

37.2. SAFETY

Crews are forbidden to drive in the opposite direction to that of the Selective sections, under pain of penalties which may go as far as exclusion.

Wearing of the persona safety equipment is mandatory at all time.

38. SELECTIVE SECTION START**38.1. START LINE**

A Selective Section commences from a standing start, with the vehicle placed on the starting line and the engine running. The start line is an ideal line, between a pair of control signs placed on opposite sides of the route.

38.2. ELECTRONIC START PROCEDURE

38.2.1. The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. In either case, the system must be described in the Supplementary Regulations.

38.2.2. The electronic start procedure may be coupled to a device to detect and record if a vehicle leaves the start line ahead of the correct signal (false start). This device should be 50 cm after the start line.

38.3. MANUAL START PROCEDURE

38.3.1. In the event of having to use a manual start procedure after handing the Timecard back to the crew, the start marshal will count down aloud: 30" – 15" – 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

38.3.2. A manual start is allowed only in case of a faulty electronic device.

38.4. DELAYED START THROUGH THE FAULT OF THE CREW

38.4.1. In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the Timecard, the penalty then being 1 minute per minute or fraction of a minute late.

38.4.2. Any crew refusing to start a Selective Section at the time allocated to it will be given a penalty of 60 minutes.

38.4.3. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.

38.4.4. A vehicle which did not take the start in a Selective Section will receive a Fixed Penalty.

38.5. FALSE START

A false start, particularly one made before the signal has been given, will be penalized as follows:

- 1st offence: 1 minute.
- 2nd offence: 3 minutes.
- 3rd offence: 10 minutes.
- Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

39. WAYPOINTS**39.1. GENERAL**

39.1.1. The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.

39.1.2. The penalty for the non-validation of a waypoint is stipulated in these Regulations or the Supplementary Regulations.

39.1.3. In exceptional cases, the Clerk of the Course can assign a different penalty for some of all waypoints in the Selective Sections, but it must be announced by a Bulletin or must be clearly marked in the road book.

39.2. WPV (VISIBLE WAYPOINT)

Travelling towards a visible waypoint, the coordinates are displayed in the road book. WPVs are usually used from the service park/bivouac to the SS start and from the SS finish to the service park/bivouac or to help the navigation in difficult parts of the itinerary. In order to validate a WPV a competitor must pass within 90 meters of it.

39.3. WPM (MASKED WAYPOINT)

A WPM is a waypoint to check that the Road Book has been respected, without any navigation information being supplied by the road book. In order to validate a WPM a competitor must pass within 90 meters of it.

39.4. WPC (CONTROL WAYPOINT)

A WPC is a waypoint to check that the Road Book has been respected, without any navigation information being supplied by the road book. Its number and its order of passage in relation to other waypoints will only be listed in the Road Book's waypoint list. In order to validate a WPC a competitor must pass within 90 meters of it.