

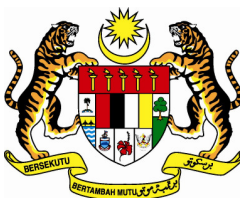
MRC

MALYSIAN RALLY

CHAMPIONSHIP

2011

SUPPLEMENTARY REGULATIONS



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1. INTRODUCTION

- 1.1 The AAM Malaysian Rally Championship 2011 will be run in compliance with the FIA International Sporting Code and its appendices, the AAM National Competition Rules which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and / or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the Organisers or the Stewards).

- 1.2 **Road Surface**
Gravel.

2. ORGANISATION AND DESCRIPTION

2.1 Qualifying Rallies

Round 1	April 01 – 03	Johor	International
Round 2	May 28 - 29	Perlis	Zone International
Round 3	October 22 - 23	Melaka	Zone International
Final Round	November 26 - 27	Negeri Sembilan	Zone International

2.2 Permanent Secretariat Address And Contact Details

Wheel Sport Management Sdn. Bhd.

1-1, Jalan Excella, Taman Ampang Hilir, 55100 Kuala Lumpur, MALAYSIA

Tel : +603 4270 9748

Fax : +603 4270 9758

E-mail : info@malaysianrally.com

Website : www.malaysianrally.com

2.3 Senior Officials

Clerk of the Course	Mr. Tengku Shaharin Abu Bakar
Deputy Clerk of the Course	Mr. Zaidi Tajudin
Event Co-ordinator	Mr. Mohd. Kurnia Abdol Sakor
Chief Scrutineer	Mr. Abd. Rahman Abd. Hamid
Competitor Relations Officer	Ms. Ezza Mustapha
Chief Safety Officer	Mr. Murtadha Mustafa
Chief Medical Officer	Dr. Muhammad Nizam Daud
Chief Result	Mr. Amir Husairy Yahya
Chief Communication	Mr. Anuar Mushaddad Badaruddin
Media	Ms. Sharon Jane
Championship Secretary	Ms. Nurulaini Mohamad

3. ENTRIES

3.1 Eligible Competitors

- 3.1.1 Competitors with a valid National 'C', National or International Rally Competition Licence.
- 3.1.2 Foreign licence holders with authority from their National Sporting Authority or with its stamp on the entry form.
- 3.1.3 Non-Asian ASN licence holders are not eligible for points and the respective awards.
- 3.1.4 Drivers with less than 2 years of rallying experience who intend to compete with Turbocharged or Supercharged cars will only be allowed to enter in a category of not more than 1400cc.

3.2 Entry Procedure

The entry application will only be accepted on the official entry form, if accompanied by the total entry fees or by a receipt issued by the competitors ASN. All details on the entry form must be completed by close of entries. The entry forms are to be sent to Wheel Sport Management Sdn. Bhd. at the above address. If the application is sent by fax or e-mail on or before the close of entries, the original must be produced during registration at the Rally Secretariat.

3.3 Number Of Entrants Accepted

The maximum number of entries is 40. If more than 40 entries are received, the Organisers reserve the right to extend this number and to decide which entries will be accepted.

If the number of entries received in any given class is less than 3, these entries will be amalgamated with the same or higher cubic capacity class irrespective of its group. However, this rule will not apply to rally cars eligible to compete in FIA Championship events.

3.4 Entry Fees

The entry fees specified include one set of Road Books, Service Books and 3rd Party Liability Motor Insurance (Endorsement 24D).

WITH ORGANIZER'S ADVERTISING	
Private	RM500.00
Commercial	RM1,100.00
WITHOUT ORGANIZER'S ADVERTISING	
	RM2,200.00

There will be an additional fee for team registration, which is for entry into the Team Championship Award.

Manufacturers' Team	RM4,000.00
Private Team	RM3,000.00

Manufacturers' team are defined as teams representing a manufacturer or a dealer for a car manufacturer. The fees paid are only a one-time payment for the whole championship. The closing date for team registration and payment is before the closing period for Normal entry for Round 2 of the MRC 2011.

Entry fees and other relevant details for the **Malaysian Rally 2011 – Round 1 of the 2011 FIA Asia Pacific Rally Championship** shall be announced in the Supplementary Regulations to be issued for the particular event.

Additional Fees

- Additional service vehicle RM300.00 per vehicle
- Change of Driver / Co-driver RM500.00 per change (before the publication of the Leg 1 Start List and with the Stewards approval)

3.5 Payment Details

Entry fees can be remitted to the Organiser's Bank Account at

Bank : **PUBLIC BANK BERHAD – KL MAIN BRANCH**
Account Name : **WHEEL SPORT MANAGEMENT SDN. BHD.**
Account Number : **3117 7556 19**
Swift Code : **PBB EMY KL**

or during registration at the Rally Secretariat.

Entry fees paid by bank transfer shall simultaneously be advised by fax to the Organiser. Any bank charges incurred will be charged to the entrant. Please ensure that the driver's name is included as reference on all bank transfers.

3.6 Refunds

Entry fees will be refunded in full only:

- to candidates whose entry has not been accepted.
 - in the case of the rally not taking place.
- No other refunds will be made.

3.7 Eligibility For Private Entry

- Neither crewmember's names are entered on any priority list published by the FIA;
- If the vehicle is a property of a manufacturer, importer or distributor, a letter from the owner authorising the vehicle to be used for this event is required.
- The vehicle is entered by one of the crewmembers;
- No member in any commercial entry shall be eligible to be classified in this category;
- Required to carry all the Organisers advertising unless the full entry fee of RM2,200.00 is paid.

3.8 Eligibility For Team Entry

- Holding a proper Team licence from any ASN and register as a team entrant.
- Specify at time of registration for each round which 4 cars (maximum) will be eligible for points in that round.
- Only the top 2 cars for each team in general classification for each round will be awarded points.
- The total points awarded in general classifications for each of the 2 cars at the end of each rally will be added together with points awarded in class classification for that round.
- The total points obtained by the top 2 cars of the team will be the team points obtained each round. However, if only one car manage to complete the round, the points for that car will still be considered as the team points for the round.
- In the event of a tie in an individual round, the team with the highest finishing car in the general classification shall be the winner of that round.

3.9 Eligibility For 2WD Category

- Compete in a 2WD car-with a maximum capacity of 2000cc.

3.10 Eligibility For 4WD Category

- Compete in a 4WD car up to N4 or P12 category.
- For a Supercharged / Turbocharged cars, refer Article 4.2.8 of these regulations.

3.11 Eligibility For Junior Cup

- Compete in a 2WD car with a maximum capacity of 1600cc.
- Born on or after 1 January 1983 (ie 27 years old or younger as of 1 January 2011 – drivers with a birthdate of 1 January 1983 will be eligible.
- There is no age limit for co-drivers. However, only the registered driver may drive on the special stages of the rally.
- Never won any top three placing overall in any international / national rally events in previous years.

4. ELIGIBLE CARS

4.1 Production Cars (Group N)

Classes	C.C.
N1	up to and including 1400cc
N2	over 1400cc up to and including 1600cc
N3	over 1600cc up to and including 2000cc
N4	over 2000cc

Touring Cars (Group A) Excluding World Rally Cars

Classes	C.C.
A5	up to and including 1400cc

A6	over 1400cc up to and including 1600cc
A7	over 1600cc up to and including 2000cc

Non-Homologated Cars

Classes	C.C.
P9	up to and including 1400cc
P10	over 1400cc up to and including 1600cc
P11	over 1600cc up to and including 2000cc
P12	over 2000cc

4.2 Permitted Modifications For Group P Cars

4.2.1 Under body protection is permitted.

4.2.2 Engine

All vehicles in Group P category must be equipped with a positive method of throttle closing in the event of linkage failure, by means of an external spring to each throttle spindle. If fitted with a different engine, it should not have a capacity increase of more than 50% over the original engine, unless the conversion has been inspected and approved by the scrutineer. Cars with a different engine must have the conversion / modification approved by the Malaysian Ministry of Transport.

4.2.3 Safety Belts And Fire Extinguishers

All vehicles must be fitted with a minimum 3" 4 point safety harness and equipped with fire extinguisher/s that have a combined content weight of no less than 4kgs, securely mounted to the floor and a cutter to cut loose the safety harness in case of emergency.

4.2.4 Body

Must be fitted with complete bodywork including a driver and passenger compartment and effectively isolated from the engine, wet batteries, gearbox, transmission shaft, brakes, road wheels, their operating linkages and it's attachments, oil tanks, water heater tanks and catch tank. Petrol tanks, if mounted inside the car, must be securely placed within an enclosure covering fuel pumps, hoses and electrical connections and separated from the driver / navigator compartment via a firewall. Lightweight materials used in place of original panels and windows / windscreens are not permitted.

4.2.5 Seating

Must have normal adequate seats within the driver and co-driver compartment. The seats must be rigidly located within the compartment. It must be able to support and retain the driver and Co-Driver within the vehicle. The seat cushion (i.e. the part of which the occupants sits) when uncompressed, must not be less than 15.25 cm (6 in.) below the top edge of adjacent body side or door. All seats must face forward.

4.2.6 Suspension

Be fitted with sprung suspension between the wheels and the chassis. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.

4.2.7 Brakes

Be fitted with brakes that are operative and capable of stopping the vehicle as and when required.

4.2.8 Supercharged / Turbos

All supercharged / turbo cars must be fitted with a restrictor complying with Article 254-6.1 and 255-5.1.8.3 of Appendix J 2011 FIA International Sporting Codes. This regulation has to be complied with at all times, regardless of the conditions.

- 4.2.9 Roll Cage**
Each car must be equipped with a six-point or better roll cage. Roll cage must be welded or securely bolted and anchored. If roll cage is bolted then it must be securely reinforced with an anchor plate and backing plate sandwich on each side of the floor pan.
- 4.3 Lighting**
All lighting and signalling devices must comply with Malaysian Traffic Regulations. Lighting arrangements for use in Special Stages are to be as laid down by FIA Appendix J under Group N or Group A, whichever is applicable.
- To meet the Malaysian Ministry of Transport requirements as they relate to extra lighting on rally cars when driven on public roads, additional lighting must be on a separate circuit from that of the standard lighting equipment and must be fused and switched separately.
- 4.4** The drivers of cars authorised which are not homologated must not belong to the Seeded Drivers' Lists, as published in the FIA Official Bulletins.
- 4.5 Cut-Off Switch**
A fully functional engine cut-of switch is to be fitted inside and outside the car and must easily be reached during any emergency.
- 4.6 Door Trims And Panel Cover**
All door trimming and panel cover must be fitted to protect the drivers and co-drivers from all dangerous sharp edges.

5. INSURANCE

The Automobile Association of Malaysia holds Motorsports Public Liability Insurance to cover the entire running of the Rally. The claims for any one period of insurance is unlimited but only up to RM3million for any one accident.

The insurance coverage for the competing car is the sole responsibility of the entrants. All competitors are recommended to have personal travel and medical insurance.

Service vehicles, management vehicles and reconnaissance vehicles, including those bearing special plates issued by the Organisers may never be considered as official participants of the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owner.

In the event of an accident, the Entrant or his/her representative must notify the Clerk of the Course in writing within 4 hours. He/She must provide full details including the names and addresses of those involved and any witnesses.

6. ADVERTISING AND IDENTIFICATION

- 6.1** Alcohol advertising in Malaysia is prohibited.
- 6.2** Rally plates and competition numbers will be provided by the Organisers. These rally plates, competition numbers and Organisers advertising must be affixed in the positions before scrutineering as advised by Bulletin prior to each round of the Championship.
- 6.3** Space for the Organisers advertising must be reserved on the car, unless the higher entry fee as per Article 3.4 of these Supplementary Regulations is paid.

7. TYRES

- 7.1 The use of studded or spiked tyres is prohibited under pain of exclusion.
- 7.2 All cars must be fitted with moulded tyres.
- 7.3 The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.
- 7.4 When the start of a stage or exit from a regroup is delayed by more than 10 minutes for any competitor, the adjustment of tyre pressure is permitted.
- 7.5 The intentional modification of the design of the tyre on or in the car is only permitted in the service park.
- 7.6 Each car may carry a maximum of 2 spare wheels.

8. FUEL

- 8.1 **General Conditions**
Only pump fuel which is commercially available or FIA fuel will be permitted. The use of Avgas is prohibited.
- 8.2 **Distribution During The Rally**
During the event, refuelling may be carried out only in the refuelling zone(s) designated by the Organisers in the Road Book.

9. RECONNAISSANCE

- 9.1 **Schedule**
Reconnaissance will commence for all crews one day prior to the event. However, changes to the schedule will be advised in the Bulletins for the particular.
- 9.2 **Reconnaissance Cars**
- 9.2.1 **Common Requirements**
- The car must be painted in a single color, with no advertising, stickers, etc.
 - Underbody protection is authorised.
 - The crew may use a "light" intercommunication system (without helmets).
 - On board navigation equipment may be fitted.
 - Cars which conform to the following specifications may be used:
- 9.2.2 **Standard Cars**
Totally unmodified standard cars as offered for sale to the general public.
- 9.2.3 **Production Cars (Group N)**
- 9.2.4 **Non-Complying Cars**
However, the organiser has the discretion to allow non-complying cars to be used for reconnaissance upon written request. Request must reach the Rally Secretariat at least 24 hours before the start of reconnaissance as advised in the bulletins. Requests received after this period will not be entertained and the competitor will not be allowed to start reconnaissance.

9.4 Specific Restrictions

- 9.4.1 Each competitor will be issued with a Reconnaissance Card valid for up to 2 passages over each special stage according to the reconnaissance schedule. Crews must stop at the start of each stage where a Rally Official will endorse the Reconnaissance Card and at any other location where instructed.
- 9.4.2 No late entry into a stage for reconnaissance will be permitted.
- 9.4.3 The maximum speed limit on special stage is 80km/h. Speeds in excess of this will incur a fine of up to RM1,000.00 applied by the Clerk of the Course.
- 9.4.4 Crews are only permitted to enter a special stage from the start point shown in the Road Book and may not under any circumstances drive in a direction opposite to that of the rally unless instructed by an official of the event.
- 9.4.5 Reconnaissance outside the schedule as set by the Organisers is considered a very serious offence and will be advised to the Stewards who may apply penalties.
- 9.4.6 Crews must have their headlamps switched on when travelling on special stages during reconnaissance.
- 9.4.7 For reconnaissance purposes, any stage used more than once during the Rally is counted as a single stage.

9.5 Road Behaviour

Reconnaissance is not a practice session.

During reconnaissance, drivers must follow the road rules and should at all times be aware that the roads are open to other users. You can expect to meet oncoming vehicles at any time. Irresponsible behaviour during this section of the event is the area of greatest concern to the organisers. Please help us by ensuring that you drive courteously during reconnaissance. We wish to remind you that strict penalties apply to irresponsible behaviour during reconnaissance. Please observe the following courtesies during reconnaissance :

- Keep left.
- The road is not closed to other traffic.
- There are other people on the road and they may be coming towards you.
- Do not cut corners.
- Watch your speed as the local users normally do not drive quickly and are very conscious of speed.

9.6 Breach Of Traffic Laws

During reconnaissance, any breach of the Traffic Laws of Malaysia or reconnaissance regulations will be penalised as follows :

- | | | |
|------|---------------------|------------------|
| i. | First infringement | RM500.00 fine |
| ii. | Second infringement | RM2,000.00 fine |
| iii. | Third infringement | Refusal to start |

Breaches will be reported to the Stewards of the Meet for their consideration.

10. ADMINISTRATIVE CHECKS

The following items will be checked during Administrative Checks:

- Entrants Licence
- Driver and Co-driver competition licences
- ASN authorisation for foreign competitors

- Completion of all details on the entry form

Competitors are required to hold a signed Administration Clearance Form prior to Scrutineering.

Competitors who fail to complete all details in their Entry Form will not be allowed to start the reconnaissance.

11. SCRUTINEERING, SEALING AND MARKING

Competition numbers, rally plates and advertising decals shall be affixed on the car before entering the scrutineering venue.

- 11.1 The car that taking part in the rally must be presented at the scrutineering venue in accordance with the timetable given.
- 11.2 Any car reporting to the scrutineering area outside the time limit prescribed in the Bulletins of the rally will not be allowed to start, except in the case of *force majeure* duly recognised as such by the Stewards.
- 11.3 After scrutineering, if a car is found not to comply, the stewards may set a deadline before which the car must be made to comply. Any car that does not comply will be refused to start.
- 11.4 The scrutineering carried out before the start will be of a completely general nature (checking of license, make and model of vehicle, class entered, essential safety items, conformity of the car to the Road Traffic Laws of Malaysia etc). This shall be followed by :
- Identification of the crew.
 - Identification of the car, the chassis and cylinder block of which may be marked at any time.
 - Examination of crash helmets of both members of the crew. Competitors must use helmets complying with at least the Malaysian Safety standards (SIRIM). Helmets not complying or judged to be in poor condition will be impounded. For further information, please go to www.sirim.my
- 11.5 Additional checking of the crew members as well as the car may be carried out at any time during the rally. The competitor is responsible for the technical conformity of the car throughout the entire duration of the rally under pain of exclusion.
- 11.6 Should identification marks (Article 11.4b of this regulation) be affixed, it is the responsibility of the crew themselves, to see that these marks are protected until the end of the entire rally. Should they be missing or are tampered with, the car will be excluded from the rally immediately.
- 11.7 Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been tampered with, will result in exclusion of the crew from the rally, as well as that of any entrant or crew who has helped or been involved in carrying out the infringement. These will not prejudice any demands, which may be made to the entrant or accomplice's ASN concerning the imposing of heavier penalties.
- 11.8 **Mud Flaps**
Mud flaps must be fitted in compliance with Appendix J Article 252-7.7 of the 2011 FIA International Sporting Code.

12. FEATURES OF THE RALLY

- 12.1 The length of each event and its itinerary shall be announced prior to the event. Throughout the event, the official time will be displayed in the rally secretariat and will be referred to as the "Official Rally Time".

- 12.2 Check In At Ceremonial Start**
The check in time will be published by means of a Bulletin. The penalty for checking in late to the starting area is RM50.00 per minute up to a maximum of 15 minutes. Lateness exceeding 15 minutes will result in exclusion.
- 12.3 Target Time**
The target starting time will appear on each crew's time card and Official Start List or in accordance to the time as published in the Road Books.
- 12.4 Start Order And Intervals**
Cars will start in the order of the Official Start List. The starting interval shall be 2 minutes for every car. These intervals will be observed at all times during the event unless stated in the Bulletin for the particular rally event.
- 12.5 Starting system of special stages**
A digital clock will be displayed at the start of each special stage. The crew will observe the clock and start on the time indicated on their time card.

A false start will be detected by a photo-cell placed in front of the start line.
- 12.6 Manual Start Procedure**
In the event of having to use a manual start procedure, after handing the time card back to the crew, the start marshal will count down aloud: 30" – 15" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.
- 12.7 Delayed Start Through Fault Of Crew**
- 12.7.1** In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.
- 12.7.2** Any crew refusing to start a special stage at the time allocated to it will be reported to the stewards, whether the special stage is run or not.
- 12.7.3** Any car unable to start from the start line within 20 seconds of the signal to do so will be excluded and the car immediately removed to a safe place.
- 12.8 False Start**
A false start, particularly one made before the signal has been given, will be penalised as follows:
1st offence : 10 seconds
2nd offence : 1 minute
3rd offence : 3 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.
- 12.9 Interruption Of A Special Stage**
When a special stage is interrupted or stopped for any reason, the clerk of the course may allocate each crew affected times which are judged fair. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure. It will be given the time which it actually set, if any.
- 12.10 Early Check-in At The End Of A Leg**
It is permissible to check in early at the end of each Leg without incurring any penalty.

- 12.11 Exclusion**
Any lateness exceeding 30 minutes on the target time between two time controls or at the end of each section and/or Leg of the rally will result in the competitor concerned being excluded by the Clerk of the Course. The crew may nevertheless re-start the rally under the Super Rally provisions specified in Article 15 of these regulations. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.
- 12.12 Parc Ferme**
This is the place to which the competitor is obliged to bring his or her car(s) as scheduled by the itinerary to be published at that particular event and are allowed to enter 10 minutes before their starting time. Inside the Parc Ferme, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed.
- 12.13 Notification Of Traffic Offence Notice**
Competitors are required, upon entering all Parc Fermes, to notify the Competitor Relations Officer in writing if they or any member of their team have received a Traffic Offence Notice. The submission of an entry is also an agreement that the Royal Malaysian Police and the Malaysian Road Transport Department may advise the Organisers of the details of any notices issued.
- 12.14 Safety Cars**
Safety Cars (Gravel Cars) are not permitted on this event.
- 12.15 Retirement**
Any crew retiring permanently from the rally must report such retirement to the Organiser as soon as possible, save in a case of force majeure. Please contact the Competitor Relations Officers and confirm by submitting the "Withdrawal Form" at the back of the Road Book. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.
- 12.16 Onus Of Following Itinerary**
The onus of following the correct route shall rest with the crew. The Judge of Facts may set up manned route checkpoints at any location within the route and any competitor found to have not followed or deviated from the itinerary as provided for in the Road Book shall be excluded.
- 12.17 Judges Of Fact**
All officials of the event are considered as Judges of Fact who will determine whether the requirements of these Regulations have been met. In particular, these Judges of Fact may determine whether a competitor has followed the correct route, conformed to the traffic laws or if a competitor has received assistance in any area where such assistance is forbidden.
- 12.18 Breach Of Traffic Laws Of Malaysia**
During the event, any breach of the Traffic Laws of Malaysia will be penalised as follows :
- | | | |
|------|---------------------|----------------------|
| i. | First infringement | RM500.00 fine |
| ii. | Second infringement | 10 min. time penalty |
| iii. | Third infringement | Exclusion |

13. COMPETITOR SAFETY

- 13.1 Equipment Of The Crews**
Whenever a car is in motion on a special stage, the crew must wear their crash helmets and have their safety belts fastened.
- 13.2 Flame-Resistant Clothing**
The use of the Flame-Resistant racing suit and/or flame resistant underwear is highly recommended. If not, only shirts and long pants made of heavy cotton material are allowed.

13.3 SOS/OK Signs

- 13.3.1** Each Road Book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.
- 13.3.2** In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars.
- 13.3.3** Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both drivers are seen inside the car but are not displaying the red "SOS" sign, shall immediately stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.
- 13.3.4** In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a driver to the following vehicles attempting to assist.
- 13.3.5** If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.
- 13.3.6** Any crew which is able but fails to comply with the above rules will be reported to the Clerk of the Course.
- 13.3.7** The accident procedure will also be available in the Road Book.

13.4 Accident Reporting

If a crew is involved in an accident in which a member of the public sustains physical injury, the Driver or Co-driver concerned must report this to the next radio point as specified in the Road Book and signed on the route.

13.5 Red Triangle

Each competing car must carry a red reflective triangle which in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the Stewards. This triangle must be placed even if the stopped car is off the road.

14. SERVICING – REFUELLING – MECHANICAL COMPONENTS

14.1 Performing Of Service

From the first TC onwards, service of competing car may be carried out only in service parks.

The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

14.2 Team Personnel And Service Restrictions

The presence of team personnel or any team conveyance is prohibited within 1 kilometre of its competing car except:

- a. in the service park
- b. in refuel zone
- c. for one team member per car in official car wash areas (if any)
- d. where permitted by bulletin,
- e. in special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage),
- f. whilst the cars are in a holding park

- g. where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.
- h. whilst transporting the crew(s) to or from the parc fermé.

While waiting to enter a service park, remote refuel area or whilst the cars are in a holding park, the passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted.

14.3 Speed Inside Service Park

The speed limit of a car in any service park may not exceed 30km/h. Failure to comply with this limit shall result in a penalty applied by the Stewards.

14.4 Vehicles Allowed In Service Park

14.4.1 Every competing car will be provided with "Service" plates for two vehicles which may provide service throughout the rally. These vehicles must be clearly identified by means of by the "Service" plates at all time.

14.4.2 Additional service vehicles other than the allowable vehicles (2 units) will be charged with an additional fee of RM300.00 per vehicle, which includes a complete set of Road Books and Service Book.

14.4.3 Only vehicles with these plates will be allowed to enter the designated Service Park.

14.5 Refuelling

14.5.1 Competitors may only refuel in the refuelling zones designated by the Organisers in the Road Book.

14.5.2 Their entry / exit shall be marked by a blue fuel can symbol.

14.5.3 Any action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited.

14.5.4 In all refuelling zones, a 5km/h speed limit will apply. It is recommended that mechanics wear flame resistant clothing.

14.5.5 The responsibility for refuelling is incumbent on the competitor alone.

14.5.6 Engines must be switched off throughout the refuelling operation.

14.5.7 It is recommended that the crew remains outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened.

14.5.8 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access this zone.

14.5.9 A car may be pushed out of the zone by the crew, officials and/or the two team members without incurring a penalty.

14.6 Mechanical Components

14.6.1 Engine Replacement

- a. In the case of engine failure between scrutineering and the first time control, it is permitted to replace the engine. In this case the engine block must be re-sealed.

- b. Other than above, the same engine block must be used from passing scrutineering until the finish of the rally.

14.6.2 Turbochargers

- a. The turbocharger and compressor shall hereafter be referred to as 'compressor'.
- b. The regulations in force concerning the air restrictor and marking remain applicable.
- c. The compressor fitted to the car and one spare compressor will be checked and sealed at pre-event scrutineering
- d. The compressors will be marked for use exclusively on that car.
- e. All used compressors must remain sealed until the end of the rally in order that scrutineers may check their conformity.
- f. The above rules are also compulsory for all cars who compressor are not equipped with an air restrictor. In this case, the compressor must be marked only for the purpose of counting them.

14.6.3 Transmissions

- a. 1 spare gearbox and 1 set of differentials may be used in each rally for each car.
- b. These spare components and those fitted to the car will be marked during pre-event scrutineering.
- c. The marking will permit the crew to replace the clutch and associated accessories.
- d. The gearboxes and differentials may be changed in the service park, provided that the scrutineers have been informed beforehand of the intention to do so.
- e. The marking must remain intact throughout the rally. The scrutineers may check the markings at any time and at the end of the rally may disassemble the parts to check their conformity.

15. SUPER RALLY

15.1 Any crew which has retired from Leg 1 may re-start the rally from the start of Leg 2. This shall apply to any crew which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the crew has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

15.2 However, the crew will be penalised with a 15 minute penalty added to the fastest time set by a competitor in the same class for each missed stage which shall include the special stage in which the crew has retired. If this penalty time is faster than the time set by any other competitor who finishes the stage normally, then the stewards will allocate a time which is considered fair. Should retirement occur after the last special stage, the crew will nonetheless be deemed to have missed that last stage. If there are no applicable group or class finishers then Stewards of the event will allocate a time considered suitable.

15.3 A crew which has failed to complete Leg 1 will be assumed to re-start Leg 2. If the crew does not wish to re-start, the form declaring retirement from the event must be completed and lodged with the organisers as soon as possible.

15.4 The Stewards shall have the right to reposition any car that retired on Leg 1 at the start of Leg 2 at their discretion solely on the grounds of safety, considering their estimated speeds and stage times in order to maintain, as far as possible, an adequate gap between them and other cars.

15.5 Any crew that deliberately retires on Leg 1 with the perceived intention of gaining an advantage in order to better its position for Leg 2 will be judged by the Stewards who may not permit the re-start. The Stewards may apply sanctions against the entrant and/or crew concerned.

15.6 Repairs In The Case Of A Retirement And Restart

Competitors restarting the next Leg must present their cars to the scrutineer at the Parc Fermé out control at the start of the next Leg at least 1 hour before the start time of the first car. Prior to

restarting a Leg, the car must pass inspection by the scrutineers at a standard equivalent to prevent scrutineering.

15.7 Retirement In Leg 2

Any crew which has retired from Leg 2 will be classified after the application of a 15 minute time penalty added to the fastest time set by a competitor in the same class for each missed stage which shall include the special stage or super special stage in which the crew has retired. Should retirement occur after the last special stage or super special stage, the crew will nonetheless be deemed to have missed that last stage or super special stage. However, in order to be classified, their car must be driven into the finish parc fermé under its own power not later than 30 minutes after the scheduled time of the last finisher.

16. IDENTIFICATION OF OFFICIALS

The Officials will be identified as follows :

Post Chief	Orange vest - POST CHIEF
Other Post Marshals	Yellow shirt - CONTROL
Medical Officers	White bib – DOCTOR / MEDICAL
Safety / Spectator Marshals	Apple Green shirt - SAFETY
Competitor Relations Officer	Red vest - COMPETITOR RELATIONS
Scrutineer	Black vest – SCRUTINEER

17. PRIZES

17.1 Prize Giving

The venue for the prize presentation will be announced in Bulletins to be issued for each event.

ALL PRIZE WINNERS (DRIVER AND CO-DRIVER WITH THEIR CAR) MUST BE PRESENT AT THE PRIZE PRESENTATION, FAILING WHICH, ALL TROPHIES AND/OR CASH AWARD WILL BE FORFEITED.

17.2 Awards

17.2.1 For each round, these shall be awarded for the followings positions:

Overall, 2WD and 4WD Categories respectively

- 1st Trophies for Driver & Co-Driver
- 2nd Trophies for Driver & Co-Driver
- 3rd Trophies for Driver & Co-Driver

Class Awards

- 1st Trophies for Driver & Co-Driver
- 2nd Trophies for Driver & Co-Driver
- 3rd Trophies for Driver & Co-Driver

Junior Cup

- 1st RM500.00 plus trophies for Driver & Co-Driver
- 2nd RM400.00 plus trophies for Driver & Co-Driver
- 3rd RM300.00 plus trophies for Driver & Co-Driver

Team Award

- 1st Trophy
- 2nd Trophy

3rd Trophy

17.2.2 For the Championship, these shall be awarded for the following positions:

Overall, 2WD and 4WD Category respectively

1st Trophies for Driver & Co-Driver
2nd Trophies for Driver & Co-Driver
3rd Trophies for Driver & Co-Driver

Class Awards

1st RM3,000.00 plus trophies for Driver & Co-Driver
2nd RM2,000.00 plus trophies for Driver & Co-Driver
3rd RM1,000.00 plus trophies for Driver & Co-Driver

Junior Cup

1st RM2,000.00 plus trophies for Driver & Co-Driver
2nd RM1,500.00 plus trophies for Driver & Co-Driver
3rd RM1,000.00 plus trophies for Driver & Co-Driver

Team Award

1st RM5,000.00 plus Championship Trophy
2nd RM4,000.00 plus Trophy
3rd RM3,000.00 plus Trophy

17.2.3 Only one cash prize (the highest) will be awarded to each winner.

17.3 Points

- a. Normal championship points will apply to the overall event.
- b. For each Leg, bonus points will be awarded in the Championship based on the results for the Leg.

17.3.1 Normal points will be awarded as follows:
Placing : 1st, 2nd, 3rd, 4th, 5th, 6th, 7th and 8th
Points : 10, 8, 6, 5, 4, 3, 2 and 1

17.3.2 Bonus points will be awarded as follows:
Placing : 1st, 2nd and 3rd
Points : 3, 2 and 1

18. RESULTS

- 18.1 The results are established by adding together the times taken during the special stages and the time penalties incurred on road sections together with all other penalties expressed in time. The provisional final classification will be published as scheduled in the individual programme.
- 18.2 The crew with the lowest total time shall be proclaimed the Overall Winner, the next lowest, second and so on. The group and Class results shall be determined on the same basis.
- 18.3 All rounds will be included in the calculation of Championship points.
- 18.4 In the event of a tie in any placing in any category except the Team category at the end of the Championship, the winner shall be determined by :
 - 18.4.1 the greater number of 1st places, then 2nd places, then 3rd places, etc., achieved in the general classifications of the rallies which have served to make up their total points;

- 18.4.2** In the event of a further tie, the winner shall be decided by the place in the general classification for Round 1 (or subsequent rounds if the tied competitors did not compete in Round 1).
- 18.5** In the event of a tie in the Team category at the end of the Championship, the winner shall be determined by;
- 18.5.1** the greater number of 1st places, then 2nd places, then 3rd places, etc., achieved in the general classifications of the rallies for the top two cars in each team;
- 18.5.2** In the event of a further tie, the winner shall be decided by the total placings of the two top cars in the general classifications for Round 1 (or subsequent rounds if the tied teams did not compete in Round 1)
- 18.5.3** In the event of a further tie, the Organizer will decide the winner on the basis of whatever other considerations it thinks appropriate.
- 18.6 Attribution Of Reduced Points**
Should one of the rounds counting towards this Championship not be able to be run in its entirety for whatever reason, the points shall be awarded as follows : full points if more than 50% of the scheduled length of special stages (timed to the tenth of a second) has been run, half points being awarded if between 25% and 50% of the length of special stages has been run. No points will be awarded if less than 25% of the scheduled length of special stages has actually been run.
- 18.7** Any disputes shall be examined by the Stewards of the meeting whose decision is final.

19. FINAL SCRUTINEERING

- 19.1** Competitors whose cars are required for Final Scrutineering will be notified by the Organiser. The cars will be driven to the Final Scrutineering venue by the driver or a team representative. A sufficient number of mechanics with tools must follow each chosen car, should the Scrutineer wish to dismantle the car.
- 19.2** All protests shall be lodged in accordance with the stipulations of the Part X of the AAM National Competition Rules.
- 19.3** All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of RM1,000.00 which shall not be returned if the protest is judged unfounded.
- 19.4** If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit of RM750.00 (refer AAM NCR, Appendix R).
- 19.5** The expenses incurred for the work and transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 19.6** If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 19.7** Competitors may lodge an appeal against the decisions, to the Automobile Association of Malaysia together with the sum of RM2,500.00 which is not refundable if the applicant does not carry out his announced intentions.

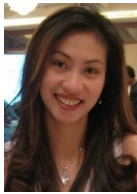
20. SERVICE CREWS

- 20.1** A service crew is defined as a crew with a vehicle, such vehicle carrying parts and/or fuel supplies, which may be used by the competitor.

- 20.2** Service crews are forbidden to travel on the route of the special stages whilst the stage is in progress. Service crews are also forbidden to enter a Special Stage or any area that the Organisers specify as prohibited to Service Crews as shown in the Road Book.
- 20.3** Service Crews are only allowed to enter a Special Stage after the Stage is closed, when the last competing vehicle has passed through, and only with the permission of the Post Chief.
- 20.4** The conduct of the service crews during the rally is the sole responsibility of the entrant or the competitors concerned.
- 20.5** All regulations governing the rally will, in as far as it is applicable, be applied to the service crews and penalties arising there from shall be imposed on the competitor or the entrant. Such penalties shall only be in monetary form.
- 20.6** Where there are no specific monetary penalties provided for, the Stewards shall decide on any service crew who:
- disregard or do not comply with the regulations or an instruction of an official of the Rally ;
 - are in breach of Traffic Laws;
 - by their actions bring the rally, the organiser, the FIA, the AAM or the sport into disrepute will have their rally credentials and passes withdrawn and will lose their rights to any rally facilities.

21. POST EVENT ADVERTISING

- 21.1** Any advertisement on the results or materials of the Rally on printed or electronic media by an Entrant, Driver, Co-Driver or any interested parties, must be submitted to the Organisers for approval under the pain of the penalty of an advertisement of at least the same size and frequency for retraction in accordance with Article 131 of the International Sporting Code and as specified in the Part 5 of Section 20 of the AAM National Competition Rules.
- 21.2** Approval for the advertisement by the Organiser shall be released, at the earliest, 24 hours after the time of submission. The Organiser shall not be responsible for the delay in the release of approved advertisement.
- 21.3** All advertisements on the results shall carry the Title of the Rally at the top of the advertisement and the size of the title shall not be less than 1/10th the length of the advertisement.
- 21.4** It shall be prohibited to publish any form of advertising promoting the result of an individual Leg of an event. Competitors may however refer in media releases to "winning" a Leg provided there is no inference that the result related to the entire rally.



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Competitor Relations Officer
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PRINCIPAL MISSIONS

- Inform the competitors and play a mediating role at all times. A notice announcing the names of the Competitors' Relations Officers will be posted at the Official Notice Board before the Rally and they will be introduced to all competitors during the drivers' briefing.

PRESENCE DURING THE RALLY

- Competitors will be able to ascertain the exact location of the CRO's on duty by referring to the Notice which will be posted on the Official Notice Board. It should be noted that the CRO's will generally be available at the following venues :-
 - i. Scrutineering area
 - ii. Rally Secretariat
 - iii. Start of the Rally
 - iv. Regrouping Area
 - v. Parc Ferme at the end of Legs / Sections
 - vi. Parc Ferme at the arrival

FUNCTIONS

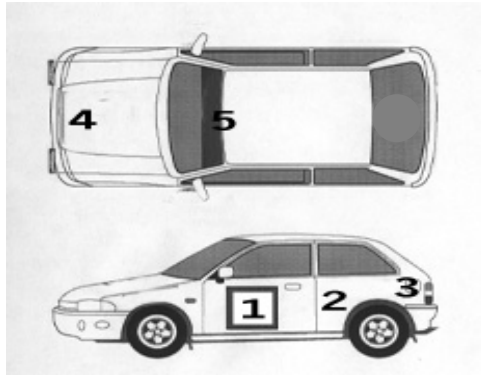
- Give accurate answers to all questions asked.
Provide all information or additional clarifications in connection with the Supplementary Regulations and the running of the Rally.

MEDIATION

- Avoid forwarding questions to the Stewards that could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- The Competitors Relations Officers shall refrain from saying anything or taking any action that might give rise to protest.

APPENDIX 2 – COMPETITION NUMBERS & ADVERTISING

Rally Plates and Competition Numbers will be provided by the Organisers. These rally plates, competition numbers and Organisers advertising must be affixed as specified in the positions as advised by Bulletin prior to each round of the Championship.



1	Competition Number (67x17cm)
2	Organizer's Advertising (35x10cm)
3	a. Perlis Motorsports Club (35x10cm) b. Redberry (35x10cm) c. Organizer's Advertising (35x10cm)
4	Competition Number (43x21.5cm)
5	Wheel Sport Management Sdn. Bhd. (15x15cm)