



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

Welcome to issue seven of the FIA Rally Newsletter, which we are pleased to circulate at the end of an extremely challenging and unprecedented 2020 season.

While we faced difficult moments at almost every turn, the incredible commitment from the FIA Rally family ensured the sport could return at regional level during the summer with the FIA European Rally Championship-counting Rally di Roma Capitale, followed by the restart of the FIA World Rally Championship on Rally Estonia and the FIA World Cup for Cross-Country Bajas on Baja Poland, both in early September.

Despite the many restrictions and issues faced, the ERC totalled five events, while seven rounds made up the WRC thanks, in part, to the work of organisers to implement the requirements set out in Appendix S of the FIA International Sporting Code.

But while this strong support was invaluable, the respective promoters, Eurosport Events and WRC Promoter, also deserve significant praise, as do all the stakeholders and many volunteers who worked together with the common goal of returning to the stages as quickly and as safely as possible.

We must also acknowledge the efforts of everyone behind the other FIA-sanctioned events that ran in 2020 including the FIA World Cup for Cross Country Bajas, which was decided with a double-header in Saudi Arabia only last week (December 16). We also spare a thought for the organisers whose events were cancelled or postponed due to COVID-19.

As always, the FIA Rally Newsletter provides a summary of the key decisions taken at the most recent meeting of the FIA World Motor Sport Council. This took place on December 16 at the occasion of the FIA Annual General Assembly in Geneva.

In this issue, we therefore document some of the key rule changes for 2021, both at world and regional level, provide an update on the new Rally1 category that will headline the WRC from 2022, explain a restructure of the ERC Junior Championship, detail the various calendars, and report on a number of activities and initiatives taking shape.

As we prepare to enjoy some much-needed rest over the holiday period, I sign off by thanking every member of the FIA Rally community for all they have done to help our sport in 2020.

While we applaud the incredible work being undertaken by scientists and medical professionals around the world to combat COVID-19 through vaccines, we must accept that 2021 will be another year full of challenge and hardship. That is why we have to continue to work together for the good of our sport and for all the people it serves.

With best wishes,

Yves Matton, FIA Rally Director

Q&A Yves Matton on the 2020 season and the year ahead

Yves Matton, the FIA Rally Director, reflects on all that was achieved during a difficult 2020 and reveals why there is light at the end of the tunnel.

So much was done to get rallying back on track after the first wave of COVID-19. What do you put the achievements down to?

"Many people had a huge motivation to try to achieve something, sometimes at short notice. Everybody was really committed to have championships, not only WRC but also at regional level. There was also a lot of flexibility given and an open-minded approach to events. It was never easy but, in the end, the involvement of everyone meant this was a collective achievement and the titles given had proper value."



Can you describe the hurdles that had to be overcome in order for events to take place?

"In one way, we were helped by work that had been done for Formula One, which was able to restart earlier than us. But this work had to be amended to fit our discipline because rallying is not like a race on a track that you can close. In Roma, where we started the ERC season and in Estonia, where we restarted the World Rally Championship, the local organiser and government put in a lot of energy and came with a new approach and new tools to organise their events. But it was a huge challenge for them and, like the people in Estonia told me, organising the event was "the easy part" - it was everything on top of this regarding the protocols that made it difficult."

Were you always confident that you would succeed?

"There was never really a doubt but some days were positive, some negative. When you've been waiting for such a long time, it's only when events like Roma and Estonia happened that you realise all the processes that have been put in place are working and you can have an event. During the various working groups, the only vision was we will have something and we will do it because you fight for it."

You mention Rome, what are your thoughts on what the ERC managed to do?

"For sure the promoter, Eurosport Events, did a great work. They started soon after the first lockdown ended in a country that really suffered in the first wave. But they were always fighting for it, changing their plans and anticipating. At the end, we had a really interesting championship and also some good surprises, like Rally Islas Canarias. When it's raining, it's not normal for this rally but it's good for the drivers and co-drivers to be challenged in every condition. It gave more value to the title."

While the ERC was able to start, many other championships and trophies did not. Do you have a message of support for those organisers?

"It was sad for the people who were fighting very hard for their events but were forced to cancel very late. This was often down to the window they had to run their event and the cancellations happened because they were not in a good window in terms of timing, not due to a lack of commitment or willingness to run their events. One very

good example is the Ypres Rally. If we had kept the original date in early October, it would have happened. The date was changed to optimise everything but things were moving so fast with the pandemic that it was not always possible to know what the best option was and we were not so lucky. I hope that what all organisers of cancelled events have done this year will help them for next year because they will have less to do for their event in 2021."

One of the many organising groups that went beyond the extra mile was the team behind the WRC's ACI Rally Monza. What did you think of that event and is it a template for the future?

"In a matter of weeks, they did a great work to deliver an event that was really interesting with a mixture of stages on a track with more traditional stages in the mountains. Some people criticised that rallying on a track is not part of the DNA of rallying but the event provided a true challenge. If, in the future, we have to organise rallies in another way, we now know what is possible without losing the DNA of the sport. I am fully in favour of diversity and not to have events that are similar. It makes sense to have one or two events in the championship that were like ACI Rally Monza."

The World Motor Sport Council has approved a number of calendars for 2021, including the WRC schedule. What message does that send out?

"It's positive, although we know 2021 will still be challenging. With the World Rally Championship, we have taken into account the different constraints with no event overseas before the second part of the year, reducing the number of events in the interests of the current situation facing the manufacturers and because they are developing new cars for 2022. For sure, some events that are part of the success of the WRC are not on the calendar for 2021 but that doesn't mean they will not be there in the future. There are no guarantees, but at the moment we can be quite confident Rallye Monte-Carlo will happen. Of course, there will be constraints and changes, but if we can achieve an event like this, we can achieve more and more events during the year ahead, although it's obviously disappointing Rally Sweden won't be able to take place."

Aside from the various calendars what else is getting you excited for 2021?

"I hear from a lot of people there is huge interest to take part in championships. We have to wait and see but the feedback is positive to have good entry numbers in different categories. We are also preparing for the comeback of Pirelli in the WRC, but it's not just a single tyre supplier agreement. They are working with us on sustainability and are highly motivated to bring new drivers into the championship. This gets me excited."

WRC

Extra dimension added as Power Stage points go further



Manufacturers will chase Power Stage points for the first time in the FIA World Rally Championship from 2021.

Introduced for the 2011 season, Power Stage points previously went to the fastest three drivers and, from 2017, the fastest five drivers only.

From 2021, to provide an extra dimension, the two best-placed cars from each manufacturer entrant on the event-closing test will score Power Stage points on the same scale used for drivers.

It is hoped the addition of Manufacturer Championship points will encourage drivers to continue to fight on the deciding stage of each rally, rather than holding back if their overall finishing position is largely secure. In addition, the fastest five WRC2 and WRC3 drivers on the Power Stage will score bonus points for the first time.

Additional test days aid new Pirelli tyre switch



FIA World Rally Championship manufacturers will get additional opportunities to acclimatise to the new-for-2021 Pirelli tyres with a total of nine extra test days added to their allowance for the season.

Pirelli is returning to the WRC as the single tyre supplier from 2021. But with testing of the company's new compounds only possible following ACI Rally Monza, more time has been allocated to the manufacturers and their drivers to adapt to the new rubber.

Testing regulations were changed in April 2020 in response to the global pandemic, with each manufacturer permitted one day of running per driver entered for a European-based WRC round with, once again, no overseas testing allowed. The ruling for 2021 allows a manufacturer entering three cars 36 days of testing based on there

being nine WRC events scheduled in Europe and taking into account the extra nine days of tyre-related testing.

In theory, the additional testing time gives each driver one additional testing day on asphalt, gravel and snow. However, manufacturers are free to utilise the extra testing allowance as they wish, meaning a greater emphasis could be placed on Rallye Monte-Carlo.

Testing changes for WRC Team entrants



WRC Team entrants will agree to new testing rules when they register for the 2021 FIA World Rally Championship, hence complying with the same regulations as WRC Manufacturers.

They must now nominate a permanent testing venue, complete the required documentation and comply with the testing limitations specified in the FIA WRC Sporting Regulations.

WRC Teams for seven events



WRC Team entrants will be required to take part on a minimum of seven rounds of the FIA World Rally Championship in 2021.

One of those events must be outside Europe, while a maximum of two World Rally Cars will be allowed per WRC Team.

WRC2, WRC3 gather momentum

Various rules concerning the FIA World Rally Championship's principal support categories, WRC2 and WRC3, have been rubberstamped in preparation for the upcoming 2021 season. They cover registration, participation and scoring, while a new regulation regarding driver eligibility in WRC3 has been introduced.

In 2021, WRC2 drivers will count their best six scores from a possible seven, with one of the seven events from an overseas round, Safari Rally, Rally Chile or Rally



Japan.

To be eligible for the FIA WRC2 category, entrants must register no later than the closing date for entries for the fifth round of the season. A team must consist of two cars.

Drivers can enter additional WRC events but must nominate at the point of entry if they intend to score points or not.



Competitors will not be eligible for WRC3 if they have won either the WRC2 or WRC3 titles in the past five years or have been nominated to score WRC manufacturer points during the same timeframe.

The new rule better reflects the WRC3's status as providing a first step for drivers aiming to build their experience in Rally2 machinery on World Rally Championship events.

Meanwhile, WRC3 drivers will count their best five scores from seven.

Four from five in Junior WRC



The FIA Junior WRC Championship is set to total five events once again in 2021 after COVID-19 restricted the 2020 schedule to four rounds.

To take part in the Junior series, drivers must be under 30 at the start of the season and compete in EcoBoost-powered Ford Fiesta Rally4s on Pirelli tyres run centrally by M-Sport Poland. Drivers count their best four scores.

FIA titles will be awarded if 50% of WRC events are run



The FIA World Rally Championship titles for Drivers, Co-drivers and Manufacturers will be awarded if 50 per cent of the original number of WRC events scheduled in 2021 take place. The 2021 WRC calendar consists of 12 rounds, meaning six must run for the World Champion Driver, Co-driver and Manufacturer to be declared.

However, the FIA reserves the right to define the number of rallies that must take place for the titles to be

awarded in the three support championships, namely WRC2, WRC3 and Junior WRC.

Private test safety guidelines provide organisers with a vital resource



The FIA Rally Safety Department's ongoing quest to improve safety in the sport has been further underlined with the publishing of a set of guidelines covering the running of private test sessions.

To be used in conjunction with the 2021 FIA Rally Safety Guidelines published in late 2020, the Rally Safety Private Tests document is divided into four sections to detail the duties that should be undertaken before and during the test, in the event of an incident and after the test has finished.

The FIA Rally Safety Department has gone to great lengths to cover all aspects relating to safety at private tests and the document is easy to follow with extensive use of images and diagrams. An accompanying checklist serves as another useful resource.

Meanwhile, the FIA Rally Safety Department has also published the first Rally Safety Delegate Guidelines document, which provides an overview of the good practice these essential and expert personnel must adhere to when supporting Chief Safety Officers in the safe operation of their events. Again, the document is divided into sections covering pre-event work, the on-event role and the Safety Delegate report requirements.

The guidelines documents can be downloaded in the [Rally Safety section](#) of the FIA website.

REGIONAL RALLY



Next-generation Rally3 cars for FIA ERC Junior, champion gets Junior WRC prize drive

Championship from the upcoming season with drivers competing in next-generation Rally3 machinery on Pirelli tyres.

This exciting change is in line with ongoing measures to make international rallying in four-wheel-drive cars more accessible for young talents and offers a more achievable next step for drivers graduating from ERC3 Junior or national championships.

By switching to Rally3 regulations, FIA ERC Junior, which remains open to all teams, is leading the way as the very first championship reserved for Rally3, a category that is set to become increasingly important in the years ahead.

As part of an alliance between governing body the FIA, M-Sport – the company behind the Ford Fiesta Rally3 – tyre firm Pirelli and ERC promoter Eurosport Events, the winner of the 2021 FIA ERC Junior Championship will secure a step up to the FIA Junior WRC Championship in an M-Sport Fiesta on Pirelli tyres for five events in 2022. The framework of the championship, including the car category to be used, is expected to be announced by the FIA at the start of 2021.

ERC3 Junior continues as a multi-brand category for Rally4 and Rally5 cars featuring Pirelli as the control tyre supplier. A prize-drive package will also be available.

Eight of the best for cost-focused 2021 ERC

FIA European Rally Championship teams and drivers will benefit from a cost-focused calendar in 2021.

Made up for eight events, including four on asphalt and four on gravel, the schedule has been formed with a focus on budget saving. This has been achieved by reducing the number of island rallies from three to two and by adding two back-to-back events to limit unnecessary expenditure.



Logistical support will once again be provided to competitors contesting the 55th Azores Rallye and Rally Islas Canarias.

The approved calendar is as follows:

2021 FIA European Rally Championship

12-14 March	Portugal	Rallye Fafe (gravel)
25-27 March	Portugal	Azores Rallye (gravel)
06-08 May	Spain	Rally Islas Canarias (asphalt) ^J
18-20 June	Poland	78 Rally Poland (gravel) ^J
01-03 July	Latvia	Rally Liepaja (gravel) ^J
23-25 July	Italy	Rally di Roma Capitale (asphalt)
27-29 August	Czech Republic	Barum Czech Rally Zlin (asphalt)
22-24 October	Hungary	Rally Hungary (asphalt) ^J

^J Round of the FIA ERC Junior / ERC3 Junior championships

Drivers will count their best seven scores from a possible eight. FIA ERC titles will be awarded providing a minimum of four events take place in 2021.

ERC provides progression from Rally5 to Rally2



The structure of the FIA European Rally Championship for 2021 will allow drivers to progress from Rally5 to Rally2, with the all-new Rally3 category included as the next step up from Rally4.

All drivers holding ERC priority status can score overall championship points in 2021, regardless of the type of FIA rally car they are competing in (Rally2, the new-for-2021 Rally3, Rally4, Rally5, Group N, Rally2 Kit and RGT).

While ERC2 car eligibility remains unchanged for 2021 with drivers in Group N, RGT and Rally2 Kit machinery permitted to score points, it is planned that from 2022, ERC2 will be for Rally3 cars.

ERC3, the established two-wheel drive (2WD) category, will continue to be open to Rally4 and Rally5 cars and provide the first point of access to international competition for drivers stepping up from national level.



Event distances reduced and tyre allocation limits set in ERC

Measures to reduce the cost of competing in the FIA European Rally Championship are continuing to be implemented.

total stage distances to be between 180 and 210 kilometres.

Meanwhile, drivers in Rally2 cars will be permitted to use a maximum of 16 tyres on asphalt and gravel events, with Rally3 drivers allowed to use a maximum of 16 tyres on asphalt and 12 on gravel rallies.

For drivers in Rally4 and Rally5 cars, no more than 12 tyres can be used on asphalt or gravel.

All scores to count in Regional Championships when four events or less run



If an FIA Regional Rally Championship totals four events or less due to COVID-19 restrictions, all rounds will count regardless of a championship's usual scoring structure.

The new rule for 2021 has been

Dates for the 2021 diary as Regional Rally calendars are published



Calendars for a number of FIA Regional Rally championships, plus the various European Rally Trophy competitions were approved by the FIA World Motor Sport Council.

The full list of dates for 2021 are available at this [link](#).

sanctioned to ensure the value of titles awarded.

OTHER RALLY NEWS

FIA Rally Star revs up



Excitement continues to grow around the FIA Rally Star global talent detection and training programme empowered by the FIA Innovation Fund.

From January 2021, ASNs will begin organising mass detection programmes with as many as 100,000 drivers around the world taking part in motorised slaloms and digital motorsport events. Working extensively behind the scenes, the FIA Rally Department is close to finalising the supplier of the cross car to be used for the six continental finals, having announced in early December that M-Sport has been selected as the official rally car supplier.

Jérôme Roussel, FIA Category Manager - Regional Rally, explained that ASNs around the world having been stepping up their preparations for Stage 1 of the five-stage programme.

"For sure, COVID-19 has not helped but it's not an impossible issue for the ASNs with most clear on how they will be able to manage the slaloms and Digital Motor Sport events in the context of the pandemic," he said. "We should still be able to start the Continental Finals from June 2021 and have this stage completed by January 2022,

ahead of the coaching and testing phase beginning in March for the seven drivers who make it through to Stage 3."

Rally and Cross-Country Officials Seminars go online



The 2021 FIA seminars for Rally and Cross-Country Officials have been confirmed, with the Rally Officials Seminar scheduled on January 15 and another session for Cross-Country delegates to take place later.

However, due to the ongoing COVID-19 pandemic, the two Seminars will take the form of a series of online webinars.

More details due to be circulated to officials and associates soon.

CROSS COUNTRY

New events added to Cross-Country World Cup



Portugal, Saudi Arabia and Spain are new additions to the FIA World Cup for Cross-Country Rallies in 2021.

The World Motor Sport Council has approved the inclusion of the BP Ultimate Portugal Cross-Country Rally (April 8-13), Andalucía Rally in Spain from May 12-17 and the Hail Rally in Saudi Arabia, which is set to run from November 28-December 03 as the deciding event of what will be a seven-round season. They join existing events in Abu Dhabi, Kazakhstan, Morocco and Russia.

The full calendar is as follows:

FIA World Cup for Cross-Country Rallies

08-13 April	Portugal	BP Ultimate Portugal Cross-Cour
12-17 May	Spain	Andalucía Rally
07-13 June	Kazakhstan	Rally Kazakhstan
30 June - 11 July	Russia	Silk Way Rally
07-13 October	Morocco	Rallye du Maroc
06-12 November	United Arab Emirates	Abu Dhabi Desert Challenge
28 November - 03 December	Saudi Arabia	Hail Rally

World Cup for Cross-Country Bajas adds regional



The final five rounds of the 2021 FIA World Cup for Cross-Country Bajas will count towards the new FIA European Cup for Cross-Country Bajas.

On these events, competitors must specify if they are competing in the Regional Cup only, giving them the opportunity to fight for their own FIA title.

The calendars appear below:

FIA World Cup for Cross-Country Bajas

04-07 February	Russia	Baja Russia
18-20 February	United Arab Emirates	Dubai International Baja
04-06 March	Saudi Arabia	Sharqia Baja
18-20 March	Jordan	Jordan Baja
23-25 July	Spain	Baja Spain
12-15 August	Hungary	Hungarian Baja
26-29 August	Poland	Baja Poland

09-12 September	Italy	Italian Baja
28-30 October	Portugal	Baja Portalegre

FIA European Cup for Cross-Country Bajas

23-25 July	Spain	Baja Spain
12-15 August	Hungary	Hungarian Baja
26-29 August	Poland	Baja Poland
09-12 September	Italy	Italian Baja
28-30 October	Portugal	Baja Portalegre

Cross-Country regulations updated

Several amendments, updates and clarifications have been made to the Cross-Country technical regulations. Regarding Group T1 vehicles, Appendix J, Article 285.4.3 has been clarified for 2021. The minimum weight can be measured without the crew and equipment, as well as with equipment but without the crew, considering the minimum weight of the vehicle +60 kg for Cross-Country rallies or +40 kg for Bajas.

Only corporate entities - not individual drivers - will be eligible to register for the Teams' classification in both World Cups. A maximum of three vehicles per team can score points on each event.

Organisers of Cross-Country rallies are now permitted to schedule a Qualifying Stage to determine the start order of the subsequent section or leg. Similar to the current Baja regulation, it is not mandatory, however.

It has been clarified that the barcode marking of tyres only applies to T1 priority drivers, who must use tyres with barcodes.

All the 2021 cross-country regulations can be found on the [FIA website](#).

From 2021, the number of best results counting towards the World and Regional Cup titles will be standardised. In addition, from 2022, only the best result of one World Cup Baja will be taken into account in the Regional Cup.

Number of competitions	Maximum best results to count		
	Cross-Country Rallies	World Cup Bajas	Regional Baja Cups
9	Not applicable	7	Not applicable
8	5	6	6
7	5	5	5
6	4	4	5
5	4	3	4
4	3	3	3
3	3	3	3

