rally Mexico and Rally Japan as the two long-haul events for 2020. They have been chosen after the conditions offered to competitors, the logistical restraints of the calendar and the global spread of events were taken into account.

Sporting taskforce to assist new rallies



Under moves to streamline the number of classes while also creating a home for SSV (Side by Side) vehicles, the groups and classes of eligible vehicles for cross country events have been modified from 2020 as follows:

Group	Class	Vehicles	Explanation
T1	T1.1	4x4 Prototype Cross Country Vehicles	Diesel and petrol classes merged, complying with Appendix J Art. 285
	T1.2	4x2 Prototype Cross Country Vehicles	Diesel and petrol classes merged, complying with Appendix J Art. 285
T2	T2	Series Production Cross Country Vehicles	Diesel and petrol classes merged, complying with Appendix J Art. 284 and Appendix IV to the 2020 FIA Cross Country Rally Sporting regulations
T3	T3	Improved Lightweight Prototypes Cross Country Vehicles	Former T3P, complying with Appendix J Art. 286
T4	T4	Improved Lightweight Series Side by Side Cross Country Vehicles	Former T3S, complying with Appendix J Art. 286A
T5	T5	Cross Country Trucks	Former T4, complying with Appendix J 287 and Appendix IV to the 2020 FIA Cross Country Rally Sporting regulations

New T4 Trophy added for 2020



There will be a new T4 Trophy for Drivers and Teams from 2020, which will be awarded in addition to the existing World Cup for Drivers, Co-drivers and Teams and the T3 Trophy for Drivers. The Trophy for T2 Drivers and Teams, as well as the T3 Teams' title, will no longer be awarded from the upcoming season.

Leg point allocation amended



Following the last Cross Country Commission meeting and a further review, the number of leg points awarded to the fastest three crews in each cross-country rally cup and trophy event has been amended to 1.5, 1 and 0.5 point respectively. These additional points will still only be awarded if the crew is included in the final classification.

Eight rounds for 2020 FIA World Cup for Cross Country Bajas



The 2020 FIA World Cup for Cross Country Bajas will take place over eight rounds from February to October with a competitor or entrant counting their best six scores.

Date

06-09 February
02-04 April
16-18 April
18-21 June
23-26 July
13-16 August
03-06 September
29-31 October

Event

Baja Russia
Dubai International Baja
Jordan Baja
Italian Baja
Baja España Aragón
Hungarian Baja
Baja Poland
Baja de Portalegre

FIA Cross Country Rally World Championship gathers momentum



The FIA Cross Country Rally World Championship, due to be launched in 2021, continues to gather momentum with the start of the tender process to appoint a promoter. The FIA aims to announce the successful applicant in the first quarter of 2020.

A media road book has been launched to assist the work of the media on cross country events and will be mandatory from 2020.

The 2020 Sporting Regulations for Cross Country Rally as well as Priority Drivers' list can be consulted [here](#).

2020 RALLY CALENDARS

One year, 116 rallies



The FIA rally calendar for 2020 has been published with the full list of 116 event dates for the WRC, Regional Rally and Cross Country available by clicking [here](#).