

priority drivers starting order within the groups at his discretion. Priority drivers re-starting after retirement in the previous Leg shall start as a merged group after all drivers in that priority group.

29.5. START INTERVAL

- 29.5.1.** The start interval will be noted in the start list.
- 29.5.2.** Should there be more than one Selective Section in a Leg, the same interval will be given, irrespective of the running order.
- 29.5.3.** In the case of two or more successive Selective Sections in one leg, the start of the following Selective Section shall be based on the finish time of the previous Selective Section in hours and minutes, disregarding the seconds, to which will be added the target time for the road section, if any, and the statutory 3 minutes. Competitors will start with at least the same interval as was given at the start of the Leg.

30. RE-START AFTER RETIREMENT

30.1. GENERAL

Any crew which has failed to complete a Selective Section will be assumed to Re-start the event from the start of the next leg, unless they confirm otherwise in writing to the Clerk of the Course.

The crew may nevertheless be allowed to Re-start from the next Selective Section after approval from the Clerk of the Course following their due times and maximum permitted lateness.

This shall apply to any vehicle which has not been classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

30.2. PENALTIES

For all crews which re-start, a time penalty will be applied. This time penalty will be as follows:

For each Selective Section missed: a Fixed penalty.

30.3. REPAIRS PRIOR TO A RE-START

30.3.1. SERVICE LOCATION AND TIME ALLOWED

Any vehicle which fails to finish a Selective section in accordance with the above may be repaired at the competitor's discretion. However, if there is an overnight regroup prior to the next leg, the vehicle must report no later than one hour before the scheduled start of the first vehicle.

30.3.2. SCRUTINEERING OF REPAIRED VEHICLES (IF SEALING AND MARKING APPLIES)

The vehicle must retain all its parts marked or sealed at pre-event scrutineering. Replacement of parts may only be done in accordance with Art. 21 of these regulations.

The competitor must be represented during this re-scrutineering at a time to be advised by the Organizer.

CONTROLS AND ZONES

31. CONTROLS – GENERAL REQUIREMENTS

31.1. SIGNAGE OF CONTROLS

- 31.1.1.** All controls, i.e. passage and time controls, start and finish of Selective Sections including stop controls, regrouping areas and media zones, shall be indicated by means of pairs of FIA-approved standardized signs complying with the drawings and distances in Appendix I and shall be indicated in the Road Book.
- 31.1.2.** Each pair of control signs should be placed on opposite sides of the road or in open territory, a maximum of 15 meters apart on either side of the official route. Competitors must pass between each pair of signs.
- 31.1.3.** It is strictly forbidden to overtake or to reverse in the Controls.

31.2. STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

31.3. READINESS TO WORK

- 31.3.1.** Controls shall be ready to function at least 1 hour before the target time for the passage of the first competing vehicle.
- 31.3.2.** Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the maximum permitted lateness of the last competing vehicle has expired or after instructed by the Rally Control.

31.4. SEQUENCE OF CONTROLS AND DIRECTION

- 31.4.1.** Crews must check in in the correct sequence of controls and in the direction of the event route. It is prohibited to re-enter a control area.
- 31.4.2.** Any infringement will result in the crew being reported to the Stewards.