



# REGULATIONS 2018

## 1. General

AKK-Motorsport (later the ASN) is the owner of all rights in Finnish Rally Championship (later FRC). AKK Sports Ltd (later AKS) has acquired all rights for FRC's marketing and electronic media from the ASN.

FRC will be held under the prescriptions of the Sporting Code of the ASN, Rally Regulations, Official ASN Bulletins or other communications, as given in 'Autourheilun Sääntökirja', these Championship Regulations and the Supplementary Regulations of each event.

Event organisers may apply for waivers to these regulations from AKS at least 4 months before the event (also see art. 6 of these regulations).

In case of any dispute, the Finnish text of these regulations will be binding.

## 2. Cars eligible and Classes

### 2.1 Class SM1: Super4

Cars eligible in the Class:

- FIA R5
- Super 2000 Rally
- National FIN R 4WD (including homologations in A, Super 2000 Rally (with out-of-date homologations) and WRC-02 with national derogations)

Fuels allowed in the Class as per AKK Sporting Code, Appendix J, art. 252.9 national derogation.

### 2.2 Class SM2: Production4

Cars eligible in the Class:

- FIA N (2018 and older valid FIA homologation)
- FIA R4 (VR4 homologations)
- National FIN N 4WD (including Group N and R4 cars with national derogations and out-of-date homologations)

Fuels allowed in the Class as per AKK Sporting Code, Appendix J, art. 252.9 national derogation.

### 2.3 Class SM3: R2

Cars eligible in the Class:

- FIA R1 and R2B, up to and including 1600 cm<sup>3</sup>

Fuels allowed in the Class as per AKK Sporting Code, Appendix J, art. 252.9 national derogation.

### 2.3 Class SM4: Super2

Cars eligible in the Class:

- Group N, up to and including 2000 cm<sup>3</sup>
- FIA R3 and national FIN R up to and including 2000 cm<sup>3</sup>
- FIA R3T/R3D
- Super 1600
- Group N/A (TDi 2-wheel-drive)

Fuels allowed in the Class as per AKK Sporting Code, Appendix J, art. 252.9 national derogation.

Drivers are allowed to participate in Class SM3 from the beginning of the year when they turn 18 years of age. Prescriptions of Rally Regulations, Art. 7.5 will apply to drivers under 18.

## 2.5 Suomi Cup

Suomi Cup will be contested in the same events as the Finnish Rally Championship, in the following classes:

**2.5.1 Class SC5:** National Group F, upto 3000 cm<sup>3</sup>

**2.5.2 Class SC6:** National V1600

Drivers are allowed to participate in Class SC6 from the beginning of the year when they turn 18 years of age. Prescriptions of Rally Regulations, Art. 7.5 will apply to drivers under 18.

All events in the FRC must have the following class, where fuels according to AKK Sporting Code, Appendix J, art. 252.9 national derogation are allowed:

### Class 7

Cars eligible in the class:

- WRC 2011 and later
- FIA R4 (homologated after 1.1.2018)
- RGT

Manufacturers may apply to run a World Rally Car or other car which FIA homologation is still being processed.

Event organisers may have other support classes (e.g. R-Lite and Historic) according to their supplementary regulations, subject to permission from ASN commissions and FRC working group.

## 3. Registration

Finnish Rally Championship will be contested in classes SM1, SM2, SM3 and SM4. There is no obligatory pre-registration for the Championship, but all drivers entered in these classes in each rally, fulfilling the prescriptions of Art. 3.1, are eligible for FRC points.

Drivers may, however, register for the Championship by 10th January 2018 at 19h00, by paying the registration fee as per Art. 3.2 and by filling the registration form in KITI system. The registered drivers are entitled to a lower entry fee at all events of the Championship. This registration fee also includes the costs of a safety tracking device for all events. Championship classification will be published based on points given per class (see details in Art. 4).

The Teams' Championship will be contested in all classes, provided that a minimum of five (5) teams have registered by 9th January 2017 at 19h00. For more details, see Art. 3.2 and 4.1.3.

Registration for the FRC will be done in the KITI system. There is no registration for the Suomi Cup, but all competitors entered in the cup classes in the FRC events are eligible for points according to their classification, provided they fulfill the prescriptions of Art. 3.1.

### 3.1 Competitors eligible for Points

Only drivers with a Finnish competition licence of the highest national grade, who have entered the FRC events according to the regulations of the event and the FRC, are eligible for points. (Co-)Drivers registered by a driver change at the latest at the administrative checks of the event will be eligible for points, pending other restrictions in the regulations.

Only co-drivers with a Finnish competition licence (any grade) competing with a driver eligible for points, are eligible for points, provided they have passed the required exams.

Competitors are eligible for points in all events they have entered according to FRC regulations. In the last

event of the Championship, only drivers who have been eligible for points in at least one previous event during the Championship season in the class in question, are eligible for the points. In any event during the season, the competitors who are not eligible for points in that event, do not effect the points of other drivers.

Only drivers with a Finnish competition licence of the highest national grade or A-junior grade, who have entered in Suomi Cup classes of FRC according to event regulations, are eligible for points, provided they have passed the required exams. Competitors with other than Finnish licences in Cup classes do not effect the points given to other drivers, nor are they taken into account when determining the number of starters. A competitor is eligible for points in each event he contests, the best five of which will be counted for the final points.

Competitors may enter FRC events with a foreign competition licence. However, the foreign licence must allow participation in rallies in foreign countries. Competitors with a foreign license are eligible for FRC points, provided they are certified by their own ASN to be professional rally drivers as per FIA Sporting Code, Art. 2.3.12.

### **3.2 Registration Fees**

#### **3.2.1 Drivers in FRC**

- until 10.1.2018 at 19.00 850 Euros (incl. 24% VAT)

#### **3.2.2 Teams**

- until 10.1.2018 at 19.00 300 Euros (incl. 24% VAT)

The registration is valid only after the registration has been entered in to KITI system and the fee has been received in to AKS bank account, IBAN account no. FI90 1454 3000 1039 71. Competitor's licence number must be used as reference.

The drivers' registration fee covers the safety tracking device fee for the whole season.

## **4. Championships and Allocation of Points**

The FRC consists of seven (7) events, three of which are driven in winter and four in summer. Dates and locations in 2018 are as follows:

25.-27.1.	Arctic Lapland Rally, Rovaniemi
16.-17.2.	SM Vaakuna-Ralli, Mikkeli
2.-3.3.	SM Itäralli, Joensuu
18.-19.5.	SM O.K. Auto -ralli, Kouvola
15.-16.6.	SM Pohjanmaa Ralli, Seinäjoki
31.8.-1.9.	Enset SM-Ralli, Sastamala-Huittinen
28.-29.9.	SM Ralli Turku, Turku

### **4.1 Championships**

#### **4.1.1 Drivers' Championship**

The drivers' title will be given to the driver collecting most points in the events he has contested as driver, as taken into account according to FRC regulations Art. 4.2 for his final points total. In case of a tie, the driver with most wins, most second places, most third places etc. in the classification of his class will be Champion, taking into account also the event not counting towards his points total. Should this not be enough to decide the Championship, the class result of the final event will be decisive. In case of a further tie, the class result of the first, the second, the third etc. event will decide. On Special Stages of FRC events only the driver entered in to that event may drive the car.

Championship title will be awarded separately in Classes SM1, SM2, SM3 and SM4.

#### **4.1.2 Co-Drivers' Championship**

The co-drivers' title will be given to the co-driver collecting most points in the events he has contested as a co-driver, as taken into account according to FRC regulations Art. 4.2 for his final points total. In case of a tie, the co-driver with most wins, most second places, most third places etc. in the classification of his class will be Champion, taking into account also the event not counting towards his points total. Should this not be enough to decide the Championship, the class result of the final event will be decisive. In case of a further tie, the class result of the first, the second, the third etc. event will decide.

Championship title will be awarded separately in Classes SM1, SM2, SM3 and SM4.

#### **4.1.3 Teams' Championship**

The teams' title will be given to the team which has collected most points in the events they have contested as a team. A team may consist of a maximum of two cars, from one or two classes (e.g. SM1+SM2 or SM2+SM3). Both cars' results will count towards the team's points.

In case of a tie, the team whose drivers have the most wins, most second places, most third places etc. in the classification of their classes will be Champion, taking into account also the event not counting towards the driver's points total.

Only drivers eligible for points in the Drivers' Championship are eligible to drive for Teams' points. Teams must inform AKS of their drivers within the entry period of each event. During the championship season, a driver may only collect points for one team, unless the ASN grants a special permission to do otherwise (e.g. due to change of car make).

Points in the Teams' classification will be given according to drivers' class positions and they are not affected by other drivers in the same class and their (non-)participation in the Teams' Championship, e.g. a driver finishing third in his class will bring points for third place to his team, even if he was the only team driver in his class. A driver will collect points for his team in all events, regardless of an event being counted towards his own personal Championship points or not.

The name of a team may include the name of one sponsor and a car manufacturer. AKS and ASN will hold their right to accept or deny the use of a team name. The team's cars must be entered to FRC events with an entrant's licence under the team's name, given by the Finnish ASN.

#### **4.1.4 Suomi Cup**

Suomi Cup is contested individually in the classes given in Art. 2.5. Allocation of points is as per Art. 4.2. In Suomi Cup, best five results out of seven events will count towards the Cup title (two lowest scores of the season are dropped out).

If the crew winning the Cup has driven together in all the events counting towards the driver's points total, the co-driver will also be given a Cup prize.

### **4.2 Points**

Points are allocated in FRC events individually in classes as follows:

#### **Classes SM1, SM2, SM3 ja SM4 (event 1):**

<b>Position:</b>	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13. and onwards
<b>Points:</b>	34	25	20	16	13	11	9	8	6	5	4	3	2

**Classes SM1, SM2, SM3 ja SM4 (events 2-6):**

<b>Position:</b>	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13. and onwards
<b>Points:</b>	25	18	15	12	10	8	7	6	5	4	3	2	1

**Classes SM1, SM2, SM3 ja SM4 (event 7):**

<b>Position:</b>	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13. and onwards
<b>Points:</b>	37,5	27	22,5	18	15	12	10,5	9	7,5	6	4,5	3	2

For the final points of Drivers' and Co-drivers' championship, the best five results out of the first six events plus any points from the seventh event will be taken into account (5/6 + final).

Points in the Teams' Championship are given as above and according to art. 4.1.3.

**Luokat SC5 ja SC6:**

$$\frac{\text{Number of starters in Class minus } (-) \text{ position in Class} + 1}{\text{Number of starters in Class}} \quad \begin{array}{l} \times 34 \text{ (event 1)} \\ \times 25 \text{ (events 2-6)} \\ \times 37,5 \text{ (event 7)} \end{array}$$

## 5. Official Documents

### 5.1 Supplementary Regulations

**5.1.1** Supplementary regulations detail all exceptions from the regulations listed in Art. 1, which are specific to that event. Other than that, the prescriptions of 'Autourheilun Sääntökirja' shall apply.

**5.1.2** Supplementary regulations are published in KITI system and, if the organisers so choose, on the website of the event at least one (1) month before the event.

**5.1.3** Supplementary regulations are sent to the Championship Promoter and the Chairman of the Stewards as nominated by the ASN at least three (3) months before the event, together with the event visa application.

**5.1.4** Supplementary regulations may be modified with Official Bulletins, see Rally Regulations, Art. 6.2.

### 5.2 Rally Guide

The Rally Guide will give necessary information for the preparations for the event, such as the route, servicing and other issues, which are not available in the supplementary regulations. The Rally Guide must be published in KITI system on the Thursday preceding the rally week, at the latest. Rally Guide is not a part of the supplementary regulations, and it cannot amend or replace the supplementary regulations or official bulletins, unless this is specifically stated in the supplementary regulations.

### 5.3 Road Book and Route Map

The road book must be available for competitors one (1) hour before the start of reconnaissance, at the latest. Crews must follow the route given in the road book, all deviations will be reported to the Stewards. Between the road book direction diagrams, the defined roadway must be followed.

The route map will follow the prescriptions given in Rally Regulations, Art. 15.3, except for the marking of prohibited service zones.

## 6. Programme of the Rally

The organiser must present a draft programme of the rally weekend to AKS and the ASN four (4) months before the event. This draft must include the following:

- schedule for reconnaissance registration and administrative checks
- schedule and location for scrutineering
- reconnaissance schedule with distances
- location of the rally HQ
- opening times and location of media centre
- possible press conferences
- itinerary of the rally
- service and regrouping halts with locations and times
- use of possible flexi-service and/or Art. 14.8/14.9
- schedule and location of rally finish and prize-giving
- schedule and location of final scrutineering
- Stewards meeting schedules
- any other information as seen necessary
- other items as per these regulations (e.g. Art. 13 and 14.1)

AKS and the ASN must give any comments to this draft within two weeks of its submission.

## 7. Insurances

Organisers have a liability insurance together with the ASN visa and an insurance for their officials. Each competitor is responsible to insure their rally cars so that they have a valid third party insurance on all special stages and route sections of the rally. Proof of such insurance must be shown at the administrative checks. Registration and insurance documents must be kept with the car at all times.

## 8. Advertising and Rights for Moving Images

**8.1** AKS reserves the rights to the following advertising and competition number spaces on rally cars (see pictures in Appendix 1):

- top of the windscreen (no other advertising on windscreen allowed)
- doorplates with event organiser's advertising, 67 x 20 cm
- for the cars of drivers competing in class SM3 for the prize detailed under FRC, Art. 19.2, a space of 30 x 52 cm on the front door, in front of the competition number in all events
- drivers' surnames and competition numbers (20 cm high) in rear side windows as in Rally Regulations, Art. 17.8 or as FIA WRC, Art. 19 Driver's and Co-driver's names

The partner who has acquired the rights for the windscreen advertisement in 2017 offers this to the use of all competitors for free. Any advertising sold to the windscreen must fulfill the prescriptions of Finnish rally regulations and their Art. 17.3 (Derogation for lights and windscreen advertising).

The advertising regulations apply to all classes in all events of the Championship. This regulation applies to all competitors, as well as organiser's Zero and VIP cars. Names in rear side window is optional for historic cars and may be replaced by drivers' names on the front wings.

Non-compliance with the advertising regulations will lead into loss of possible FRC points from the event in question and possible further sanctions by the Stewards of the Meeting.

## 8.2 Rights for Moving Images

AKS is the owner of all electronic media rights in FRC. Competitors entered in the series have the right to use material from their own onboard cameras on their own websites, provided that they have informed the Championship Promoter of such camera by e-mail to [ralli-sm@autourheilu.fi](mailto:ralli-sm@autourheilu.fi) before the start of scrutineering. AKS reserves the right to use competitors' footage in whichever way they choose.

When required, any competitor in an event of the Championship must carry an onboard camera from AKS or a supplier of their choice, under the penalty of exclusion. Refusal will be reported to the ASN for possible further sanctions.

## 9. Traffic and driving conduct

Drivers are reminded that during reconnaissance and on the road sections of the rally all Finnish road traffic laws and rules must be strictly adhered to, apart from the exceptions given in the regulations. The rights of all other road users must be respected. During reconnaissance, the organiser must mark all exceptions to normal speed limits on the special stages, as well as the end of such limit.

### 9.1 Excessive speed during reconnaissance

Speeding during reconnaissance as measured by the police or the organiser may incur a penalty applied by the clerk of the course as follows:

1. infringement: reprimand
2. infringement: fine of 90 Euros
3. infringement: fine of 200 Euros
4. infringement: refusal to start

The organiser must inform the competitor of any such penalty immediately after its application. All fines must be paid at the rally office at the latest 30 minutes before the competitor's start time, under penalty of refusal to start.

Reckless speeding infringements of more than 30 km/h over the limit may lead to a more severe penalty given by the Clerk of the Course or the Stewards.

### 9.2 Excessive speed during the rally

Speeding during the rally as measured by the police or the organiser on the road sections or in the service park may incur a penalty applied by the clerk of the course as follows:

1. infringement: a written caution and a fine of 90 Euros. If the speed is more than 30 km/h over the limit, the CoC may exclude the competitor
2. infringement: penalty at the discretion of the CoC, which may be a maximum 500 Euro fine or exclusion

The organiser must inform the competitor of any such penalty immediately after its application. All fines must be paid at the rally office at the latest by the scheduled time of publication of provisional final classification. Otherwise the Stewards may exclude the competitor at their discretion.

## 10. Scrutineering

### 10.1 Scrutineering and Safety Inspection

Pre-rally scrutineering is mainly concerned with safety inspection of all safety equipment of the car and the crew (including HANS/FHR). More information and schedule will be given in the supplementary regulations of each rally. At the pre-rally scrutineering, the competitor or his representative must provide the following:

- Finnish ASN technical passport (compulsory also for foreign vehicles, except when driven by foreign drivers)
- homologation form
- roll-cage homologation form or certificate (if cage is homologated or certified)
- catalytic converter certificate
- registration papers
- proof of insurance
- tyre bar code form (unless otherwise directed by the supplementary regulations)

Any nonconformance noticed at the pre-rally scrutineering may lead to refusal to start. During the event registration papers must be carried onboard the competing car. Other documents must be presented, when required, at the rally service park and final control.

## **10.2 Sealing and Marking**

In accordance with rally regulations, Art. 35.2, any marks or seals may be applied to the competing car at any point during the event, in order to control the conformity of any parts to the regulations.

**10.2.1** Any car with a compressor must have this checked and sealed when necessary, according to the schedule given in the supplementary regulations of the rally. Also any spare compressors registered for the rally will be checked and sealed when necessary. All FIA pop-off valves and their spares will be checked and sealed according to the same schedule for all cars having to use such a valve according to their homologation or technical regulations (FIA R5).

Any spares will be sealed for the rally, but not for a specific individual competitor until they will be taken to use.

### **10.2.2 Changing a sealed part during the rally**

If the competitor wishes to change a sealed part during the rally, they must inform scrutineers as directed in the supplementary regulations of the rally before starting to work on the car. The changing of a sealed part is only allowed in the service park of the rally. To facilitate the changing of the pop-off valve, its sealing may only be broken in the presence of scrutineers. The seals of any other part either removed from or installed to the car must remain intact until the end of the rally.

When a competitor reports to the scrutineers that a sealed spare part will be taken in to use, the scrutineers mark the seal number in question for that competitor, checking at the same time that the spare part has been registered to be used in that competition. As for compressors, only one spare may be used per event.

**10.2.3** It is the sole responsibility of the competitor that all markings stay intact, all sealing wires are in place and the procedures laid above are followed. Any missing or broken sealing or marking will always render the car not to conform with the regulations.

## **10.3 Tracking Device**

In all events of the FRC, the competitor must carry championship promoter's safety tracking equipment in their rally car and pay any fees given in the supplementary regulations or official bulletins. If the tracking equipment has not been collected or used during reconnaissance or the rally as given in the supplementary regulations or bulletins, this may lead to refusal to start, exclusion or other penalty at the discretion of the Clerk of the Course.

## **10.4 Final Control**

At the final control cars chosen by ASN Technical Delegate and event's Chief Scrutineer, as instructed by the ASN, will be checked for their conformity with the homologation form and other technical regulations.

Competitors whose cars are chosen for the final control will be informed thereof at the finish Time Control of the rally at the latest. Should the car be found in breach of technical regulations and should the competitor thus be excluded, the competitor is responsible for returning his possible prizes to organiser or AKS. Exclusion does not rule out any further sanctions by the ASN.

Scrutineers have the right to seal or take with them the car or any part of it for a later inspection.

## 11. Shakedown

Event organisers may organise a shakedown stage the day before the first rally day. This must be organised as a Club Rally, following its regulations.

## 12. Starting Order

Starting order for FRC and Cup classes, as well as Class 7, will be decided by AKS. All competitors will start with one minute intervals, unless the Clerk of the Course decides otherwise for safety reasons. In the winter rallies, classes SM1 and SM2 will start first as a group before classes SM3 and SM4; in the summer the other way round, except in the final event.

Starting order for the second day of a two-day rally will be the same as for the first day, unless the organiser has applied for a waiver from the ASN to do otherwise. This starting order principle must be published in the event supplementary regulations. Competitors starting under Rally2 regulations, will also start according to the original starting order.

## 13. Route and Special Stages

There must be at least four special stages with a minimum of 90 km in the route.

**13.1** No special stage or part of a special stage may be used in a rally more than twice, not even to the opposite direction, except super special stages driven on race courses. A separate application must be made for such a stage to the ASN and AKS. This application must describe the route and running of the stage (start for multiple cars at the same time etc.).

**13.2** Commercial special stage names may be used in conjunction with geographical names, but not on their own. In the results, at least the geographical name of a stage must appear.

### 13.3 Rally2 - Re-start after retirement

Should a competitor retire from the rally on Day 1 of a two-day rally, or should he not be allowed to start the event due to a technical reason as stated by the scrutineers, he may fix the car overnight and start the rally on the following day.

If he wishes to continue in the rally, he must inform the Clerk of the Course thereof within time limits given in the supplementary regulations of the rally. In such case his time for any undriven special stages on Day 1 of the rally will be the best time in his own class plus five (5) minutes. Should he retire after the last special stage of Day 1 and before the overnight regroup, he will receive a five-minute penalty.

After the repairs, he has to report to the parc fermé on Saturday morning at least one hour before the start time of the first competitor.

## 14. Service

**14.1** Service is only allowed in the service areas marked in the road book of the rally.

**14.2** Service Park is always entered and exited through a Time Control. After the first Time Control there is a three minute Technical Zone reserved for checking tyres and other technical checks.

The Technical Zone must be closed and guarded, and is exited either to service or to a regrouping area, where access is permitted to the crews and accredited media. Access to the Technical Zone is strictly for event and ASN officials only.

A regroup containing a Technical Zone must be a minimum 4 minutes (3 minutes TZ and 1 minute TC to TC). If the Technical Zone is followed directly by a service area, the service length shall be 3 minutes plus the actual service time (e.g. 3+30 min = 33 min).

#### **14.3 Service Times**

There will be at least the following services during a rally:

- 15 minute service on Saturday morning after an overnight halt
- at least one 30 minute service between groups of stages (see art. 14.2)

**14.4** Maximum speed limit in the service park is 30 km/h.

**14.5** Each competitor is reserved a 6 x 8 metre service area. Those entered in the Teams' Championship are reserved a 10 x 10 metre area (1 car), 10 x 15 metre area (2 cars) or a 10 x 20 metre area (3 cars). There must be a ground sheet under the cars in the service area. In their service bay, each competitor must have a minimum 6 kg fire extinguisher suitable for extinguishing flammable fluids, as well as a spill kit for eventual oil leakages.

**14.6** Each competitor may have only one service vehicle. Those entered in the Teams' Championship may use one service vehicle plus two auxiliary vehicles. All vehicles of a Team must fit into the space allocated to them by the organiser.

**14.7** There will be a technical zone after the OUT control of the service park, where each competitor must stop when so directed. The organiser has reserved 3 minutes extra time to the following road section for this. It is recommended that the refuel zone for competitors using fuel from their own drums or cans should be placed directly after Service OUT control.

#### **14.8 Tyre Fitting Zone**

In addition to the service areas mentioned in art. 14.3, the organiser may set up tyre fitting zones on the route of the rally, if this allows the organiser to expand the rally route further away from the single service park.

The following prescriptions apply:

- there will be no TC at the entry or exit, but 10 minutes extra time will be calculated to that road section
- competitor may bring one service vehicle to the zone, with a maximum length of 8 metres
- no work is allowed within the zone, except what is directly involved with the changing of wheels
- a maximum of two mechanics may help the crew
- a service vehicle may bring the new tyres, as well as any tools needed for the fitting and work lights
- you may add water in to the car's systems
- food and drink may be passed to the crew
- a tyre marking zone, where all competitors must stop even if they did not change any wheels, will be established after the zone

#### **14.9 Light Fitting Zone**

The organiser may set up auxiliary light fitting zones on the route of the rally, if it seems necessary due to

change in lighting conditions between service park visits. The LFZ may also be setup together with a tyre fitting zone as per art. 14.8.

The following prescriptions apply:

- there will be no TC at the entry or exit, but 10 minutes extra time will be calculated to that road section (15 min if together with tyre fitting zone)
- competitor may bring one service vehicle to the zone
- no work is allowed within the zone, except what is directly involved with the fitting of lights. Exception: the crew themselves may change tyres or service the car, using only tools and spare tyres carried onboard the rally car.
- a maximum of two mechanics may help the crew with the installation of the lights
- team service vehicle may bring the auxiliary lights, as well as any tools needed for the fitting
- you may add water in to the car's systems
- food and drink may be passed to the crew

## 15. Refuelling

**16.1** Refuelling is only allowed at petrol stations marked in the road book of the rally or otherwise instructed by the organiser, using only fuel bought from these stations or at refuel zones marked in the road book of the rally, where Rally Regulations Art. 19 and 19.1 apply. The fuel used must conform with the prescriptions of Finnish ASN regulations, Appendix J, Art. 252.9 and the prescriptions of these FRC regulations, Art. 2.

When entering a rally, competitor must inform the organiser of which fuel he will use (98E5, E85 or FIA Appendix J) and which refuelling system he will use (from the pump at the service stations or from his own drums/cans at the organiser's refuel zone). For the use of the refuel zone, the organiser may charge an extra fee.

The organiser reserves at least 6 minutes extra time for refuelling on the road sections concerned.

**15.2** When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in the service park provided that the work is carried out under supervision of a scrutineer and only sufficient fuel is added to reach the next petrol station/refuel zone.

**15.3** Each competitor is responsible for not spilling any fuel on the ground. At refuel zones not located at petrol stations, there must be a protective sheet at the refuel location, preventing any fluid from getting on the ground.

## 16. Tyres

The tyres used in the Championship are free, within regulations given in Rally Regulations and ASN Sporting Code, Appendix J. The limitation on number of tyres used in each event (Art. 16.4.) is valid for all FRC and Suomi Cup classes in all events.

In summer events, only gravel rally tyres manufactured according to FIA WRC Sporting Regulations, Appendix V "Homologation of Tyres" are allowed.

### 16.1 Sizes of Tyres

For cars homologated according to FIA Super 2000 Rally and FIA R technical regulations, the following shall apply in all winter events of the Championship:

### **Super 2000 Rally**

Cars may also use 5.5 x 16 inch rims in winter rallies.

### **FIA R1-R5**

Cars may also use 5-5.5 x 16 inch rims in winter rallies.

## **16.2 Tyre Marking and Checking**

**16.2.1** At the administrative checks of the pre-event scrutineering at the latest, competitors must submit to the organiser a list of the FIA barcode numbers of all tyres used in the rally, using the FRC barcode form, unless otherwise directed in the rally supplementary regulations or official bulletins. The scrutineers may make additional markings on the tyres and wheels.

Should tyres used by the competitor not have the FIA barcodes, the organiser will give alternative instructions to the competitor. The organiser must be informed of the missing barcodes at the latest on the day before scrutineering, during the opening hours of the rally office.

**16.2.2** The ASN or event organiser may at any time during an event check the correct marking of the tyres. Competitor must stop for tyre checking when required by scrutineers.

**16.3** A competitor may carry a maximum of two spare tyres in the rally car.

## **16.4 Number of Tyres**

Maximum amount of tyres available for each competing car in FRC events will be as follows:

<b>Special Stage kms</b>	<b>Number of Tyres</b>
up to 90 km	8 pcs
90-120 km	10 pcs
120-150 km	12 pcs
150-180 km	14 pcs etc.

## **17. Results**

In FRC events results will only be published for each class. The same applies to support classes.

## **18. Finish and Prize-Giving**

Prize-giving will be held on the finish ramp of the rally, or in a location agreed with the championship promoter, based on provisional results for each class, and in class order for Suomi Cup. Should the final official results change those receiving prizes or the order between them, the competitors are responsible for returning the prizes to AKS or event organiser as instructed.

## **19. Championship Prizes and Prize-Giving**

### **19.1 ASN Prizes and Prize-Giving**

As per Article 4.1.1-4.1.3, the top three will receive FRC medals. In Suomi Cup (Art. 4.1.4), best driver (and possibly co-driver) in each class will receive a Cup.

Prizes will be dealt out in the annual prize-giving gala, which all those receiving a prize must attend. A competitor may only be excused due to a force majeur reason, duly stated as such by the ASN. The ASN has the right to penalise a competitor for unaccepted absence.

### **19.2 AKK Sports Ltd's prize in Class SM3**

Championship Promoter AKK Sports Ltd will give out a prize to one driver in Class SM3 as follows:

## Requirements

- the driver must be born on 1st January 1993 or later
- he must carry the Promoter's advertising on his car for the whole season (see Art. 8.1)
- he must be among the best five in Class SM3 after the fifth event of the FRC
- he must commit himself to the tests organised by the Promoter during the week following the fifth event
- the winner is chosen based on these tests and the results of the season
- when chosen as the winner, he must commit to fulfill the requirements set for him in order to receive the price
- the driver must place himself to the Promoter's disposal in conjunction with any media and promotional events
- the driver must commit to the rules and regulations of the FIA World Rally Championship and the Junior WRC, as well as the advertising rules of their promoter

## The prize

- participation in Neste Rally Finland 2018 with a car suitable for the FIA Junior WRC or as otherwise defined by AKS, including rent of the rally car, service, tyres, fuel and entry fees
- driver's financial commitment: accommodation, reconnaissance costs, rally car insurance and excess, and any costs related to rally car's normal wear and tear during the event (broken rims, suspension arms etc.) which are not covered by the insurance or the car's rental agreement

AKK Sports Ltd reserves all rights for any changes to this prize and its conditions, or to decide not to award the price to any driver.