



/ RALLY NEWSLETTER

Dear Rally family, dear friends,

Welcome to the FIA Rally Newsletter issued following last month's meeting of the FIA World Motor Sport Council in Paris. With memories of ERC Rally Islas Canarias and the dramatic ACI Rally Monza WRC title showdown still fresh, we are pleased to provide several updates for the 2022 season.

These include a focus on e-safety in the FIA World Rally Championship ahead of the hybrid-based Rally1 era beginning, plus some practical measures to further enhance safety on stages.

The constant need to manage expenditure is also addressed by the limitation of certain key components and more details can be found in the following sections.

From an FIA Regional Rally Championship perspective, several changes to the FIA European Rally Championship's Sporting Regulations are detailed as we welcome WRC Promoter as the ERC's new promoter. We have every confidence in WRC Promoter doing great things for the championship as it continues the work started by the previous long-term promoter, Discovery Sports Events.

We are hard at work preparing for the FIA Rally Star European Continental Final in Germany later this month and we welcome the involvement of a number of ASNs in helping the search for a future world champion.

Following the announcement of the upcoming launch of the FIA Global Rally Ranking in partnership with the FIA Innovation Fund, an interesting simulation has been included in this Newsletter and it's worth taking a closer look to find out which driver is on top.

Since the 2nd of January, the FIA World Rally-Raid Championship is well and truly underway on the famous Dakar in Saudi Arabia. Updates on this significant development can be found in the dedicated Cross-Country section.

As we continue preparing for our sport's exciting new era, our gratitude goes to all members and friends of the rally family for your commitment and hard work during these challenging times. None of what we have achieved would be possible without your unwavering support. Thank you.

Before signing off, the FIA would like to commend Yves Matton for his great work, as he has decided to move forward to new challenges after four years as the Rally Director.

Under his leadership, the Rally Department has contributed to a number of successes and significant achievements across the WRC, Regional Rally and Cross-Country categories, including the implementation of the Rally Pyramid, the move of the FIA World Rally Championship to new energies, the commitment of the manufacturers to the series' exciting new hybrid era, and the agreement with A.S.O. as the Promoter of the inaugural FIA World Rally-Raid Championship.

Best wishes to Yves, and to all for a safe and successful 2022 season.

The FIA Rally Department

New FIA President Ben Sulayem brings wealth of rallying knowledge to top role



Recently elected FIA President Mohammed Ben Sulayem brings a wealth of rallying knowledge and pedigree to his role as the head of motor sport's world governing body.

President of the Emirates Motorsports Organisation (EMSO) since 2005, the 60-year-old from United Arab Emirates was FIA World Motor Sport Council Vice

President for the Middle East.

He is a hugely respected figure globally for his work in fostering motor sport development but also in his home region where he mandated the use of safety tracking systems as well as advocating a young driver category in the FIA Middle East Rally Championship, among other notable achievements.

His career as a driver brought success both in the Middle East, where he won the FIA Regional Rally Championship title 14 times, and at FIA World Rally Championship level. Between 1983 and 2002, Ben Sulayem took victory on 61 international events, while the 1988 Acropolis Rally of Greece marked the first of 23 WRC appearances with sixth place on Rally Argentina in 1993 his best result.

He made a brief return behind the wheel when he drove a Ford Fiesta Rally3 as a course car on selected stages of the FIA European Rally Championship-counting Barum Czech Rally Zlín last August, with Autoclub of the Czech Republic President and newly appointed FIA World Motor Sport Council member Jan Štovíček co-driving.

Meanwhile, Deputy President for Sport Robert Reid, from Great Britain, co-drove Richard Burns to the 2001 FIA World Rally Championship title. Their partnership also netted 10 WRC wins and 34 podium finishes. After retiring from competition, the 55-year-old has served as President of the FIA Closed Road Commission and has been a member of both the FIA Safety Commission and the FIA International Sporting Code Review Commission.

WRC

Focus on e-safety as hybrid-based Rally1 era begins

The poster features a white rally car with 'HY WRC' branding. It highlights three key safety features:

- 1** Safety lights are on the windscreen and both side pillars of the cars. Following an accident, a solid green light means it is safe to touch.
- 2** The HY symbol shows that this is a hybrid car. From 2022 onwards, all Rally1 cars have hybrid engines.
- 3** A flashing red light, alarm sound, means the car is potentially dangerous to touch if there is a problem.

From 2022 onwards, all cars at the top level of the FIA World Rally Championship feature hybrid electric powertrains. With this comes new precautions for spectators and safety crews in the event of a crash due to the high-voltage electrical current they can generate. This is why you must always look for the green light whenever a car is stationary before touching it, as only this means the car is safe.

Additional e-safety details required by the hybrid-based Rally1 era getting underway in 2022 have been approved by the FIA World Motor Sport Council.

An updated version of Appendix 14 of the WRC Sporting Regulations, which covers High Voltage Safety, focusing on the actions of the crews if there is an issue was also approved by the World Council.

There has also been a change to how Rally1 cars are identified. The HY graphic approved during the October meeting of the Council will still be used but it will be displayed in place of the door number, giving a clear indication to anyone approaching a Rally1 car. The 'HY' text will remain in white with a red background mandated. The car number on the side window will remain in place.

All Rally1 cars must carry two pairs of Class-0 gloves capable of withstanding 1000 volts that can be easily accessible for the driver and co-driver when vacating their car. This will enable both crew members to provide valuable assistance in the event of a high voltage issue affecting either their car or the car of a competitor. They should be used if there is a red warning light displaying.

On the road sections, signage to indicate the start and finish of the Hybrid Electric Vehicle Zone, where a Rally1 car must run under electric power only, will be used. A blue HEV zone sign will indicate the start of the HEV Zone, while a blue sign with three bands will signify the end of the zone.

Charging of Rally1 cars permitted under parc fermé conditions

Connecting, disconnecting and re-charging Rally1 cars using a dedicated charging unit placed inside an individual service area, while under parc fermé conditions ahead of a period of flexi-service, will be permitted from 2022.

The provision in the regulations provides a clear demonstration of the charging process in operation in order to underline the plug-in hybrid capability of a Rally1 car to fans and media.

It will also ensure the cars are fully charged to give maximum performance on the stages.

No other work will be permitted at this time.



Rally1 engine and hybrid unit numbers limited



Manufacturers will be limited to two engines per Rally1 car during the 2022 FIA World Rally Championship.

The reduction from the initial three engines to two is in line with ongoing efforts to reduce the cost of competing at the sport's highest level and will achieve a 33

per cent saving in terms of engine expenditure.

In addition, the number of hybrid units used is also being controlled. For 2022, a Manufacturer Team of up to three cars can use nine units across the season. On each event, no more than two hybrid units per car can be used.

A time penalty of five minutes will be imposed if the number of hybrid units permitted is exceeded.

New rule encourages drivers not to delay refastening safety helmet straps



Drivers can stop during a special stage to correctly fasten their safety helmet strap without being penalised under new rules for 2022.

It follows some very visible instances of drivers passing through stages with their safety helmet straps unfastened. From next season, once the omission has been identified and providing

the driver stops in a safe location as quickly as possible, they won't receive a penalty.

However, if it is determined that a driver or co-driver's safety helmet strap is undone at the end of a stage, the recommended punishment will be a one-minute time penalty rather than a fine, which was the case previously.

World Rally Car drivers defined

Drivers permitted to use the 2017-specification World Rally Cars during the 2022 FIA World Rally Championship have been defined through a change to the current regulations.

The World Motor Sport Council has ratified a proposal from the WRC Commission that only drivers who have not scored points for a Manufacturer Team (and not a WRC Team) within the last five seasons can drive a 400/01 WRC in 2022.



It is intended that drivers competing without manufacturer support or on an

amateur basis can use World Rally Cars in 2022, when the hybrid-based Rally1 machinery takes over as the WRC's headline category.

Car choice open for points-chasing WRC Teams



Registered WRC Teams can score points towards the WRC Teams' Classification using either the 2017-specification World Rally Car or the new-era Rally1 car.

The rule change will allow a WRC Teams' Championship entrant, such as 2C Competition, to use the previous-generation World Rally Car – providing their driver is eligible – or the new-for-2022 Rally1 car, which is expected to become more readily available over the course of the season.

However, WRC Teams must continue to contest a minimum of seven nominated rallies including one outside Europe to be eligible for championship points.

Physical notice boards no more

The screenshot shows the official website for the 90th Rallye Monte-Carlo, dated 17–23 January 2022. The page is titled 'Official Notice Board' under the 'Competitor area'. A sidebar on the left lists various sections like 'Homepage', 'Event', 'Competitor area', 'Official Documents', 'Official Notice Board' (which is selected), 'Forms', 'Spectators area', 'Fan Experience', 'Media area', and 'Environment'. The main content area displays a digital noticeboard titled 'RAMC2022 | Sportity' with a list of documents: 'Bulletins', 'Stewards Documents', 'COC Documents', 'Entry & Start Lists', 'Results', and 'Règlement Particulier / Supplementary Regulations'. To the right of the noticeboard is a promotional image for the rally featuring a car and the text 'ALL STARTS HERE!'.

Regulations.

Instead, a digital noticeboard, such as the Sportity notification app, will need to be used by event organisers.

The installation of a physical notice board on FIA World Rally Championship events will no longer be required.

Although they have not been mandated since September 2020 under COVID-19 protocols, the requirement has been removed from section 19.1 of the Sporting

REGIONAL RALLY

Regulation changes aplenty as ERC gets set for new beginning



The FIA European Rally Championship will feature several format changes for the 2022 season.

Orchestrated by the new championship promoter, WRC Promoter, in partnership with the FIA, the significant rules revamp includes the addition of a Power Stage on all rounds, tweaks to the Start Order Selection, a registration process for tyre manufacturers and a restructure of the ERC Junior Championship.

The-new-for-2022 Power Stage follows the same successful format used in the FIA World Rally Championship with live television and points awarded to the fastest five drivers. As a result, bonus points will no longer be awarded at the end of each leg of an ERC event.

From 2022, all FIA Priority Drivers, any driver appearing in the top 15 of the final ERC championship standings in 2021 or appearing in the top 15 of the provisional ERC standings of the current season will be required to choose their starting position for the opening leg of an event.

To score ERC points, drivers must use tyres supplied by a manufacturer registered with the FIA and WRC Promoter under a new system from 2022.

Following the creation of a two-tier structure in 2017, the ERC Junior Championship will be streamlined and run as the ERC4 Junior Championship for Rally4 and Rally5 cars equipped with tyres from official partner Pirelli.

ERC4 Junior drivers will count their best five scores from a possible six with the winner receiving a prize drive in the Rally3-based FIA Junior WRC Championship in 2023.

Specification of safety tracking systems produced



A document detailing the technical specifications of safety tracking systems required for use on FIA Regional Rally Championship events has been produced.

A working group composed of 21 tracking experts and manufacturers, most of whom are already providing FIA championship events, has produced the FIA Regional Rally Tracking System Specifications, which, together with the Technical List nr. 98, sets out the minimum requirements of

safety tracking systems.

Stuart Robertson, Head of Circuit and Rally Safety, said: *"It's a milestone for rallying and a very important step for safety. The Technical List will also be a very good tool for ASNs who want to develop safety in their own national championships. We had a lot of requests for common tracking system specifications and my team responded by producing this important new guidance."*

Safety measures at refuelling zones enhanced

Ongoing efforts to improve safety in rallying have resulted in a change to the requirements for accessing refuelling zones.

From 2022, to access refuelling zones on FIA Regional Rally Championship events, team personnel must wear long trousers, long-sleeved tops, closed shoes, a balaclava and gloves.



Similar regulations will apply on FIA World Rally Championship events. However, because the refuelling process is managed by a single supplier in the WRC, team personnel are not granted access to the refuelling zones.

In addition, drivers and co-drivers must vacate their car when it is being refuelled, having previously been required to unfasten their seat belts only. This rule applies to World Rally Championship and Regional Rally Championship events.

Regional Rally calendars for 2022 proof of organiser “resilience”



Calendars for the 2022 FIA Regional Rally Championships are proof of the “resilience” being demonstrated by event organisers.

Jérôme Roussel, Category

Manager, Cross-Country and Regional Rally Championships, said the schedules for next season provided cause for optimism heading into 2022, despite the ongoing challenges being caused by the global health crisis.

“It’s big proof of the resilience from all the stakeholders of these championships – the organisers, the teams, the competitors,” said Roussel. *“Some of the titles that couldn’t be awarded in 2020 were awarded in 2021 because of their efforts and we hope for a more normal year in 2022 with a good level of events and calendars.”*

Click [HERE](#) for the Regional Rally Championship calendars for 2022 confirmed by the World Motor Sport Council on 15 December.

Rally3 restrictor change leads to power boost

Rally3 cars will be faster and even more fun to drive after the FIA World Motor Sport Council approved a power hike.

The size of the turbo restrictor used in the category’s regulations has been adjusted by 1mm from 30mm to 31mm, which is the equivalent of a power rise of approximately 15hp.



Rally3 was added to the FIA Rally Sporting Pyramid for the 2021 season to provide a more accessible route into four-wheel-drive rallying, particularly at regional level.

M-Sport Poland’s Ford Fiesta Rally3 was the first car built to the new rules and has been used most notably in the FIA European Rally Championship in 2021.

Tyre Warming Zone regulation to create better and safer rallies



Instances of drivers warming their tyres on public roads prior to the start of special stages will be a thing of the past.

From 2022, event organisers can create a Tyre Warming Zone (TWZ) between the time control and the start of a special stage.

There will be no limit on the number of TWZs established and their use is not compulsory, but any TWZ must be highlighted in a roadbook, be a minimum of 500 metres in length, set up as a special stage and driven in rally conditions with safety helmets being worn and seatbelts correctly fastened.

Jérôme Roussel, Category Manager, Cross-Country and Regional Rally Championships, explained: "*Competitors warming their tyres on open roads goes against all safety protocols and can give a bad image of our sport, so it was important to put in place a set of regulations to help rally organisers prepare better and safer rallies.*

"We have worked for almost one year with various commission members and rally organisers, sought guidance from tyre manufacturers over the length of the TWZ and also carried out practical testing and we are very pleased with the end result."

TWZs can be created on asphalt or gravel events.

OTHER RALLY NEWS

FIA Rally & Cross-Country Officials Seminar date set

The date for the 2022 FIA Rally & Cross Country Officials Seminar has been set.

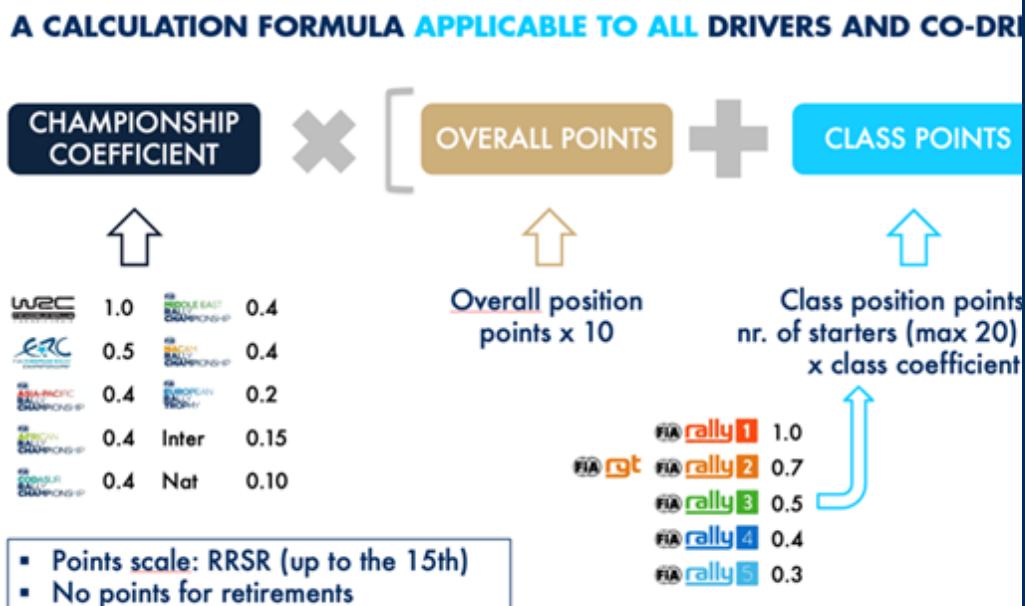
To be held online for the second year running, the event is scheduled to take place on **Thursday February 10 and Friday February 11**.

A busy agenda is being planned with sessions covering regulation changes, safety developments and updates on observer guidance for both rally and cross country.

The [annual seminar for FIA officials](#) switched to a virtual format for the first time last January in response to the COVID-19 pandemic. A record number of some 500 officials and delegates from 80 countries followed online.



WRC star Neuville tops FIA Global Rally Ranking simulation



FIA World Rally Championship star Thierry Neuville has topped an FIA Global Rally Ranking simulation that takes into account the results of international rallies held since October 15.

New for 2022 with an inaugural publication in the first quarter of the year, the FIA Global Rally Ranking is supported by the FIA Innovation Fund and will compare the results of drivers and co-drivers on events at international, regional

and national level competing in cars from the FIA Rally Cars Pyramid, which will strengthen the links within the rally community worldwide.

Drivers and co-drivers will be ranked using a calculation formula based on a championship coefficient system, which also factors in overall position points and class points linked to the number of starters per event.

Click [HERE](#) for more information and the FIA Global Rally Ranking regulations.

Interest grows as FIA Rally Star revs up ahead of first Continental Final



The FIA Rally Department continues to report significant interest in FIA Rally Star, the global talent search initiative designed to unearth a future world champion.

Ahead of the European Continental Final, the first of its kind, in Germany from January 28-30, several Europe-based ASNs have been organising a mixture of digital challenges and slaloms as they finalise their candidates for the inaugural selection event.

Jérôme Roussel, Category Manager, Cross-Country and Regional Rally Championships, said: *"It's very good to see many ASNs are pushing to select their candidates. Europe is leading the way at the moment but we hope this will inspire overseas ASNs to organise their selections during the coming months ahead of their own Continental Finals."*

Up to 20 ASNs are expected to be represented at the European Continental Final, due to be held at the Estering in Buxtehude, northern Germany.

More info can be found on the [FIA Rally Star website](#). Media willing to attend the event can send an email to press@fia.com.

CROSS COUNTRY

Inaugural World Rally-Raid Championship calendar revealed



The World Motor Sport Council voted electronically last month to approve the 2022 calendar, which launched with the Dakar Rally in January. The seventh World Championship under the governance of the FIA will take in a great mix of five events on three continents.

2022 FIA World Rally-Raid Championship

Date	Location	Event
01-14 January	Saudi Arabia	Dakar Rally
05-10 March	United Arab Emirates	Abu Dhabi Desert Challenge
24-30 April	Kazakhstan	Kazakhstan Rally
06-12 June	Spain	Rally Andalucia
06-12 October	Morocco	Rallye du Maroc

T2 homologations



In order to optimise the number of competitors in the 2022 FIA World Rally-Raid Championship, the homologation validity period has been extended to the

end of 2026 for T2 cars previously homologated until the end of 2023, and T2 cars which homologation validity ended in 2017 or later.

Baja points align with the World Championship



The FIA World and Regional Cups for Cross-Country Bajas will adopt the same point scoring system as the FIA World Rally-Raid Championship, in order to standardise the scale across the cross-country discipline and add sporting interest to the regional cups.

Leg points will however only be awarded when the competitive distance is greater than 50 kilometres.

Variety in the World Cup for Cross-Country Bajas



Competitors can look forward to a wide-ranging and challenging season on a number of surfaces as the World Cup for Cross-Country Bajas is harmonised with the World Championship to provide a cohesive calendar for the discipline.

FIA	World	Cup	for	Cross-Country	Bajas
Date		Location		Event	
11-13 February		Russia		Baja Russia - Northern Fo	
17-19 February		Jordan		Jordan Baja*	
08-10 July		Italy		Italian Baja*	
22-24 July		Spain		Baja Spain	
02-04 September		Poland		Baja Poland	
28-30 October		Portugal		Baja Portalegre	
10-12 November		Saudi Arabia		Saudi Baja*	
01-03 December		United Arab Emirates		Dubai International Baja*	

**subject to ASN's confirmation*

Regional Cups expand

Following the success of the inaugural European Cup for Cross-Country Bajas, a new Middle East Cup is launched for 2022. In Europe, two new events join the five-round calendar, while four events await the Middle East contenders.

As both regional cups have events counting towards the World Cup for Cross-Country Bajas, competitors may only score points in one of the competitions of

their choice.

FIA European Cup for Cross-Country Bajas

Date	Location	Event
29 April -01 May	Spain	Baja Dehesa Extremadura
27-29 May	Greece	Rally Greece Offroad
08-10 July	Italy	Italian Baja*
05-07 August	Hungary	Hungarian Baja
02-04 September	Poland	Baja Poland

FIA Middle East Cup for Cross-Country Bajas

Date	Location	Event
17-19 February	Jordan	Jordan Baja*
24-26 March	Qatar	Qatar International Baja*
10-12 November	Saudi Arabia	Saudi Baja*
01-03 December	United Arab Emirates	Dubai International Baja*

**subject to ASN's confirmation*



If you have any comments about this newsletter, please do not hesitate to contact us.

E-mail: rally@fia.com