



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

Following the meeting of the FIA World Motor Sport Council on 6 March, welcome to the latest edition of the FIA Rally Newsletter.

We are sharing the latest developments in the sport at a time when the coronavirus epidemic is creating significant challenges around the world. But we continue to monitor the situation closely in conjunction with the specialist departments at the FIA, and any action required to help protect the global motor sport community and the wider public will of course be taken without delay.

As always, a number of major rallies have already taken place by the time we get to March. That's certainly the case in the FIA World Rally Championship with Thierry Neuville/Nicolas Gilsoul and Elfyn Evans/Scott Martin winning the first two rounds in Monte-Carlo and Sweden respectively.

I used my visit to Rally Sweden, where we were delighted to be accompanied by FIA President Jean Todt, to praise the efforts of the local organising committee for ensuring the event went ahead despite the unusually warm temperatures causing significant problems. While it wasn't a true Rally Sweden as we know it, the hard work and determination to keep the event running was a perfect demonstration of the importance of volunteers in motor sport and the solidarity that exists in the WRC.

Moving forward, we continue to make very encouraging progress on Rally1, which will become the top-level of the FIA World Rally Championship from 2022.

Adopting the Rally1 name not only fits the very important Rally Pyramid, it also highlights the new concept of what is, fundamentally, a more affordable and more environmentally friendly rally car - through the introduction of hybrid technology. A summary of the regulations approved so far can be found below.

We are very enthused by the reaction to Rally3 and also pleased that FIA Rally Star, which is being supported by the FIA Innovation Fund, has been formally announced. Both have the interests of strengthening regional rallying firmly at heart and are to be applauded.

Turning to cross country, the World Council has approved a future pyramid structure, while also accepting the introduction of sustainable technologies from 2021.

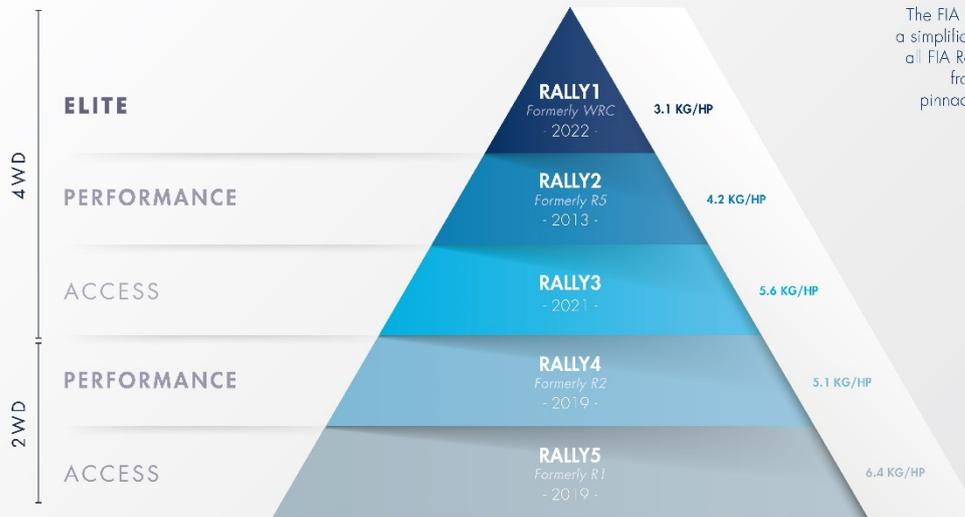
I must also take this opportunity to thank, once again, the Autoklub of the Czech Republic for hosting the FIA Rally and Cross Country Officials Seminar in Prague in January. More than 200 delegates representing 48 ASNs spent two productive days at the seminar, the first to feature presentations and workshops relating to both stage and cross-country rallying.

We have no doubt the 2020 season will bring lots of challenges but these are very exciting times for the sport.

With best wishes,



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.

WRC

Rally1 moves a step closer to reality



The FIA's more accessible and more environmentally friendly Rally1 category continues to gather momentum ahead of its planned 2022 roll-out.

While the introduction of this exciting category will mark the completion of the World Rally Car era, as the top tier of the FIA World Rally Championship, Rally1 retains the fundamentals behind the ongoing success of the WRC, but with a focus on cost management and sustainability.

Rally1 cars will continue to look and sound aggressive, bear resemblance to their road-going equivalents, while achieving performance levels as close as possible to the current World Rally Car formula. The accessible nature of the Rally1 regulations will quickly allow manufacturers to fight for victories, while the performance parity will help to deliver strong competition between the world's best drivers.

However, in parallel, Rally1 will also introduce sustainable technology to the WRC, with the intention of transferring key learnings and procedures to other disciplines in the future. A concept of scaling will allow for more cars to fit the regulations to maximise participation.

At the FIA World Motor Sport Council meeting in Geneva on 6 March, the Technical Regulation for this new class were approved. These are the result of months of rigorous analysis and investigation by the FIA's team of expert personnel in close collaboration with the WRC manufacturers, with every design cost required to demonstrate a tangible benefit, without losing the ethos of maintaining top-line performance.

The approved technical rules are summarised below:

Transmission:

- 4WD, five-speed transmission very similar in concept to the current Rally2 rules
- Simple level type differential, no centre differential, only one kinematic drive train
- A maximum of six transmission units per car per year permitted

Suspension:

- Reduced wheel travel
- Simplified dampers with reduced scope for homologation upgrades
- Hubs, hub carriers and anti-roll bar designs will be simplified
- Only one specification of wishbone mandated

Running gear:

- Liquid brake cooling no longer allowed

Fuel tank:

- Simplified shape

Aerodynamics:

- Free volume bodywork area to enable aggressive design maintained

- Aero effect from hidden ducts removed
- Rear aerodynamic advice simplified

The working groups will continue to finalise a number of other areas of the regulations to be presented to the WRC Commission in May ahead of the June World Motor Sport Council meeting in Thailand when ratification will be sought. These areas relate to the fine detail of the engine regulations, hybrid technology specification and implementation following the completion of ongoing tender processes, standardised safety cell and other safety features designed by the FIA.

In addition, the FIA teams will continue to work on fuel development and the process of obtaining 2022 entry commitment from prospective manufacturers.



WRC announces 360-degree sustainability taskforce

A taskforce handed the responsibility of identifying how the FIA World Rally Championship can become more sustainable within five years has been established.

The group is developing a road map containing medium-term goals and longer-term objectives.

A number of areas are being assessed from the introduction of hybrid technology, the use of alternative fuels, efficiencies in tyre design and how they can be transferred for everyday use on the road, the environmental impact of travelling to rallies, the running of events and even limiting the number of printed documents issued by rally organisers in an effort to use fewer resources.

Several focused working groups will be created with initial findings and feedback due to be discussed at the forthcoming WRC Commission meetings in 2020.

Meanwhile, it is intended that all learnings in the WRC will be filtered down to regional championships for possible implementation in the future.

REGIONAL RALLY

Rally3: all you need to know



The FIA Rally Department used last week's World Motor Sport Council meeting to provide further details on Rally3, which is set to go on stream in 2021.

Essentially a Rally4 (formerly R2) car with four-wheel drive, Rally3 is already attracting interest from regions around the world as a replacement for the Group N category, that can appeal to both gentlemen drivers and their career-focused counterparts stepping up from 2WD machinery.

Key facts:

- Manufacturers convert bodyshell from 2WD to 4WD configuration
- Common front and rear parts (wishbones, dampers, brake calipers, etc) to cut costs
- Car width the same as standard production car (not widened as in Rally2)
- Standard bodywork (bumpers and fenders can be bought from local car dealerships)
- Fuel tank simple in shape to reduce costs, positioned higher in car for simple design
- One gearbox ratio set only, two differential ramp angles to lessen engineering input
- Homologated from 1 January, 2021

As approved by the World Council on Friday, all cars will have the same level of performance, with the same weight of 1,180kg and same power of 210 hp, balanced by a turbocharger retractor. A price cap of €100,000 for the car ready to enter a rally has been set in the homologation regulations.

Oman seminar demonstrates enthusiasm for Rally3

Interest in Rally3 at regional level was perfectly demonstrated by a recent seminar in Oman where Jérôme Roussel delivered a presentation on the new-for-2021 category.

The FIA Regional Rally Category Manager welcomed the enthusiastic response to Rally3: "There was very big interest, notably from Saudi Arabia and Qatar," he said. "They understood the product is cost-effective, the maintenance is easy and you don't need to call for the engineer every time you run the car. They want to support the new generation of drivers and the product is really good for this."

Onboard camera mounting rules aligned



The FIA Regional Rally Sporting Regulations are being adjusted to align them with the wording used in the FIA World Rally Championship rulebook regarding onboard camera mountings.

Essentially, the new safety focused requirements will specify that the "mountings of the cameras and recorders must be able to withstand a deceleration of 25g, while cameras must not be fitted between and/or on the side of driver or co-driver seats."

FIA Barbados onboard as NACAM season set for Rally Mexico kick-off

Sol Rally Barbados will feature on a revised calendar for the 2020 FIA NACAM Rally Championship, which gets underway on Rally Mexico from 12-15 March. The established asphalt event replaces Rally Cuba as the third round from 29-30 May.



The full 2020 FIA NACAM calendar is as follows:

12-15 March	Mexico	Rally Mexico
03-04 April	Mexico	Rally Montañas*
29-30 May	Barbados	Sol Rally
26-28 June	Canada	Rallye Baie des Chaleurs
21-23 August	Mexico	Rally Sierra Juarez
26-27 November	Mexico	Rally Colima

** Subject to ASN's confirmation*

Extra recce run for FIA European Rally Trophy events



Organisers of FIA European Rally Trophy events will be allowed to authorise a third pass of a special stage during reconnaissance without having to apply for a special waiver in advance.

Regional rallies were previously limited to two passes, unless a waiver was granted for a third. The new-for-2021 rule change

FIA European Rally Trophy: Benelux series revived, plans for 2021 Scandinavia move



The Benelux series of the FIA European Rally Trophy is being revived for 2020 after the organisers of Luxembourg's major rally, Rallye Lëtzebuerg, joined the schedule.

With no rallies in the Netherlands up for consideration, there had been concerns over the merit of the series with events only running in one country.

But the approval by the World Motor Sport Council of Rallye Lëtzebuerg (11-12 July), alongside the Ypres Rally (25-27 June) and Rallye du Condroz-Huy (6-8 November) means there will be an FIA Benelux Rally Trophy in 2020.

The Ypres Rally will also appear on a six-event Celtic Rally Trophy calendar.

Meanwhile, an FIA Scandinavia Rally Trophy could return in 2021 with discussions between representatives of the ASNs in Denmark, Finland, Norway and Sweden underway.

The FIA European Rally Trophy events calendars can be consulted [here](#).

FIA European Rally Trophy finale prepares for driver influx

The FIA European Rally Trophy final, which is due to take place as part of the Lausitz Rallye from 5-7 November, will be open to more competitors than ever before.

Previously, the top five class finishers from the various regional European Rally Trophy competitions qualified for the final. However, for the 2020 ERT showdown, the top 10 class finishers from each regional European Rally Trophy will be eligible for the event, which uses smooth gravel stages around the town of Boxberg in southern Germany.

The European Rally Trophy has a revised structure for 2020 with a move to a two-division format from the previous three. The ERT class is for all four-wheel drive cars and R-GT machinery, while ERT2 caters for all front-wheel drive models.



OTHER RALLY NEWS

FIA Rally Star for Thailand demo



Delegates attending the FIA Conference in Thailand in June will be treated to a live demonstration of the Motorkhana and Digital Motorsport concepts that will play a key role in the FIA Rally Star driver selection process.

Along with a Digital Motorsport element, the Motorkhana, which involves manoeuvring a production vehicle through a handling course, will be a major part of the continental final selection to find seven suitable candidates for six training rallies, ahead of a possible step up to the Junior WRC.

Yves Matton, the FIA Rally Director, commented: "FIA Rally Star is certainly moving in the right direction following last month's official announcement. We will present the full concept at the FIA Conference in Thailand where we will show the ASNs proper Motorkhana and Digital Motorsport selections with the aim of demonstrating how easy they are to organise."

Click [here](#) to view the full press release.

In-depth analysis leads to publication of new Rally Observer Guidelines

The FIA has published a new set of Rally Observer Guidelines for the 2020 season.

Distributed during the [Rally and Cross-Country Officials Seminar](#) in Prague in January, and available on request from the FIA Rally Department by emailing rally@fia.com, the document is the product of an in-depth analysis and consultation based on studies of observers and their work.



A number of respected and experienced FIA officials contributed to the preparation of the Rally Observer Guidelines, which are designed to help observers to carry out their essential role of assessing the quality of the rally and making sure the FIA regulations are carefully applied.

The guidelines also contain updated advice for observers on preparing and delivering the essential reports to the FIA.

FIA ERC news in short...

Lukyanuk supports FIA Action for Road Safety campaign

Alexey Lukyanuk has spoken to children in his adopted city of St Petersburg about the importance of road safety.

During the 2019 FIA European Rally Championship season, Lukyanuk committed a road traffic offence while driving to a special stage on Rally Liepāja. As part of his penalty, Lukyanuk agreed to support the FIA's Action for Road Safety campaign.



The 2018 European Rally champion developed a presentation covering "situations in big cities, such as walking areas and pedestrian crossing where we have many accidents with problems of attention" and also included a section on safety in rallying.

Environmental action planned during Azores Rallye

Drivers and co-drivers contesting the Azores Rallye, round one of the 2020 FIA European Rally Championship from 26-28 March, are being invited to take part in a major tree-planting exercise ahead of the island event getting underway.

The activity is scheduled for the Ribeira Grande surfing resort in the north of São Miguel, where the rally running for a 55th time this year.

Event organisers will also continue their 'Be responsible, don't leave waste behind' campaign, which is aimed at both competitors and spectators.

From 2020, FIA observers will monitor the environmental policies of rallies and what initiatives are being implemented. This is being done to build a database of the current situation.

CROSS COUNTRY

Cross country rally car pyramid is go



Cross country rallying will get a clear structure after the World Motor Sport Council approved a future pyramid.

A balance of performance will continue to be applied to T1 4x4 and T1 4x2 cars until the end of 2022. However, from 2023, T1 4x4 will become the discipline's premier category, with T1 4x2 vehicles having less performance benefits.

In tandem, the principle of introducing a group for new environmentally-friendly technologies from 2021 was also accepted with the aim of providing a framework for such vehicles.

As part of the FIA's efforts to encourage more cross country event participation, the new T4 Group will be split into two classes from 2021. T4.1 will be for vehicles with supercharged engines with T4.2 for normally aspirated cars.



New 15-minute neutralisation zone confirmed

The remote refuelling zone, when required for T3 and T4 competitors, will, with immediate effect, become a 15-minute neutralisation zone for all crews. The rule change is designed to maintain the race order and avoid competitors having to overtake vehicles they have already passed.

