



# / RALLY NEWSLETTER

Dear Rally family, dear friends,

Unprecedented times call for unprecedented measures and in response to the Covid-19 pandemic, the FIA World Motor Sport Council assembled online on 19th June.

Following that virtual gathering, I am pleased to welcome you to the latest edition of the FIA Rally Newsletter, as we move towards what we hope will be the restart of FIA rally competitions in the coming weeks and months.

With this prospect in mind, I would like to offer my heartfelt thanks and gratitude to the entire FIA rally community for their support and unwavering commitment during what has been a very difficult period for us all.

In normal circumstances, we would be preparing for the first Safari Rally to count towards the FIA World Rally Championship since 2002. Unfortunately, that will have to wait until 2021, as, like many other rallies, this year's Safari had to be cancelled due to the implications of the Covid-19 crisis.

But with restrictions beginning to lift in many countries, it will hopefully be possible for rallies to take place once again and the FIA Rally Department is ready to provide all the assistance necessary to organisers and competitors as they begin the process of restarting.

While there have been no rallies for more than three months, the work behind the scenes at the FIA and within ASNs around the world has never stopped and I am proud of our collective efforts.

This work has helped to ensure future regulations can continue to be developed for the different championships and car categories. In addition, we have not stopped formulating ideas to be a better sustainability and cost efficiency. Other projects, such as FIA Rally Star – a key driver in encouraging grassroots participation within ASNs all over the world – has not lost any impetus, despite the challenges created by lockdown and the impact this has had on the global economy.

At the time of writing, the make-up of the WRC calendar for the remainder of the 2020 season is still being finalised. The target is to run a minimum of seven events during the season to legitimise the rewarding of the titles. I am confident the collective efforts of the ASNs, rally organisers, FIA Rally Department and WRC Promoter will achieve this.

However, this will require a degree of flexibility and actually provides an opportunity for us all to take a step back and try to be more innovative and forward thinking in terms of how we run rallies in the future.

The Regional Rally Championship calendar has been hit hard by Covid-19 and many events have been cancelled as a result. We hope the organisers of these events can find the resources and motivation to be back for 2021 and we are pleased to hear that more events are being postponed with the firm intention of being rescheduled rather than being cancelled.

Covid-19 has also had a huge impact on cross-country rallying and it has been frustrating that we have not yet seen the work of the FIA Cross-Country Commission come to life. But

interest continues to grow in the discipline and we look forward to events taking place from September.

I would like to finish by paying tribute to all those people working within the FIA rallying community who have joined the fight against Covid-19. Whether this has been through their normal day jobs, by volunteering, by diversifying their company's normal output to provide an essential product or service, or even by donating items to the #RaceAgainstCovid online auction. Thank you.

With best wishes,

Yves Matton, FIA Rally Director

## Q&A Yves Matton on Covid-19 and its impact on Rally

### How has the FIA Rally Department responded to Covid-19?

"First and foremost, we've been available and responsive to organisers, competitors and the ASNs. We've been flexible and supportive and maintained an open dialogue with a number of institutions so we have a full understanding of all the



issues, such as restrictions caused by mass gatherings, social distancing, quarantine measures, border access, availability of resources at a local level and the ability of organisers and competitors to fund their rally and their participation respectively."

### Why is flexibility so important?

"We need flexibility to implement measures relating to formats and regulations as well as cost reduction. We are finding agreement in a number of areas much faster than in the past because everybody is working together for the good of the sport."

### The WRC calendar for 2020 remains fluid. Why is this?

"The DNA of rallying makes it quite complex to organise events without public. We have therefore linked the decision-making process to governmental decisions. As the evolution of national health policies is still uncertain, we have been obliged to take some time before scheduling a new calendar."

### How many events will the 2020 WRC calendar entail?

"The most realistic prospect is a seven-event calendar and we are close to achieving that. For sure there are always a lot of question marks but I have seen a great commitment from organisers to do everything possible to be part of the championship. We have seen the same in the other championships, such as the ERC, and the huge job the Rally di Roma Capitale organisers, for example, have done through the development of a social distancing app to be able to organise their event."

### **What are some of the positive aspects of the crisis?**

"All the stakeholders are really working together because everybody understands very well that we are in the same boat. More than in the past, there is the same approach from everyone because the success of the championships and the sustainability of rallying is what matters most. The situation is requiring us to be more open-minded than in the past. It would be crazy not to try different things in terms of how we organise events. For example, if we were able to take the WRC back to the USA, we will not be able to apply 100 per cent the format of a European event to the States, so now is the time to be innovative and forward-thinking."

### **Will Covid-19 delay the start of the Rally1 era and the use of hybrid technology?**

"We stick to the plan and to the timeline. For sure, regarding the manufacturer commitment for 2022, we will look to August rather than June to secure this. But if we are two months later after a three-month crisis, it's still not so far from what we expected. All the manufacturers are working hard on the 2022 car. There is a weekly working group on the technical regulations to answer all the questions manufacturers have. When you start to design the car, that's when you start to have a lot of questions. We have also put in place a weekly meeting with WRC Promoter and the manufacturers in order to have a good level of communication."

# WRC

## **WRC calendar update 2020-2021**



## **First nine events for 2021 WRC approved**

The calendar for the 2021 FIA World Rally Championship is taking shape with nine events having received FIA World Motor Sport Council approval. Members of the Council met online from locations around the world to rubber-stamp the inclusion of the events in Finland, Monte Carlo and Portugal.

They join the six events on the list of WRC dates for 2021 that were previously approved by the WMSC, namely the rallies in Australia, Italy, Japan, Kenya, Spain and Sweden. Dates and the remaining events will be confirmed in due course and the FIA remains in close dialogue regarding the identity of those rallies and how many events the 2021 calendar can accommodate when taking into account the economic impact of Covid-19.

The nine events approved so far as follows:

- Australia (gravel)\*
- Finland (gravel)
- Italy (gravel)\*
- Japan (tarmac)\*
- Kenya (gravel)\*
- Monte Carlo (tarmac)
- Portugal (gravel)
- Spain (tarmac)\*
- Sweden (snow)\*

*\* WMSC confirmed in 2019*

## **Discussion ongoing to finalise 2020 WRC calendar**

With discussions ongoing between WRC Promoter and the events that will form the remainder of the 2020 season, the revised 2020 calendar will be submitted for approval as soon as is practically possible. Three rallies have already taken place this season and the WRC community is now working hard to finalise the running of a minimum of a further four events between now and the end of the year.

Given the ever-changing situation caused by the Covid-19 pandemic, it is clear that a great deal of flexibility is required in order to finalise the calendar. This could involve including events that are new to the WRC. A seven-round calendar is realistic and responsible in these challenging times and would validate the awarding of the Drivers' and Manufacturers' championship titles.



## Cost reduction vital for

### rallying's restart

To assist rallying's restart following the lengthy period of lockdown and the economic impact resulting from Covid-19, a number of cost-reduction proposals were approved by the WMSC.

**Engines:** If there are eight or fewer WRC rounds in 2020, manufacturer teams will be restricted to using two engines during the remainder of the season. By implementing this regulation change, teams are able to make a significant saving. The competitors were also unanimous in agreement with this proposal in accordance with article 18.2.4 of the International Sporting Code.

**Testing:** Previously, each manufacturer team could test for 42 days. From now, each driver entered for a European Union round of the WRC will only be permitted to test for one day ahead of that event. There will be no additional testing to prepare for events outside the EU. Teams are still permitted to test at their nominated testing venue without limitation. There was unanimous agreement from the teams regarding these changes.

**Event format:** Although this proposal was not submitted to the WMSC due to the need for further discussion within the WRC Commission, the Commission will now consider granting event organisers a waiver to run their rally to a reduced format. This will focus on reducing the minimum stage distance to 250 kilometres and containing the event within a three-day window by starting the event on a Friday rather than the traditional Thursday.

# REGIONAL RALLY



## Minimum event number set

As part of the measures adopted in the Regional Rally Regulations to address issues linked to the COVID-19, a minimum number of championship events has been set at 50% of the initial calendar, with a minimum of three, to secure the sporting integrity

and value of awarded titles.

## African Rally Championship focus switches to 2021



Numerous cancellations have forced the organisers of the FIA African Rally Championship to switch their focus to 2021. Although the Rallye Côte d'Ivoire Bandama in Ivory Coast took place as scheduled in February, Covid-19 restrictions forced the cancellation of all following events in the series' calendar.

As a result, the ARC title will not be awarded this season and planning is now underway to finalise a 2021 calendar which would include the results of the Ivory Coast event, subject to approval by the Rally Commission and WMSC.

## APRC Final qualifying plan fixed

In the Asia-Pacific Rally Championship facing precariousness for its two Asia and Pacific Cups due to the pandemic, a new wildcard system for the FIA Asia-Pacific Rally Championship Final has been agreed.



Scheduled for Rally Coffs Harbour from 27-29 November, participants are drawn from the APRC Asia Cup and APRC Pacific Cup based on the results achieved.

With both series experiencing a number of cancellations, competitors have approved a proposal to revise the qualifying criteria, which will now allow ASNs nominate competitors for the Final in Australia.

## Steps taken to ease Regional Rally participation



Due to the cancellation of a number of events and championships at national level and in order to encourage participation at international level, licences issued by ASNs for use on national rallies will now be valid for use on international events.

This system will be available on optional basis for ASNs with no additional administration to complete and no charge made, with the intention of making the

step up to international level more straightforward for drivers who previously focused on events in their own country.

## Talking tyres in Regional Rally

The WMSC has approved two changes to the tyre regulations at Regional Rally level, applicable from 2021.

To improve safety, notably by detecting slow punctures, standardise practices across FIA championships and to take advantage of more affordable technology that now exists compared to tyre pressure monitoring systems (TPMS), the use of tyre pressure and temperatures sensors will be allowed at Regional Rally level. As a general indication, the cost of a kit including four sensors and a reception box is approximately 400 Euros.

In the FIA European Rally Championship, registered drivers competing in Rally2, Rally2-Kit and R-GT cars will be limited to a maximum of three tyre compounds on Tarmac events and two on gravel events. The move will even up the playing field between competitors, while also reducing the cost of competing.



## Rally4 cars get technical tweaks



To avoid sub-classes being created within the Rally4 category, where car performance differs depending on specification, such as the use of turbo or atmospheric engines, an air restrictor to the engine intake will be mandated in the new-generational models, such as the Peugeot 208 Rally4, and Ford Fiesta Rally4.

The minimum weight will also be levelled

between the Ra4B and Ra4C machinery, while wheel diameters and brake disc sizes will be harmonised.

### **Size of Rally3 air restrictor agreed**



The diameter of the air restrictor in Rally3 cars has been set at 30mm, which is the same size as for the Rally4 category.

The figure remained to be defined after the approval of the technical regulations by the WMSC when it met on 6 March 2020.

## **OTHER RALLY NEWS**

**Carbon calculation tool part of roadmap for mandatory 3\* accreditation in WRC**



The FIA Environmental Accreditation Programme has set out a six-year roadmap for all FIA world championship stakeholders to achieve 3\* accredited status.

Currently the WRC is the only FIA world championship to have 3\* accreditation for all events as governed by the regulations. However, the aim now is to extend the programme to all stakeholders, such as promoter, suppliers and teams to achieve what will be a mandatory 3\* accreditation.

Championship promoters will start on the road to 3\* accreditation this year with the status achieved by 2022. The process will run from 2021-2023 for teams and suppliers. Meanwhile, the Environmental Accreditation Programme is also making its carbon calculation tool available for free for all 3\* accredited stakeholders from June 2020.

## Maximum price of Rally3 cars in sight



The cost of purchasing a new-generation Rally3 car has been set at 100,000 euros, subject to approval. Developed to bridge the performance and cost gap between Rally4 and Rally2, Rally3 is effectively for Rally4 cars adapted to four-wheel drive.

FIA Rally Director Yves Matton explained: "The price of the cars will be very important to the success of the category so we have worked with the manufacturers to agree a price that was reasonable and could be achieved within the regulations.

"We therefore aim to make the regulations more precise by specifying the cost of the

car in Tarmac or gravel specification. We don't want customers to have to buy a separate kit if they are only doing gravel events, for example.

"We also want the cars to be sold already painted because the cost of painting a car can be 5000 euros. We want the parts catalogue for each car to include the price and for cars to be sold without mandatory options."

Roussel also confirmed a catalogue of FIA Rally cars will eventually appear on FIA.com to further promote the FIA rallying pyramid and spread the use of these cars as widely as possible, particularly at national level, while also maintaining the value of cars that have been previously owned.

## FIA Rally Star on course despite pandemic



Work has continued on the exciting FIA Rally Star initiative that is being developed to encourage ASNs to help in the search for future FIA World Rally champions through the use of grassroots activities.

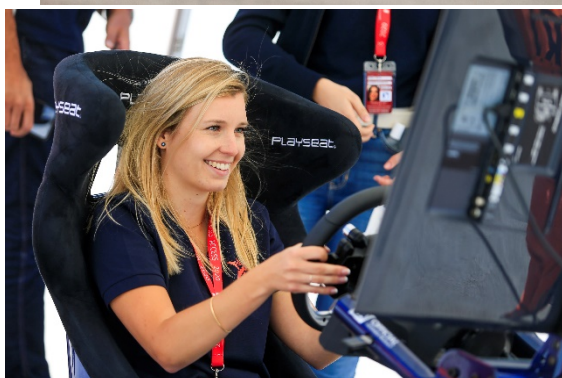
Although Covid-19 has delayed some elements of the project, the FIA Rally Department has been working to ensure the huge enthusiasm from the various FIA regions is being harnessed, while motivating ASNs to further support the scheme.

"The work hasn't stopped on FIA Rally Star," confirmed Jérôme Roussel, Category Manager for Regional Rally. "We took advantage of the pause to work on all aspects of what could be done without being in the field, such as the sporting regulations and global guidelines.

"We have also been closing partnerships with a number of companies that will play a

key role in Rally Star going forward, while the FIA Marketing Department has a team member working on securing commercial partners, so everything is going in the right direction.”

Roussel did sound a word of caution, however. “It will take time for ASNs to implement the talent detection programme, we have to be realistic about this. But grassroots events are even more relevant now than before the crisis, especially in terms of restarting motor sport.”



### **"How-to" video available for ASNs**

The FIA Rally Department used the recent FIA eConference to launch a video that explains to ASNs how the initial talent detection phases can be carried out.

Filmed at Circuit Paul Ricard and presented by Bruce Jouanny, the host of [#RaceAtHome](#), the [FIA Digital Motor Sport Magazine](#), provided a practical guide for organising slalom events and digital motorsport events.

The video will accompany an exhaustive set of guidelines that will provide further assistance to ASNs, who are showing tremendous enthusiasm for the FIA Rally Star initiative, that will use grassroots disciplines to unearth the next rally champions.

**Click [here](#) to view the video and for more information,**  
**email [rallystar@fia.com](mailto:rallystar@fia.com)!**

# CROSS COUNTRY

## Amendments to the FIA World Cups for Cross Country



Due to the reduction from eight to four potential events in the 2020 FIA World Cup for Cross Country Bajas, **for this year only the awarding of the titles will be based on the maximum number of best results from the events contested, less one**, which is instead of the previous two.

As the FIA and Dakar organiser Amaury Sport Organisation (ASO) were unable to harmonise their technical regulations in the original timeframe due to the COVID-19 pandemic, **SSVs (side by side vehicles) complying with the Technical Regulations of ASO will be permitted to contest FIA World Cup events in Group T4** as a transitional measure until 30 June 2021.

**The application of the regulation to reduce the overall width of T3 vehicles has been postponed by six months to 1 July 2021.** This will enable competitors who have been unable to have FIA Technical Passports validated on events this year, due to the pandemic, to be issued with passports for current vehicles before the regulation takes effect.

### 2020 Cross Country calendar update

The 2020 calendars have been revised and are currently planned as follows:

#### FIA World Cup for Cross Country Rallies

22-27 February	QAT	Qatar Cross Country Rally
14-20 September	KAZ	Rally Kazakhstan
08-13 October	MAR	Rallye du Maroc*
20-26 November	ARE	Abu Dhabi Desert Challenge

\* *subject*

*to*

*ASN*

*confirmation*

**FIA World Cup for Cross Country Bajas**

06-09 February	RUS	Baja Russia – Northern Forest
03-06 September	POL	Baja Poland
05-07 November	PRT	Baja Portalegre 500
TBC	ARE	Dubai International Baja



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