

# BULLETIN 2022-03



## Subject: Control Zone Rule Changes

Issue Date: April 19, 2022

Effective Date: Immediately

13.3.10

The minimum time allowance for any transit section is the time required to cover the section at 20% below posted speed limits plus ~~three~~ two minutes, or a total of five minutes, whichever is greater.....

15.5.2.1

These two controls shall be included in a single control ~~area~~ zone, the signs of which shall be laid out as follows per section 16.

- ~~a) Yellow warning sign showing a clock face (beginning of the area);~~
- ~~b) Red sign showing a clock face (time control) at a distance of approximately 25m;~~
- ~~c) Red sign showing a flag (start of the special stage) at a distance of 50 to 200m;~~
- ~~d) Finally, end of control sign 93 transverse stripes on a beige background) 25m further on.~~

## 16 CONTROLS

### 16.1

#### GENERAL

16.1.1

No controls, other than observation controls, may be placed in the following locations (meal, gas and service stops excepted):

- e) On a main thoroughfare (this is intended to include most paved roads and most numbered highways);
- f) Within a built-up area having a reduced maximum speed;
- g) Within 100 meters of a habitation unless the occupant has consented.

### 16.1.2

Except where specifically provided for elsewhere in this section), the beginning of the control ~~area~~ zone is marked by a warning sign on a yellow background. At a distance of no less than 25 m, the position of the control is indicated by an identical sign on a red background. The end of the control ~~area~~ zone, approximately 25m further on, is indicated by a final sign on a beige background with three black transversal stripes. (See CARS NRR 16.9.1)

### 16.1.3

All control ~~areas~~ zones are considered as Parc Fermé and are subject to the provisions of CARS NRR 16.8

### 16.1.4

The stopping time within any control ~~area~~ zone must not exceed the time necessary for carrying out control operations.

### 16.1.5

The target check-in time is the responsibility of the crews alone, who may consult the official time at the control.

### 16.1.6

The marshals may not give them any information on this target check-in time.

### 16.1.7

Crews are obliged to follow the instructions of the marshal in charge of any controls. Failure to do so will result in a penalty which may go as far as exclusion, at the discretion of the Steward(s).

## 16.2

### **ARRIVAL TIME CONTROLS**

#### 16.2.1

At these Arrival Time Controls (ATC), the marshals mark on the time card the time at which the card was handed in, recorded to the whole minute during which the time card was handed to the marshal, including where it is physically impossible, because of obstruction, for the vehicle to reach the control. In this case, it is up to the crew to get the time card into the control on time. ~~Timing is recorded to the complete minute.~~

### 16.2.2

A stage start time at least ~~two~~ three minutes after the arrival time should be assigned by the control marshal

### ~~16.3~~

#### ~~PASSAGE CONTROLS~~

~~Marshals are to sign the time card as soon as this is handed in by the crew, without mentioning the time of passage.~~

### 16.43

#### START CONTROLS

These Start Controls are located at the start of special stages, about 50 meters after the stage arrival time control. Each vehicle will start a special stage at the 00 second mark of its departure minute, as assigned at the arrival time control or as adjusted at the start line by the start marshal, with both drivers' safety harnesses, head and neck restraint and helmets properly fastened.

### 16.54

#### FINISH TIME CONTROLS

These Finish Time Controls (FTC) are located at the end of special stages and time will be recorded as the vehicle passes the control flying finish boards. ~~(flying finish)~~. At a suitable stopping distance after the flying finish (about ~~200~~ 200 - 300 meters), there will be the finish time control (FTC) where vehicles must come to a complete stop and the stage time will be marked on the time card by the FTC marshal. This is the time recorded to the tenth of a second. The car is not to continue until directed by the marshal. ~~receive the timing sticker.~~

### 16.65

#### MAIN TIME CONTROLS

These Main Time Controls (MTC) ~~can~~ must be located at the start and finish of the rally and may be used at each section of the rally ~~and at Parc Fermé~~, but not at the start or exit of a service area. Early arrival is permitted and drivers may check in early, but must request their correct time. Drivers shall check out of these controls on their correct minute.

**16.76****OBSERVATION CONTROLS****16.76.1**

These controls will NOT be identified in the route book. They may be located:

**16.76.1.1**

Within or at the end of quiet zones for the purpose of verifying that vehicles comply with the following quiet zone regulations:

- a) Posted speed limits must be observed;
- b) Auxiliary headlights may not be used;
- c) Excessive noise is not permitted.

**16.76.1.2**

Anywhere along the rally route for the purpose of inspecting competing vehicles. ~~for the presence of pace notes. (Events where pace notes are prohibited)~~ for the purpose of inspecting safety equipment and vehicle eligibility.

~~**16.7.1.3**~~

~~Anywhere along the rally route for the purpose of inspecting safety equipment and vehicle eligibility.~~

~~**16.7.1.4**~~ **16.6.3**

Anywhere within a transit or a stage during reconnaissance for the purposes of informing competitors of any violation of transit speed limits.

**16.87****PARC FERMÉ / PARC EXPOSÉ****16.87.1**

The supplementary regulations and/or route book shall specify the place and time of any Parc Fermé. During the time of operation, surveillance is to be carried out by rally officials; who ~~these officials~~ are responsible for its operation.

### 16.87.2

The supplementary regulations and/or the route book shall specify the place and time of any Parc Exposé as well as the conditions for its operation. Unless restricted by these conditions, drivers and co-drivers are allowed to remain with their vehicles and competitors and service crews are allowed to work on their vehicles. A Parc Exposé may be used before the start and possibly the restarts and, in these cases, the penalty (exclusively pecuniary) for late arrival in the start area shall be \$50.

### 16.87.3

As soon as the drivers have parked their vehicle inside Parc Fermé, they must leave the Parc Fermé. They will be allowed to re-enter (or enter) the Parc Fermé 10 minutes before their starting time or when cars are released from Parc Ferme by the Steward(s) as per 16.8.4 d). The target starting time will appear on each crew's time card or route book. Any violations will result in a time penalty similar to early/late arrival at a time control. (Organisers may alter, for publicity purposes, requirements of having crews leave Parc Fermé. However, alterations must be explained in the supplementary regulations and/or route book.) If a regrouping park does not exceed 20 minutes, crews may remain in this regrouping park.

### 16.87.4

Except where specifically provided for elsewhere in the regulations, while the vehicles are subject to Parc Fermé rules, any repair, assistance or refuelling is strictly forbidden: (Penalties as per CARS NRR 17.3):

- a) from the moment they enter a starting area (if one exists) or a regrouping area, until they leave it;
- b) from the moment they enter a control ~~area~~ **zone** until they leave it;
- c) from the moment they enter a refueling zone until they leave it;
- d) from the moment they reach the end of the rally until the time for lodging an inquiry as per CARS GCR 8.4. c) has expired and the Steward(s) have authorised the opening of the Parc Fermé.

### 16.87.5

If the organiser, scrutineer or the Steward(s) consider that the state of a vehicle has become so defective that the safety of normal road traffic might be affected, this vehicle must be repaired in the presence of an official. The time needed for the repair must be considered as so many minutes late, so as to prevent a crew from trying to regain the time lost during such repairs. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

### 16.87.6

By way of exception, and under the supervision of an authorised marshal or scrutineer, the crew may, while in the Parc Fermé, at the start, regrouping area or end of leg, change the windscreen or rear window with the possibility of outside help. If, in order to change the windscreen, it is necessary to straighten the bodywork ~~and/or safety cage~~, the provisions described in CARS NRR 16.7.5 above will apply.

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in CARS NRR 16.7.5 above.

### 16.87.7

Any late arrival, ascribable to the crew, at the start of the ` section, shall be penalised by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

~~Since~~ The crews have 15 minutes within which to report at the start of the rally, of a leg or of a section. If they report within these 15 minutes, the exact starting time shall be entered on the time card. The prescribed minimum interval between the vehicles must be respected.

### 16.87.8

Only the officials on duty and/or the members of the crew are authorised to push a competing vehicle inside or at the entrance to or exit from a Parc Fermé.

### 16.87.9

Inside the Parc Fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the vehicle.

## 16.98

### CONTROL MARKERS

All controls, i.e. main time controls (MTC), arrival time controls (ATC), ~~passage and~~ observation controls, special stage starting line control and finishing time controls (FTC) ~~of special stages and stop points~~, are indicated by means of standardised signs boards complying with the drawings below.

The use of control zone markers boards ~~for~~ described in this section will be mandatory for all rallies, except as described under 16.9.6.




## 16.9.1

The signage of the Control area is carried out by means of three signs. The beginning of the control area is The start of the time control zone is marked by the “start control zone” a warning clock board sign on a yellow background. At a distance of no less than 25 m, the “arrival time control (ATC)” or “main time control (MTC)” position of the control is indicated by an identical sign is marked with clock board on a red background. The end of the control area zone, approximately 25 m further on, is indicated by a final sign “end of control zone” board, on a beige circle background with three black transversal stripes. (See CARS NRR 15.8.1)

The signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag.





## 16.9.2

At Time Controls: The beginning of the control area is indicated by sign #1 on a board with a yellow background. The location of the control itself is indicated by sign #1 on a red background, the end of the control area being indicated by sign #5 (beige background).

<u>Time Control Boards (MTC &amp; ATC)</u>			
<u>Start of Control Zone</u>	<u>Arrival Time Control (ATC) &amp; Main Time Control (MTC)</u>		<u>End of Control Zone</u>
			





16.9.4 16.8.2

~~At Special stages start controls are laid out the same as an arrival time control shown in 16.8.1, but with the addition of the “start line control” board. The “end of control zone” board should be placed approximately 25m beyond the start line. The starting point is indicated by means of a sign #3 on a red background. The finish is preceded by sign #4 on a yellow background.~~

<u>Stage Start Boards</u>			
<u>Start of Control Zone</u>	<u>Arrival Time Control (ATC)</u>	<u>Start Line Control</u>	<u>End of Control Zone</u>
			

#### 16.9.4 16.8.3

Special stage “flying finish warning” is the checkered flag on a yellow background, followed approximately 100m later by the “flying finish” checkered flag on a red background. The yellow and red checkered flag boards are to be placed on both sides of the road. The finishing line, where times will be taken, is indicated by sign #4 on a red background. A “STOP” sign (sign #6) The location of the “finish time control (FTC)” is identified by the stop sign which should be 200m to 300m further on, depending upon the conditions and ability of the vehicle to come to a safe stop. on a red background is placed approximately 100 to 300m further on. The yellow and red signs at the finish control shall be placed on both sides of the road. The stage finish control ends with the beige “end of control zone” board approximately 25m beyond the FTC.

<u>Stage Finish</u>			
<u>Flying Finish Warning</u>	<u>Flying Finish</u>	<u>Finish Time Control (FTC)</u>	<u>End of Control Zone</u>
			

#### 16.9.3 16.8.4

At Passage and Observation Controls zones start with the red “observation control” board and end with the beige “end of control” board. Signs will be displayed in the same manner as at time controls, except that the sign used will be #2 at the beginning of the control area and at the control, with sign #5 to indicate the end of the control area.



16.98.5

Refuelling Zones start with the blue “start refuel zone” board and end with the blue “end refuel zone” board. Signs: The refuelling zone signs show a black fuel pump on a blue background within a black circle (sign #7). The end of the refuelling zone sign is the same as the start of zone sign but with three black transversal stripes. Additional red warning signs prohibiting smoking, the use of cellular telephones, naked flame, etc. are recommended.




<u>Observation Control</u>		<u>Refuel Zone</u>	
<u>Observation Control</u>	<u>End of Control Area</u>	<u>Start Refuel Zone</u>	<u>End Refuel Zone</u>
			

16.98.6

Virtual Chicanes if used, are to include a “VC warning” board 100M before the virtual chicane. The virtual chicane starts with a blue “VC Start” board on each side of the road and ends with a single blue “VC End” board.





Virtual chicanes should be standalone, the location is not to double as a radio or medical location where extra signs can cause confusion.





Radio communication points are indicated with a yellow sign #8, approximately 50m before the radio position, and a blue sign #8 at the radio position. If the radio is within a control zone, the yellow advance sign is omitted.

<u>Virtual Chicane</u>		
<u>VC Warning</u>	<u>VC Start</u>	<u>VC End</u>
		

16.8.7

The following signs are recommended for radio and medical locations, remote service zones, tire change zones and quiet zones, if used. These signs are not to be used within a control zone.

<u>Radio Vehicle Location</u>		<u>Medical Vehicle Location</u>	
<u>Location Warning</u>	<u>Radio Location</u>	<u>Location Warning</u>	<u>Medical Location</u>
			

<u>Remote Service Zone</u>		<u>Tire Check or Change Zone</u>	
<u>Start</u>	<u>Finish</u>	<u>Start</u>	<u>Finish</u>
			

<u>Quiet Zone</u>		
<u>QZ Warning</u>	<u>QZ Start</u>	<u>QZ Finish</u>
