



# / RALLY NEWSLETTER

Dear Rally family, dear friends,

Welcome to issue six of the FIA Rally Newsletter, which we are pleased to send out following last week's online meeting of the FIA World Motor Sport Council on October 9, 2020.

Inside are details of the new eighth and final round of this year's FIA World Rally Championship, the planned calendar for the 2021 WRC, plus an update on some of the recent regulation changes.

From a Regional Rally perspective, we are happy that the FIA Middle East Rally Championship title will be awarded in 2020 following a change to the points-scoring system. We are also humbled by the efforts of the Rally of Lebanon organisers to keep moving ahead with their event in November, despite the devastating explosion in Beirut in August and the suffering and disruption that it has caused.

Continuing the Regional Rally theme, we are enthused by the progress of Rally3 with the first car, a Ford Fiesta Rally3 from M-Sport Poland, coming to life during a summer of test and development.

An update on the work undertaken by the Rally Safety Task Force and how it helped with the successful running of three events in Croatia, San Marino and Portugal can be found in this edition.

Everyone in the Rally Department is very proud that the Sporting Regulations for FIA Rally Star have been approved with momentum really building up following the publication of a detailed set of guidelines to help ASNs around the world organise the initial talent detection events.

FIA Rally Star will help to uncover and nurture future world champions by encouraging mass participation in the sport at grassroots level. There has been a lot of work going on behind the scenes and we are very satisfied with the progress made and the positive response from the ASNs.

While I share the disappointment of many that the 2020 FIA World Cup for Cross Country Rallies has been cancelled after only one event ran this season due to the COVID-19 pandemic, I am pleased that the 2020 FIA World Cup for Cross-Country Bajas is set to total six rounds, with two events in Saudi Arabia added to the calendar.

As was the case when I wrote to you in June, the COVID-19 pandemic means we continue to live through unprecedented times. But we remain extremely heartened by the response of the rally community to organise and participate on events within the context set out by Appendix S. It is also positive news when we hear of the planning for 2021, when we expect similar restrictions to remain in force.

Once again, I would like to offer my heartfelt thanks and gratitude to the entire FIA rally community for their support and unwavering commitment at such a difficult period of our lives.

With best wishes,  
Yves Matton, FIA Rally Director

## Q&A Yves Matton on rally restart and Appendix S

**International rallying restarted in the summer in accordance with Appendix S of the International Sporting Code, the COVID-19 Code of Conduct. Yves Matton, how satisfied have you been with what has been achieved?’**

“The organisers of these rallies have done an amazing job, with special credit to

Estonia organising a World Rally Championship event for the first time. Organisers have understood perfectly the requirements of Appendix S and worked very hard and professionally to implement all the measures. For sure, these guidelines bring constraints but it’s totally necessary for all the different stakeholders to have these processes and rules in place, even though the DNA of rally is to have contact with people in different towns and villages over a large geographical area. Everything has been very positive so far and we hope it continues like this.”



**We now know the 2020 WRC calendar will total eight events following the confirmation of ACI Rally Monza as the new final round. You must be pleased the hard work has paid off and a strong number of events achieved?**

“For sure it’s great to see the support we have from some countries for events like Estonia and Italy. They are really working hard to join the calendar and it also shows the huge interest that still is there for the FIA WRC and for countries and organisers to be able to join it. Estonia did a great achievement but you also need the help from the government to bring to life events like that in the crisis we are in for the moment. In the last few months, we have had weekly meetings with the WRC Promoter, manufacturers and the FIA and this regular communication helped a lot. At the end, everybody is able to accept that we are in the same boat and we need to help the system to have the championship back. This is one of the positive things from the difficult period we are in.”

**Twelve events appear on the 2021 calendar. What is the thinking behind this?**

“The strategy voted by the World Motor Sport Council last year to have 14 events with a 50/50 split between Europe and overseas will not be possible for 2021. For 2021, nine events will be in Europe with the first of three events overseas not taking place until the end of June in the context of the COVID-19 pandemic. This is a realistic calendar which we hope will be achievable. But we also have to accept this is an ever-changing situation.”

**You’ve pressed ahead with the introduction of the Rally1 rules despite the unprecedented times. Why?**

“Looking to the future, the key is the elements of the Rally1 philosophy: first, hybrid and sustainable technology; second, improvement in safety; and third, cost reduction. These are even more important now than when we started with these rules 2 years ago. Introducing the hybrid car was key to getting the manufacturers’ commitment for 2022 and this is why it was not possible to think

about postponing the introduction of this technology in the championship. We should be able to communicate more about this in a near future."

# WRC

## Legendary venue Monza completes 2020 WRC schedule



ACI Rally Monza has been added to the 2020 FIA World Rally Championship calendar, taking up the season finale slot from December 4-6.

A route of approximately 220 kilometres is planned with stages taking place within the confines of Italian Grand Prix venue Autodromo Nazionale de Monza, as well as on closed public roads in the Lombardy region of Italy.

The addition of ACI Rally Monza on the 2020 calendar brings the total number of scheduled events to eight.

FIA Rally Director Yves Matton said confirming an extra round in such complex times was a reward for the efforts and hard work of all involved to ensure valuable titles for the 2020 championship.

"In the current situation, we're developing new approaches and ACI Rally Monza is a great illustration of this," said Matton. "It's the marriage of an iconic circuit event and more traditional rally stages in the nearby countryside. This new concept could eventually help bring the WRC to countries or regions where new formats are required.

"It has required a great deal of flexibility from ACI and its President Angelo Sticchi Damiani to bring this new event to the calendar at such a late stage and I would like to thank them for their great commitment and professionalism," he added.

**Provisional 2021 calendar realistic in current climate**



The World Motor Sport Council approved last Friday the 2021 FIA World Rally Championship calendar, with 12 events including nine in Europe and three long-haul rallies. The calendar has been created against the backdrop of the unprecedented challenges brought about by the COVID-19 pandemic.

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|-----|-------------------|----------------|
| 1.  | 24 January 2021   | Monte Carlo    |
| 2.  | 14 February 2021  | Sweden         |
| 3.  | 25 April 2021     | Croatia        |
| 4.  | 23 May 2021       | Portugal       |
| 5.  | 6 June 2021       | Italy          |
| 6.  | 27 June 2021      | Kenya          |
| 7.  | 18 July 2021      | Estonia        |
| 8.  | 1 August 2021     | Finland        |
| 9.  | 22 August 2021    | United Kingdom |
| 10. | 12 September 2021 | Chile          |
| 11. | 17 October 2021   | Spain          |
| 12. | 14 November 2021  | Japan          |

Additionally, events in Turkey, Latvia, Belgium, Argentina, the Acropolis in Greece and Monza in Italy will offer alternatives as "contingency events" in the perspective of on-going COVID-19 related issues.

## Future hybrid power taking shape

**Safety upgrades and engine tweaks outlined in final Rally1 technical regulations**

The final Rally1 technical regulations approved by the FIA World Motor Sport Council give details of further safety features that will be incorporated into the cars competing in the top tier of the FIA World Rally Championship from 2022.



A secondary hoop will be built into the safety cell behind the driver and co-driver to further increase the roll resistance, while more material will be fitted into the door bars to provide additional protection in the event of a side impact.

In addition, engine regulations have been clarified for the WRC's new era. The fresh air valve will be removed from the anti-lag system with the intention of simplifying the rules and reducing costs.

Meanwhile, instead of the three-engine limit per year, teams will be required to use two engines as part of further budget-reducing measures.

Testing of development prototype Rally1 cars is expected to begin in February 2021. They will feature a 100-kilowatt hybrid system deployable throughout the stage or designed to power the car on road sections.

### **Cost-effective hybrid solution for Rally2 planned**



Regulations for a new cost-effective solution for the Rally2 Hybrid category are under development with homologation targeted for 2023.

Utilising production based technology from road going equivalent models, Rally2's 'mild' hybrid formula could provide an additional 10hp under peak acceleration through a 48-volt low-

voltage starter/generator system.

As well as lowering emissions, the clear objective is to demonstrate how existing road-car technology can be transferred into the motorsport arena, rather than the bespoke 'plug-in' hybrid performance-orientated system that is being developed for Rally1.

A set of regulations is currently being discussed by the FIA Technical Department with the aim of controlling costs and managing potential performance differentials between the different 'off-the-shelf' hybrid systems that will be utilised.

Cost management will remain a key focus with cost caps for specific parts, which has proven to be an effective tool in Rally. The target is to have regulations ready for approval in September 2021 and it is proposed that the new-generation Rally2 Hybrid cars will be integrated into championships from 2023.

More than 1000 Rally2 cars (previously R5) have been produced since the

category came on stream in 2013 and it remains a major success at both regional and international level.

## Previous-generation Rally2 parts given new lease of life in WRC



Teams competing in the FIA World Rally Championship using Rally2 cars will be able to use homologated parts after they have been updated or replaced. The rule was added to the Regional Rally Sporting Regulations and carried to the WRC as part of continued cost-saving measures.

Yves Matton, the FIA Rally Director, explained: "Until now, after a joker had been applied, it was mandatory to replace the old parts by the new parts in a time period. Now teams will be able to use new and old parts on the car at the same time.

"It means not only are they able to use old parts but they can keep their old parts as spares. This change will help the teams for sure."

## Three-minute intervals for P1 drivers on all WRC events approved



P1 drivers will now run with three-minute intervals on all rounds of the FIA World Rally Championship.

Although it is generally the case on WRC events, moving from the regulatory two minutes to three minutes currently requires the approval of the Clerk of the Course.

However, the rule change will make three-minute intervals mandatory on all WRC events and will allow for consistency for event organisers in their planning.

It will also ensure that crews are not compromised in their stage preparations by waiting at the stage start and for WRC Promoter to be able to produce a consistent product for WRC Live and live television coverage.

# REGIONAL RALLY



## Reclassification for R3/R3T cars

R3/R3T cars will be eligible for the RC4 category from 2021 in preparation of the introduction of Rally3 from next year.

Although fewer and fewer R3/R3T cars, such as the Renault Clio and Citroën DS3, are competing on

international events, it was important they are still given the opportunity to compete.

Following analysis of data, it was determined that the performance level R3/R3T cars will be in line with existing RC4 cars with no technical modification required.

Meanwhile, it has been confirmed that Rally3 cars, which are due to be homologated from January 2021, will be eligible for RC3 following homologation, as the FIA's rally pyramid continues to take shape.

## Championship points for each leg ensures MERC title will be awarded



The FIA Middle East Rally Championship title will be awarded in 2020 following a change to the scoring system.

Due to the cancellation of several events and uncertainty over Rally of Lebanon as a result of the devastating explosion in Beirut last August, there had been fears that the title would not be awarded if

## Same events for 2021 APRC and ERT finals



There will be no change to the venues of the FIA Asia-Pacific Rally Championship Final and FIA European Rally Trophy Final in 2021 after the events were re-awarded to Rally Coffs Harbour and the Lausitz Rallye respectively.

With both events compromised by the COVID-19 pandemic, it has been agreed they should be given the opportunity to take place in

only the Oman International Rally and Cyprus Rally ran.

However, the World Motor Sport Council agreed to a proposal to award full MERC points at the end of each leg of the Cyprus Rally, effectively making the event count as two rounds of the championship.

This has achieved the requirement for three rounds to be held, which means a Middle East champion will be crowned this season.

Rally of Lebanon remains on the calendar and every effort is being made for the event to go ahead from November 13-15. If the rally does take place, then the MERC will total five rounds in 2020.

more favourable conditions, which is hoped will be the case next year.

Meanwhile, the FIA European Rally Trophy Scandinavia has been given the greenlight to return for 2021. Three rounds will take place in Denmark, Finland and Sweden.

## OTHER RALLY NEWS

**Excitement builds  
as Sporting Regulations for FIA Rally Star are published**



The regulations for FIA Rally Star have been approved by the FIA World Motor Sport Council and are now being distributed to ASNs worldwide along with an extensive set of guidelines.

These detail how ASNs can organise the initial talent detection phase through slaloms and digital motorsport events.

Jérôme Roussel, Regional Rally Category Manager, explained: "The guidelines are very comprehensive and focused on practical things, such as how many people you need to organise a selection event, what materials are required, what space is needed, things like this. We want the ASNs to be able to finalise preparations for their events for next year and these guidelines will allow them to do that."

Roussel confirmed interest from ASNs is strong: "Everywhere in the world people are getting ready, with ASNs like China, South Africa or Australia already planning their selection events. The ASNs are able to benefit from a programme really designed to nurture talents within the sport. They welcome the use of very simple tools for the slalom and digital motorsport events and the majority feel they have the capacity to organise such events within the guidelines we have provided and commit to a programme that can make the dreams of young people come true."

The FIA World Motor Sport Council heard an FIA Rally Star programme update with key elements of the project's Sporting Regulations and recently launched ASN guidelines.

**Rally3 cars up and running**



The new-for-2021 Rally3 category continues to gather momentum with the Ford Fiesta Rally3 from M-Sport Poland testing extensively during the summer.

Designed to provide a logical step between Rally2 and Rally4 under the FIA's rally pyramid, Rally3 cars are effectively Rally4 cars with four-wheel drive with their use on national and regional rallies expected to be widespread. This is due to their manageable running costs and ease of preparation and maintenance in comparison to Rally2 and traditional Group N machinery.

Jérôme Roussel, Category Manager, Regional Rally, said: "We have worked on the regulations but regulations are only text, drawings and figures. So when you see the car is running and is simple and enjoyable to drive, it's a very promising sign. We hope to see more Rally3 cars developed by more manufacturers."

## Rally Safety Task Force assisting events

In recent months, the Rally Safety Task Force has been assisting events in Croatia, San Marino and Portugal with organisers receiving extensive advice and know-how.

Bertil Klarin, FIA Safety Delegate for the ERC and Rally Sweden's CoC, attended the INA Delta Rally in Croatia and Rally Fafe Montelongo and was able to



pass on years of knowledge garnered from organising Sweden's round of the FIA World Rally Championship, having assisted both organisers in the build-up to their respective rallies, which also benefited from the support and resource of the FIA Rally Department. Michèle Mouton, FIA Safety Delegate for the WRC, and Deputy Nicolas Klinger shared their expertise with the organisers of the San Marino rally.

Essentially, the role of the Rally Safety Task Force is to help the event organisers prepare and implement a safety plan conforming to the highest standards. There's currently work ongoing with the organisers of the Spa Rally in Belgium, which joins the FIA European Rally Championship for the first time from December 11-13.

## Safety guidance in place for private testing



A guidance protocol on steps organisers of private test sessions should take to help ensure their safe running has been approved by the World Motor Sport Council and will be shared with ASN and organisers worldwide.

While private tests are closed to the public, it is not possible to restrict access to tests held on closed-public roads.

The document, which covers all rally testing rather than just tests organised for teams competing in the FIA World Rally Championship, therefore seeks to help organisers arrange safe and successful test sessions.

## CROSS COUNTRY

### **COVID-19 pandemic means no World Cup for Cross-Country Rallies in 2020**



Following the cancellation of this year's Abu Dhabi Desert Challenge, scheduled to run from November 20-26, the 2020 FIA World Cup for Cross-Country Rallies has now been cancelled. Considering only one event has run this season due to the COVID-19 pandemic, this is insufficient for the awarding of the title.

To add value to the 2020 FIA World Cup for Cross Country Bajas and maximise the opportunity to run the series, two events in Saudi Arabia have been added to the calendar. In order to give more competitors the opportunity to win the title, all results less one will be taken into account.

The calendar for the 2020 World Cup for Cross-Country Bajas is now as follows:

06-09 February	Russia	Baja Russia
03-06 September	Poland	Baja Poland
05-07 November	Portugal	Baja de Portalegre
10-12 December	Saudi Arabia	Baja Hail 1
14-16 December	Saudi Arabia	Baja Hail 2

## Exciting Regional Cups planned for Cross Country bajas



As part of efforts to promote Cross Country bajas in more countries and regions, and help encourage new drivers and teams to the discipline, Regional Cups will be introduced from 2021, the first being planned in Europe.

ASNs and organisers are encouraged to register candidate events with the FIA.

With their own dedicated regulations, the Baja Regional Cups will assist organisers in the development of competitions as well as provide entrants with a cost-effective opportunity to compete for an FIA title.

## Looking ahead to 2021...

The calendar for the 2021 FIA World Cup for Cross Country Bajas has been confirmed, while the events making up the FIA World Cup for Cross-Country Rallies will be announced in early December.

The maximum number of best results counting towards the titles for the World Cup for Cross Country Rallies will be equal to the number of events run, less one, with a minimum number of best results being three. The awarding of titles in the World Cup for Bajas remains as previously with two scores dropped from the number of events contested.



## 2021 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 de Portalegre

*\* Subject to ASN confirmation*

### **Elsewhere in the 2021 regulations**

Regarding the balance of performance between T1 4WD and 2WD vehicles, the air restrictor stays unchanged but the maximum speed has now been set at 180 km/h.

A minimum weight of 800 kg, instead of 900 kg, has been established for T4 vehicles with normally aspirated engines, while adjusting the engine output in order to achieve a balance of performance with vehicles with supercharged engines.

Organisers are now required to check the NAV-GPS at the end of each leg for any speeding infringements and, also for additional safety reasons, the maximum permitted lateness at any time control has been clarified. Any competitor exceeding 30 minutes of lateness of any individual target time, or an accumulative lateness at the end of each section or leg, will now be considered as having retired at that control with the associated penalties applied for each control or section not started or completed.

It has been clarified that no service is allowed on a road section between two parts of one selective section.

