



2012 Regulations

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CONTENTS

1. General Regulations
2. Sporting Regulations
3. Technical Regulations
4. Code of Conduct, Penalties & Appeals, Amendments

PREAMBLE

GRC (Global RallyCross Championship) is a seven round series for rallycross cars operated and sanctioned by Global RallyCross Championship.

All competitors entered in the 2012 Global RallyCross Championship shall be bound by the rules and covenants, both Sporting and Technical contained herein under the authority of the Global RallyCross Championship. Where applicable, the majority of regulations are aligned with sporting and technical regulations for rallycross as set forth by the Fédération Internationale de l'Automobile (FIA) to facilitate global competitors adhering to one standard. However, exceptions to the FIA standards have, where necessary, been adapted to the specific needs and restrictions of GRC. It is solely the responsibility of the competitor to be aware of any differences that exist between the FIA regulations and those of GRC. In all instances, GRC rules shall supersede any pertinent FIA regulation.

NOTE:

In 2012, GRC events are RallyCross format only. There will be no head-to-head SuperRally style competition on the regular schedule.

1. General Regulations

GRC reserves the right to amend or clarify the 2012 Global RallyCross Championship Sporting and Technical Regulations at anytime during the championship season. Competitors shall be notified of amendments or clarifications in writing through the issuance of numbered bulletins. Individual GRC events, including but not limited to X Games 18, may require the issuance of supplemental regulations.

1.1 Championship

The competition will be based on a seven (7) rounds for the class of SuperCars. Points shall be awarded individually in each class for drivers and in SuperCar for manufacturers.

1.2 Acceptance of Regulations

By entering in a class of the 2012 GRC, competitors hereby agree to all regulations, covenants and amendments. All drivers, staff, crew and manufacturers associated with any entry are deemed to be competitors and as such are equally bound by the 2012 GRC Sporting and Technical Regulations.

1.2.1

The metric measurements used throughout this rule book are for reference only, and official measurements shall be in U.S. Standard Units, except in cases where only the metric unit is written.

2. Sporting Regulations

2.1 Driver Eligibility

Drivers must apply for a GRC Competition License by filling out the application form found at global-rallycross.com/competitors and remitting a payment of \$250 at least 15 days prior to the date of their first expected GRC entry, and must adhere to the following additional criteria.

2.1.1

Hold a valid FIA International Driver License Grade "C" or higher or,

2.1.2

Hold a valid competition license issued by an ACCUS member club (Grand-Am, IndyCar, NASCAR, NHRA, IMSA, SCCA, USAC or WKA) or,

2.1.3

A driver may apply for a GRC license in writing, documenting all past competition experience and significant results in rally, drift, or hill climb events. Competitive motorcycle experience will also be considered.

2.1.3

Drivers must be 16 years of age or older prior to their first GRC entry.

2.1.4

All drivers must submit a valid medical record form, signed by a board certified physician at least 15 days prior to their first GRC entry. The medical form is available at global-rallycross.com/competitors

2.1.5

Drivers must be entered in GRC competition by an approved entrant. The driver and entrant may be the same entity.

2.1.6

The GRC reserves the right to deny or exclude a driver from entry in a GRC event at their sole discretion.

2.2 Entrants

The "entrant" is the deemed to be the entity or organization responsible for the administration and operation of the race car being entered in any GRC sanctioned competition. Only entrants, regardless of the legal owner of the car, may enter GRC competition, and must designate their driver on the entry form. Entrants are solely responsible for ensuring that their race cars meet all technical regulations. For any infractions where a penalty or fine is warranted, it is the responsibility of the entrant to find a remedy for the infraction, and pay any associated fines or penalties. All official communications will be channeled by and between GRC and the entrant exclusively.

2.2.1

Entrant eligibility is based on their ability to present a race car that meets all technical regulations at technical scrutineering, and has paid in full all applicable license and registration fees.

2.2.2

There is no limit to the number of race cars and entrant may enter in GRC competition. Each race car is considered one (1) entry. Therefore an entrant wishing to enter two race cars must lodge a separate entry for each race car.

2.2.3

Entrant is responsible acquiring the proper accreditation for their teams. (please see below)

2.3 Credentials and Registration

Credentials will be offered on an annual basis and will cover entry fees and registration for each entry for the entire regular GRC season. Credentials for a SuperCar entry is \$4750.

The credential pack for each entry includes;

- (a) One (1) driver credential
- (b) Two (2) team owners/principal credentials
- (c) Two (2) team VIPs, which are transferable
- (d) Three (3) annual management "staff" passes (includes team manager, driver coaches, marketing and other support)
- (e) Six (6) "crew" credentials
- (f) Two grandstand tickets

2.3.1

Entrants may file an entry for a single event. Single event entries are entitled to the same number of credentials as an annual entry. Single event credentials for a SuperCar entry is \$1200. Single event entries must be filed at least five business days prior to the load in date for each event.

2.3.2

Entrants holding an annual credential are assumed to be entered for all rounds of the 2012 GRC, excluding X Games 18 in Los Angeles. Entry to X Games 18 shall be granted by a separate criteria. Entrants are responsible for advising the GRC General Manager if they will not participate in any of the five stand-alone rounds. Entry fees for missed rounds are non-refundable.

2.3.3

Included in the credential application shall be a waiver of liability which shall be signed by all credential holders. Unless noted otherwise in the supplemental regulations for each round, annual credential holder are not required to present themselves at registration for each round.

2.4 Race Car Numbers

Upon lodging an entry, the entrant may request a specific race car number. The GRC will be the final determiner of a race car's number. Preference is given to entrants and/or drivers who have a history with the number being requested as well as to annual credential holders over single event credential holders.

2.4.1

Race car numbers must be displayed in accordance with all GRC livery and presentation standards. Race car numbers must be one (1) to three (3) digits and contain no letters, or symbols.

2.4.2

The GRC reserves the right to withhold the numbers "00," "01," and "1."

2.5 Race Car Service Area**2.5.1**

Commonly referred to as the "paddock," each entrant will be assigned a designated service area.

- (a) Entrants are allotted up to 2400 square feet (223 square meters) for every two race cars entered in competition.
- (b) The GRC will ensure that each service area has sufficient lift gate and race car load clearance.

2.5.2

Entrants must submit their layout requirements by 25 March 2012 in writing with a detailed schematic of their desired foot print. Any changes to the footprint made after this date will also need to be submitted at least 10 days prior to the load-in of the subsequent event. The GRC also reserves the right to reject any proposed paddock and/or hospitality/marketing area in part or whole, including but not limited to, any vehicles, awnings, signage, furniture or displays. Furthermore, the GRC reserves the right to reclaim any unused or unneeded space at its discretion.

2.5.3

All service and support vehicles must be contained entirely within the designated footprint without exception.

2.5.4

All entrants will also be granted an additional 1200 square feet (111.4 square meters) for the purpose of hospitality and marketing

activation. This area may be adjacent to the service area so long as a clear, demarcated perimeter is established.

2.5.5

Specific venue requirements, including the X Games, may restrict the maximum footprint. The GRC will make every reasonable effort to ensure that the working paddock area is sufficient to accommodate the desired footprint for all entrants; however, it cannot guarantee that it will always be so.

2.5.6

From time to time, the GRC may require entrants to service their race cars from a permanent garage facility rather than their own service areas. All entrants will be notified in well in advance of such an occurrence.

2.6 Race Car Service

Race cars may only be serviced in the designated service area of the paddock and service may only be performed by an accredited crew member registered to the specific entry upon which the service is being performed. At no time may anyone other than they accredited crew member for the entry being serviced participate directly or indirectly in the service of the entry.

2.6.1

Representatives from any entrants technical partners (tire, engine, brakes, gearbox, electronics) are exempt from the crew limit noted under section 3.6. Technical partner representatives performing any service on the race cars must be conspicuous from the entrant service crew by virtue of their apparel or some other clear method of identification.

2.6.2

If at anytime, a GRC official witnesses service being performed on a race car by anyone other than an accredited crew member for that entry, the entrant shall be subject to a fine and/or competition penalty, up to and including exclusion from the event, to be determined based on the circumstances and severity of the infraction.

2.7 Qualified Car / Reserve Driver

A race car, is deemed to be eligible for heat race competition upon successful completion of a qualifying run. The race car is thus designated as the "Qualifying Car."

2.7.1

A driver, having participated in any part of a qualifying attempt, may only drive the car in which the qualifying attempt was made for the remainder of the event. The driver is thus designated as the "Qualifying Driver." A driver may only qualify one (1) car.

2.7.2

Under exceptional circumstances, a team may nominate a replacement driver for a car, but this must be requested in writing and approved by the Race Director.

2.8 Circuits

Regardless of venue, all GRC race circuits will typically be of a temporary nature, constructed specifically for each, individual event. All circuits will feature a 70-foot gap jump and typically consist of a mix of sealed and unsealed surfaces. Circuits are to be between 0.62 miles (1000 meters) and 1.0 miles (1620 meters) in length, and at least 18 feet (5.5 meters) at their narrowest point.

2.8.1

The "finish line" is understood to be the timing loop wire. To finish a lap, the race car must trigger a reading from the timing loop. At some race venues, due to safety, track configuration or other factors beyond the control of the GRC, the visual demarcation of the finish line, including, but not limited to, the position of the checkered flag, signage, striping and/or physical structure of any kind denoting the "finish" may not necessarily be one and the same with the timing loop. All entrants and their drivers will receive at each event, a clear description of the finish line position.

2.8.2

The circuit will be defined within the supplemental regulations for each round. Any attempts to deviate from the circuit defined in the supplemental regulations for the purpose of "short-cutting" or gaining a competitive advantage, or any driving on the course that is deemed to be unsafe, or creates a hazard or impediment to other drivers, course workers or officials shall be penalized by the Race Director with a black flag or with time added to an entrant's elapsed race time.

2.8.3

The GRC will ensure to the best of its ability so far as is reasonable that competitors shall compete on a course of comparable condition from one session to another. Due to changing weather conditions, surface degradation, or the occurrence of an incident in competition that creates a hazard or obstacle, it is possible that a competitor(s) will encounter a competitive disadvantage. In such instances, the GRC shall claim "Force Majeure" and any claims arising from an instance of Force Majeure are not subject to action by Series Officials.

2.8 Event Schedule

GRC events in 2012 will typically comprise three days; load in, scrutineering/practice and competition. Specific schedules will be unique to each event to accommodate television broadcast and venue requirements; however, the template for each event is as follows.

2.8.1

Entrant load in will begin at 10:00 AM, two days before competition. Entrants will be parked in designated positions under the supervision of GRC personnel. Once parked, entrants will have until 7:00 PM to unload and set up their service area. Race car preparation may also take place during this time.

2.8.2

One day before competition, technical scrutineering will open. Entrants may present for scrutineering at the designated location beginning at 9:00 AM. Scrutineering will close at 4:00 PM and shall be completed on a first come, first served basis. Entrants may present for scrutineering as much as needed for the race car to pass. Entrants may not engage in any on track activity until their race car has been cleared.

2.8.3

At the designated time, the race circuit will be open to entrants for a one (1) hour course inspection period. Entrants shall be allowed to inspect the course by means of foot, bicycle, golf cart or scooter only. No cars or other vehicles of any kind are permitted on course during the course inspection other than those in use by GRC course builders and staff.

2.8.4

The first driver's briefing shall take place within 15 minutes of the conclusion of the course inspection period.

2.8.5

At the designated time, the race circuit will open for practice, typically, the day before competition. Practice shall be divided into 30-minute segments. A one jump practice session shall be incorporated into at least one of the sessions. Every entrant must complete one pass of the jump during practice. During the final session of practice, entrants shall have full use of the circuit including the jump.

2.8.6

The competition day schedule shall be determined by the television window and the venue. The day shall, typically, open with a warm up session for each class of competition having full access to the circuit, including the jump. A qualifying session for each class will follow, typically, 30 minutes after the end of the warm-up session. A minimum of one hour following the end of the qualifying sessions, the first heat races shall begin, and continue to the mains.

2.9 Competition Format

The competition format for 2012 GRC events will be for RallyCross competition only. The competition will begin with a qualifying session to seed the race groups in each heat. Heats will progress to the Main by eliminating losing drivers to formulate a 10-car field. Only the fastest 20 entrants from the Qualifying Session will advance to Heat Race competition. Entrants outside of the top-20 in qualifying shall be scored as "Did Not Qualify" (DNQ).

2.9.1

Qualifying to determine the seeding in each heat race will take place in 10 minute sessions with entrants divided into small qualifying groups based on the total number of entries by virtue of a random draw. Drivers may take as many laps as they choose within their 10-minute session. Their fastest timed lap during the session shall be used to determine their final seeding position in the overall ranking. **Only the regular lap, and not the joker lap, will be used during qualifying.**

2.9.2

Heat Race 1 consists of four (4) wheel-to-wheel races:

Heat 1A = Seeds 1, 5, 12, 16, 20
Heat 1B = Seeds 2, 6, 11, 15, 19
Heat 1C = Seeds 3, 7, 10, 14, 18
Heat 1D = Seeds 4, 8, 9, 13, 17

In the event that there are less than 20 seeds, those seeds shall remain open. (e.g. 18 seeds, Heat 1A and Heat 1B will only have four starters)

All Races will start 5-abreast, with the highest seeded driver having first choice of a lane, followed by the next highest seed, etc. until the grid is full.

The RallyCross Course includes a "joker" element and a gap jump. A Round One Bracket race consists of 6 laps around the RallyCross Course. Each competitor may take the joker element on any lap but must take the joker element once per race. The penalty for failure to take the joker is a DQ.

The first four (4) competitors in each Heat Race 1 group to complete 6 laps after successfully navigating the marked RallyCross Course and joker element will advance to Heat Race 2

The competitor finishing in position 5 from each Heat Race is eliminated from competition.

2.9.3

Heat Race 2 consists of four (4) wheel-to-wheel races:

The top 16 finishing entrants from Heat Race 1 will advance to Heat Race 2 and the groups will be reseeded according to the following criteria:

Heat Race 2A = The 1st highest advancing seed, 5th highest advancing seed, 10th highest advancing seed and 16th highest advancing seed.

Heat Race 2B = The 2nd highest advancing seed, 6th highest advancing seed, 11th highest advancing seed, and 15th advancing highest seed

Heat Race 2C = 3rd highest advancing seed, 7th highest advancing seed, 12th highest advancing seed, and 14th highest advancing seed

Heat Race 2D = 4th highest advancing seed, 8th highest advancing seed, 9th highest advancing seed, and 13th highest advancing seed

All races will start 4-abreast, with the highest seeded driver having first choice of a lane, followed by the next highest seed, etc. until the grid is full.

The RallyCross Course includes a "joker" element and a gap jump. A Heat Race consists of 6 laps around the RallyCross Course. Each competitor may take the joker element on any lap but must take the joker element once per race. The penalty for failure to take the joker is a DQ.

The first two (2) competitors in each Heat Race 2 group to complete 6 laps after successfully navigating the marked RallyCross Course and joker element will advance to the Final.

The competitors finishing in positions 3 and 4 from each Heat Race are eligible to compete in the Last Chance Qualifier (LCQ).

2.9.4

The LCQ will consist one (1) wheel-to-wheel race of eight (8) entrants finishing in positions 3 and 4 from Heats 2A-D.

The LCQ will start with a two row starting grid. Entrants finishing in position 3 from Heat Races 2A-D will occupy the front row with the highest qualifying seed having first lane choice. The row will then be filled by the next highest seeds having finished Heats 2A-D in position 3. Entrants finishing in position 4 in Heats 2A-D will occupy the second row, with the highest qualifying seed having first lane choice. The row will then be filled by the next highest seeds having finished Heats 2A-D in position 4.

The RallyCross Course includes a "joker" element and a gap jump. The LCQ consists of 3 laps around the RallyCross Course. Each competitor may take the joker element on any lap but must take the joker element once per race. The penalty for failure to take the joker is a DQ.

The first two (2) competitors in from the LCQ to complete 3 laps after successfully navigating the marked RallyCross Course and joker element will advance to the Final.

2.9.5

The Final consists of a single (1) race with the participating competitors being the eight (8) advancing entrants from Heat Race 2, and the two (2) competitors advancing from the LCQ

The Final will start with a three row starting grid. The four winners from Heats 2A-D will have front-row starting positions, lane selection based on seeds. The four entrants having finished in position 2 from Heats 2A-D will occupy the second row, based on seeds, with the highest seeded driver having first lane choice. The two entrants having advanced from the LCQ will occupy the third row with the winner of the LCQ having first lane choice.

The RallyCross Course includes a "joker" element and a gap jump. The Final race consists of 8 laps around the RallyCross Course. Each competitor may take the joker element on any lap but must take the joker element once per race. The penalty for failure to take the joker is a DQ.

The first entrant in the Final to cross the finish line eight (8) times after successfully navigating the marked RallyCross Course and joker element will be the overall winner. Positions 2-10 in the overall finish order will be based on the entrants finishing in positions 2-10. Positions 11-16 shall be determined by the ranking fastest race lap times of the 6 entrants eliminated in the LCQ. Positions 17-20 shall be determined by the ranking fastest race lap times of the 4 entrants eliminated in Heat Race 1.

2.9.6

Driver Championship points shall be awarded based on the final finishing order as follows

- (a) position 1 = 20
- (b) position 2 = 17
- (c) position 3 = 15
- (d) position 4 = 13
- (e) position 5 = 12
- (f) position 6 = 11
- (g) position 7 = 10
- (h) position 8 = 9
- (i) position 9 = 8
- (j) position 10 = 7
- (k) position 11 = 6
- (l) position 12 = 5
- (m) position 13 = 4
- (n) position 14 = 3
- (o) position 15 = 2
- (p) position 16 = 1
- (q) positions 17-20 = 0

2.9.7

The winner of a heat race shall receive one (1) bonus championship point.

2.9.8

If in any Heat Races, LCQ or Final, an entrant is, for any reason, unable to take their place on the start line at the required time, the GRC may promote the next eligible entrant, defined as the highest seed not advancing, to fill the position.

2.9.9

The GRC reserves the right to alter the number of laps in any heat race or main at its sole discretion.

2.9.10

Manufacturer Championship points shall be awarded based on the top two finishing drivers for the marque, and shall be awarded the sum of the points earned by the two drivers.

2.9.11

Following Race 5 of the 2012 GRC, each driver, shall drop from their overall point tally their lowest point scoring finish and the championship standing table shall be re-computed.

2.9.11

Athlete (driver) invitations for X Games 18 Los Angeles will be issued in a separate bulletin.

2.10 Start Procedure and Flags**2.10.1**

Under the direction of the Starter, the appropriate competitors are guided from the Staging Area and directed to the Start Line. The Starter, having verified that Timing and Scoring is ready, and the Race Director is ready, begins the race using a Starting Light System. When the lights on the Starting Light System are illuminated, it signals racers to be ready for the start of the race. Within 3 to 7 seconds of the Starting Light System being illuminated, the lights will TURN OFF signaling the START of the race. Any car moving forward prior to the Starting Light System lights being TURNED OFF will incur a false start penalty.

2.10.2

The Starting Marshal is the sole authority in determining whether a False Start occurred and in assessing a False Start penalty to a competitor.

- (a) First False Start: The false start competitor will be moved to the back one car length in a Heat Race and to the back of the grid in the Final. The competitor jumping the start is charged with one false start.
- (b) Second False Start: The false start competitor is Disqualified (DQ)

2.10.3

The following flag signals will be used to communicate with drivers during the course of a race:

- (c) A marshal waving single yellow flag signifies an incident or condition is ahead near or off the racing line, and drivers may need to slow or alter their line. Drivers may not overtake until they have passed the incident.
- (d) A marshal waving a two yellow flags indicates an incident or condition is on the racing line ahead, and drivers may need to slow or stop. Drivers may not overtake until they have passed the incident.
- (e) When a red flag is displayed, the drivers must reduce speed or stop due to a blocked course if necessary, yield to track safety vehicles, and then proceed slowly to the service area entrance

where they will receive further instruction. As a result of the red flag being displayed a heat race will be restarted, and practice session main race or may be restarted or declared complete at the discretion of the Race Director.

- (f) A rolled or furled black flag pointed to a driver communicates that the driver's behavior on track is being monitored by the race director. A driver receiving a furled black flag for two (2) consecutive laps shall be called to the service area with a waving black flag for further instruction
- (g) A waving black flag will be displayed with a board displaying the flagged car's number. When black-flagged, the driver must proceed to the service area entrance for further instruction. A waving black flag not preceded by a furled warning flag is typically given due to a mechanical problem sighted on the race car.
- (h) The checkered flag signifies the end of a practice session, qualifying attempt, heat or main race. After receiving the checkered flag, drivers must proceed slowly to the service area entrance or other area as directed.

2.11 Performance Equalization

The GRC may, at its sole discretion, impose a performance equivalency weight penalty or other performance equalization program at any point during the season.

2.11.5

~~Only the Chief Scrutineer may add or remove weight from a race car. All weights will be locked and sealed at the conclusion of each round in preparation for the next round.~~

2.12 Accidents and Disabled Race Car Procedure

In the event of an accident, or should a race car become disabled for any reason, the driver of the disabled race car must, providing that there is no threat of fire or fuel spill, remain inside the race car until the session is over, or until a course worker or medical staff gives the driver permission to exit the race car.

2.12.1

In the event of a mechanical failure, the driver of the disabled car must make every reasonable effort to steer away from the racing line and where possible park in a safe haven.

2.12.2

Failure to follow the instructions of course workers or medical staff may result in a penalty up to disqualification from the event.

2.13 Parc Ferme / Post Race Inspection

At the conclusion of the Final, the top 3 race cars and one race car selected at random by the Race Director shall drive directly to the Parc Ferme area for post race scrutineering following the podium ceremony. In addition, at the discretion of GRC officials, any other race cars, having competed in the event and been eliminated in any heat, may also be directed to Parc Ferme.

2.13.1

During the post race scrutineering, at the discretion of GRC officials, any part or component of the race car may be inspected including, but not limited to, any part of the engine, ECU, gear box and/or differential. At a minimum, all cars in the Parc Ferme will be weighed and have tires, inlet restrictor and fuel inspected for compliance.

2.14 Graphic Standards

The GRC reserves the right to bar from entry any graphical treatment, sponsor marking, sponsor logo and/or any other element of a team livery on displayed on the race car, within the service area or on team and driver apparel that it deems to be lewd, offensive or inappropriate in any way.

2.14.1

All Teams will be required to purchase GRC graphics packages and comply with GRC graphics standards. Graphic standards will be outlined in a separate style guide and graphics standards documents.

3. Technical Regulations

The Technical Regulations for the 2012 Global RallyCross Championship are largely in accordance with Appendix J, Article 279 of the FIA Regulations for RallyCross cars.

In order to better facilitate GRC competitions, some of the provisions of Appendix J, Article 279 have been adjusted accordingly. Therefore, it is solely the responsibility of the entrant to make themselves aware of all discrepancies, and have full knowledge of the GRC's version of FIA Article 279.

3.1 Classification of Race Cars

The GRC shall be the final determiner of a race car's classification. It is the responsibility of the entrant to provide verification, not to be unreasonably withheld, that the race car meets the minimum requirements for the class in which it is entered.

3.2 SuperCars

The GRC shall admit to the 2012 Championship cars in the SuperCar Class subject to the subject to the standards defined in FIA Article 252, *General Prescriptions for Production Cars (Group N)*, *Touring Cars (Group A)*, *Grand Touring Cars (Group B)*, AND Article 255, *Specific Regulations for Touring Cars (Group A)*, AND subject to Article 279-2012, *Technical Regulations for Rallycross and Autocross Cars* for cars defined under Article 1.1 SuperCars: Touring Cars with homologation requirements notwithstanding. All relevant FIA regulations appended.

- (a) 2012 Chevrolet Sonic
- (b) 2012 Citroën C4
- (c) 2012 Dodge Dart
- (d) 2012 Ford Fiesta
- (e) 2012 Ford Focus
- (f) 2012 Hyundai Veloster
- (g) 2012 Mitsubishi Lancer EVO X
- (h) 2012 Saab 9-3
- (i) 2012 Skoda Fabia
- (j) 2012 Subaru WRX STI
- (k) 2012 Volvo C30

**earlier years of the above models may be allowed at the discretion of the GRC.*

***please contact the GRC regarding eligibility of vehicles not on this list.*

3.2.2

ARTICLES 1, 2 and 3 of Appendix J, Article 279 of the FIA Regulations for RallyCross cars allow for modifications to be made to the production based race car to make it more suitable for competition.

Be advised that FIA Appendix J, Articles 251, 252, 253 and 255 set out the basic requirements for ALL Group A Touring Cars (e.g. rally cars, circuit racing cars, etc.) and that FIA Article 279, ARTICLES 1, 2 and 3 set out the specific regulations for Rallycross Cars, overriding some, but not all of the regulations in FIA Articles 251, 252, 253, and 255.

3.2.3

The following exceptions shall supersede the corresponding FIA regulations in GRC competition:

- (a) FIA Article 255, ARTICLE 2 - The FIA Homologation shall be superseded in its entirety by section 3.2 of the 2012 GRC Technical Regulations
- (b) FIA Article 251, ARTICLE 2.1.7 and FIA Article 255, ARTICLE 2 - homologation requirements surrounding the engine block shall be superseded to allow an entrant to petition (see Section 4.5 for petition protocol) for the use of any engine block within the manufacturer's engine family that otherwise meets technical requirements. Furthermore, an entrant may petition for the ability to cast their own engine block in the specification of a eligible manufacturer family engine block.
- (c) FIA Article 255, ARTICLE 5.1.16 - Exhaust system homologation not required
- (d) FIA Article 279, ARTICLE 1.2 - Noise-Exhaust regulations shall be identified in the Supplementary rules for each event according to venue requirements for noise. Furthermore, the use of one or more catalytic converters is required; however, the catalytic converters do not require homologation.
- (e) FIA Article 279, ARTICLE 1.3 - Fuel / Oxidant - All rallycross vehicles are required to use Unleaded gasoline with a minimum specific gravity of 0.735 at 60 degrees Fahrenheit and containing no MTBE. Unleaded Ethanol fuel is also permitted provided that it meets the minimum specific gravity of 0.790 at 60 degrees Fahrenheit. Moreover, any entrant electing to use an ETHANOL fuel must inform the Series at least 20 days prior to competition of the brand and type in order to perform binary testing on the Ethanol content.
- (f) FIA Article 279, ARTICLE 1.4.2 - Tire regulations shall be superseded as follows:
 - (i) Cooper Tires shall be the official specification tire of the 2012 GRC. No other tire brands shall be permitted in competition.
 - (ii) Entrants with pre-existing tire supplier deals may run the identification of a competitive tire brand on their race car and other team equipment and/or apparel for the balance of the 2012 GRC season, and use a black-wall version of the Cooper Tire in competition.
 - (iii) The specified tire for 2012 GRC Competition is the Cooper Rallycross 225/640-17, compound A-53.
 - (iv) Each entrant shall be allowed up to three (3) tire sets (12 tires in all) for each GRC event of which at least one (1) set must be new.
 - (v) Damaged tires may not be replaced.

- (vi) The specified tire is a moulded tread pattern tire. Entrants may hand cut tires at their discretion with an approved Cooper Tire tread pattern template.
- (vii) A wet weather specification tire may be provided if necessary at the discretion of the GRC and Cooper Tire only.
- (h) FIA Article 279, ARTICLE 1.5.1 - On board cameras shall be regulated by the GRC and all on board cameras must first be approved. A GRC technical representative must approve all on board TV camera installation.
- (i) FIA Article 279, ARTICLE 1.5.2 - GPS Units must be approved by a GRC Technical representative
- (j) FIA Article 279, ARTICLE 2.1 - All race cars must use the OEM tail lights operating in accordance with the FIA standard

3.3 Safety Equipment

3.3.1 Race Car Safety Equipment Requirements

Refer to FIA Article 253 for all safety requirements including seat, harness, window net, fuel tank and rollover protection.

3.3.2 Driver Safety Equipment Requirements

All entered drivers and cars must comply with the following safety requirements.

3.3.3 Helmets

- (a) All drivers competing in must wear a helmet that meets the following standard:
 - Snell SA2000 or newer
 - Snell SAH2010 or newer
- (b) British Standards: BS 6658-85 type A/FR, including all amendments
 - SFI Foundation, Inc.: SFI Foundation, Inc.: SFI Spec 31.1 Rev. A or 31.2 Rev. A
 - FIA 8860-2004
- (c) Helmets meeting the Snell SA2000 standard will not be allowed after 1/1/2012.
- (d) SFI 38.1 licensed or FIA 8858-2002 or FIA 8858-2010 approved head and neck restraint systems are required for all events. These systems shall be installed and used per the manufacturer's recommendations and shall not violate the single latch requirement of the occupant restraint system.

3.3.4 Driving Suits

- (a) All drivers must wear driving suits that conform to FIA 8856-2000, FIA 1986 or SFI 3-2A/5. SFI 3-2A/1 driving suits are also permitted if worn with approved fire resistant underwear.
- (b) Driving suits shall effectively cover the body from the neck to the ankles and wrists, be in good condition, free from defects, holes, frays, tears, and open seams.
- (c) To be allowed to start an event, the driving suits to be worn during competition shall be presented at pre-race scrutineering.

4. Code of Conduct, Penalties & Appeals, Amendments

The Global RallyCross Championship is committed to fair competition, respect for the rules, sport, governing body, fellow entrants and a process for appeal and amendment.

4.1 Code of Conduct

At all times, GRC annual and single event license holders shall conduct themselves in a manner that shall not bring the sport, fellow entrants, the GRC organization and GRC partners into disrepute. Any defamatory or libelous oral or written statements, videos, or artwork made or distributed in public or via the media toward the GRC, its partners, and fellow entrants shall be subject to review under the Code of Conduct Clause.

Any willful breach of this trust is subject to a fine, revocation of championship points and/or exclusion from any round of the 2012 Global RallyCross Championship.

4.2 Breach of Rules

In addition to the rules contained in the entirety of the 2012 GRC Sporting and Technical Regulations, the violation of any of the following shall also constitute a breach of the rules;

- (a) Bribery or the attempt to directly or indirectly gain an unlawful advantage through the offering of payment in cash or in kind, collusion, favor to a GRC official, related official, competitor or any other entity affiliated with the 2012 GRC or anyone in receipt of bribery including cash or in kind, favor or participating in collusion.
- (b) Knowingly entering a race car and/or driver in competition for the sole purpose of willfully creating a circumstance that influences the result for the sole advantage of a specific competitor(s).
- (c) Any fraudulent conduct or any act prejudicial the interests of competition or to the interests of the series as whole.
- (d) Any pursuit or objective contrary to those of the GRC.
- (e) Any refusal or failure to apply the decisions of the GRC.
- (f) Any failure to cooperate with an investigation.

4.2.1

Any violation, whether committed with intent or through negligence, known or unknowingly shall be punishable.

4.2.2

Any attempt to violate any 2012 GRC Sporting and Technical Regulation shall also be punishable event if the attempt does not fully transpire or attain the desired result.

4.2.3

Any person, whether the instigator of the violation or acting only as a knowing accomplice shall be subject to disciplinary action, penalty and/or fine.

4.3 Penalties and Appeals

4.3.1

Any penalty issued by the display of a black flag to a driver is final and not appealable.

4.3.2

All other penalties shall be imposed by the Race Director or Chief Scrutineer with a notice to the Series General Manager and shall be

issued in writing. The infraction shall have the relevant rule from the 2012 GRC Rulebook and/or FIA Rulebook cited and shall be time stamped in the local time. A *Notice of Appeal* form shall be attached to the penalty notice. The competitor may be given time to produce a remedy for the infraction, or be notified of the penalty that has been warranted as a result of the infraction.

4.3.3

An entrant must make notice of their intent to appeal a written penalty by the entrant in writing by returning the Notice to Appeal to the Race Director within 30 minutes of the time noted on the Penalty Notice.

4.3.4

An appeal fee of \$2500 must accompany the notice to appeal. If the appeal is rejected or withdrawn, no part of the fee shall be returned. If the appeal is upheld in part, a portion of the fee may be returned, and if upheld in entirety, the full amount shall be returned.

4.3.5

Penalties will be heard at the conclusion of the day's on track activity and a judgement returned within 48 hours of hearing the appeal. If a penalty is issued prior to further competition, the entrant may elect to "race under protest". If their appeal is rejected, then the results shall be amended in consideration of the penalty deemed.

4.3.6

A penalty may be issued in the form of a race time added to the competitors elapsed time, docking of points, docking of results, disqualification and/or fine.

4.3.7

Appeals shall be heard by a panel consisting of The Race Director, Chief Scrutineer (when applying to a Technical Infraction) and GRC management. Decisions of the Board of Appeals are final.

4.4 Amendments

Entrants who seek an amendment or exception to the rules and are not current annual credential holders must file their request by enlisting an annual credential holder to submit the request and petition on their behalf.

Amendments shall be reviewed and considered by the panel. They may, at their discretion seek independent council in making the final determination and granting the requested amendment.

4.5 Petition Protocol

An entrant having an issue with compliance as it relates to a technical regulation, may submit a written petition for a variance to the rule according to the following protocol:

- (a) The petition must be submitted via PDF format on entrant letterhead to the Series Manager.
- (b) The petition must clearly state the variance desired, providing justification supported by relevant supporting documentation including but not limited to drawings, photographs, specifications, warrants and other.
- (c) The petition must cite all applicable regulations.

The petition must include an explanation on how a grant of the variance will have a positive impact on the Series overall.