

SUPPLEMENTARY REGULATIONS

FELDA AAM MALAYSIAN RALLY CHAMPIONSHIP 2007

INDEX

NO.	CONTENTS	PAGE
1.	ORGANISATION_____	02 - 03
2.	ENTRIES_____	03 - 06
3.	INSURANCE_____	06
4.	ADVERTISING_____	06 - 07
5.	IDENTIFICATION NUMBERS_____	07
6.	ELIGIBLE CARS_____	07 - 10
7.	RECCONNAISANCE_____	10 - 12
8.	ADMINISTRATIVE CHECKS_____	12
9.	SCRUTINEERING, SEALING & MARKING_____	12 - 13
10.	START OF THE RALLY_____	14
11.	RUNNING OF THE RALLY_____	14 - 21
12.	SERVICING-REFUELLING-REPAIRS_____	21 - 22
13.	REJOINING_____	22 - 23
14.	PENALTIES_____	23 - 26
15.	PRIZES, TROPHIES AND AWARDS_____	26 - 29
16.	RESULTS_____	29 - 30
17.	PROTEST_____	30 - 31
18.	MISCELLANEOUS_____	31 - 32
19.	WITHDRAWAL_____	32
20.	POST EVENT ADVERTISEMENT_____	32 - 33
	APPENDIX I : COMPETITORS' RELATION OFFICER_____	34
	APPENDIX II : POSITIONS OF ADVERTISING_____	35

GENERAL PREFACE

OFFICIAL NOTICE OF DISCLAIMER

Motorsports is dangerous and accidents causing death, bodily injury, disability and property damage can and do happen. FAMRC makes an effort to provide participants with a safe environment for everyone involved. Despite strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own.

EVENT SCHEDULE

ROUND	DATES	VENUE
Round 1	March 17 th – 18 th	Negeri Sembilan
Round 2	May 26 th – 27 th	Terengganu
Round 3	August 10 th – 12 th	Johor
Round 4	November 3 rd – 4 th	Pahang
Round 5	December 8 th – 9 th	Perlis

The above events shall form the FELDA AAM MALAYSIAN RALLY CHAMPIONSHIP 2007.

1. ORGANISATION

This rally will be held under the National Competition Rules of The Automobile Association of Malaysia (AAM) incorporating the provisions of the FIA International Sporting Code, the General Prescriptions applying to FIA Rally Championships, these Supplementary Regulations and any subsequent bulletins.

1.1 Definition

Name of the rally	:	FELDA AAM MALAYSIAN RALLY CHAMPIONSHIP
Name of the organiser	:	KELAB SUKAN MOTOR PERLIS
Name of the promoter	:	WHEEL SPORT MANAGEMENT SDN. BHD.
Title Sponsor	:	FELDA
AAM Permit No.	:	TBA
Status	:	ZONE INTERNATIONAL

1.2 Officials of the rally

Stewards of the Meeting	: a. TBA (Chairman, appointed by the AAM) b. TBA (appointed by the AAM)
Club Steward	: Mr. Zulkarnain Abdul Aziz
Clerk of the Course	: Mr. Tengku Shaharin Abu Bakar
Deputy Clerk of the Course 1	: Mr. Zaidi Tajudin
Deputy Clerk of the Course 2	: Ms. Jagkiren Kaur
Assistant Clerk of Course 1	: Mr. Rizal Hamid
Assistant Clerk of Course 2	: Mr. Ismail Jaafar
Assistant Clerk of Course 3	: Mr. Ahmad Zobri Musa
Assistant Clerk of Course 4	: Mr. Tuan Saifuzie Awang
Competitor Relation Officer	: Mr. Jagjeet Singh
Secretary of the Meet	: Mr. Kurnia Sakor
Asst. Secretary of the Meet 1	: Mr. Ahmad Razman Mustafa
Chief Scrutineer	: Mr. Abd. Rahman Abd. Hamid
Chief Result Officer	: Mr. Suherman Suharji
Chief Time Keeper	: Mr. Amir Husairy Yahaya
Chief Safety Officer	: Mr. Rosli Rahim
Chief Stage Co-Ordinator	: Mr. Azwan Ahmat
Chief Spectator Safety Officer	: Mr. Allan Wang
Chief Route Co-Ordinator	: Mr. Quah Tjeng Kwi
Chief Medical Officer	: Dr. Abdul Malik Md. Yusof
Media Relation Officer	: TBA

2. ENTRIES

2.1 Eligible Competitors

Any persons or legal entity holding a valid competition licence for the current year is eligible. Where the entrant is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible for all liabilities and obligations of the competitor, throughout the meet / driving time.

2.2 Entry Procedure

Those wishing to take part in the FAMRC 2007 must send their entry forms duly completed to the Rally Secretariat at :

B5-3A, Jalan Selaman 1, Dataran Palma, 68000 Ampang, Selangor D.E., Malaysia
Tel : +603 427 04 656 Fax : +603 427 04 878

All forms must be sent before the closing date as indicated in the specific event program, complete with full details of the driver, co-driver and the vehicle. Three (3) copies of recent photographs of each of the driver and the co-driver must accompany the entry. If the entry is sent by fax, the original entry form must reach the organisers

at the latest one week after the closure of the entry. Full payment of the entry fees is to be made payable to "WHEEL SPORT MANAGEMENT SDN BHD".

2.3 Number of entries accepted & classes

The maximum number of entries is 50. The organiser may refuse an entry by notifying the applicant of such refusal within 10 days of receipt of the entry and not less than 2 days before the day of the particular competition stating the grounds for such refusal.

Production Cars (Group N)

Cylinder capacity classes:

- Class N1 : up to and including 1400cc
- Class N2 : over 1400cc up to and including 1600cc
- Class N3 : over 1600cc up to and including 2000cc
- Class N4 : over 2000cc

Touring Cars (Group A) - Excluding World Rally Cars

Cylinder capacity classes:

- Class A5 : up to and including 1400cc
- Class A6 : over 1400cc up to and including 1600cc
- Class A7 : over 1600cc up to and including 2000cc
- Class A8 : over 2000cc

Special Cars (Group P) – Non-Homologated Cars

Cylinder capacity classes:

- Class P9 : up to and including 1400cc
- Class P10 : over 1400cc up to and including 1600cc
- Class P11 : over 1600cc up to and including 2000cc
- Class P12 : over 2000cc

Sub Categories (Open)

- Showroom Class
- Alternative Fuel Class

If the number of the verified cars in the same cubic capacity class is less than three (3), this class will be amalgamated into the same cubic capacity class irrespective of its group to attain the minimum number of five (5) cars in one class.

2.4 Entry Fees

The entry fees specified include:

- one set of Road Books, Service Books and
- third party liability motor insurance (Endorsement 24D)

With the optional advertising proposed by the organisers

- Reduce Rate for private entries : **RM500.00**
- Reduce Rate for commercial & team entries : **RM1,000.00**
- Normal Rate for private entries received and paid after the closing date : **RM1,000.00**
- Normal Rate for commercial & team entries received & paid after the closing date : **RM2,000.00**

Without the optional advertising proposed by the organisers

- Normal Rate for all type of entries : **RM3,000.00**

Other Awards

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

- Manufacturers' Team : **RM5,000.00** per team of 3 cars
- Private Team : **RM4,000.00** per team of 3 cars

Manufacturers' team are defined as teams representing a manufacturer or a dealer for a manufacturer. The fees paid are only a **one-time payment** for the whole championship. The closing date for team registration is before the closing date for Round 2 of the FAMRC 2007.

To be eligible for Private Category:

- a. Neither crewmember's names are entered on any priority list published by the FIA, the AAM or the Organisers.
- b. The vehicle is not the property of a manufacturer, importer or distributor.
- c. The vehicle is entered by one of the crewmembers.
- d. The decision of the Organisers as to whether any competitor qualifies for this category is final and shall not be the subject of any protest or appeal.
- e. No member in any commercial / team entry shall be eligible to be classified in this category.
- f. All private entries are required to carry all the optional advertising as proposed by the Organisers.

2.5 Other Fees

Change of Crew Member - **RM100.00** per change

2.6 Payment

The entry fee may be paid by bank transfer to the organiser's bank account. All bank charges must be paid by the sender:

Name of the Bank : Public Bank Berhad
 Account No : 3117-7556-19
 Account Name : Wheel Sport Management Sdn. Bhd.

The entry application will only be accepted if accompanied by the full entry fees. Any entry not completed or not complying with this article may be refused.

2.7 Refund

Entry fees will be refunded in full to

- Candidates whose entry has not been accepted
- In the case of the rally not taking place

Entry fees and other relevant details for the **FIA APMC Malaysian Rally 2007 (mr7)** shall be announced in the bulletins to be issued for the particular event.

3. INSURANCE

The Organisers holds Motorsports Liability Insurance to cover the entire running of the Rally. The claimant for any one period of insurance is unlimited but only up to **RM1,500,000.00** for any one accident.

As per article D.15 of the AAM National Competition Rules, the insurance coverage for the competing car is the sole responsibility of the entrant. The organiser will provide FAMRC 2007 – Supplementary Regulations with regards to these insurance services during Documentation and Administrative Checks.

All competing cars must have a minimum of 3rd party liability motor insurance covering their rally car during the competition. (Endorsement shall be made on article 24D of the local motor insurance policy)

The service vehicles, even 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 the owners.

In the event of an accident, the competitor or his representative must notify the Clerk of the Course in writing within 4 hours. The competitor must provide full details including the names and address of those involved and any witnesses.

4. ADVERTISING

4.1 Organisers Advertising

The organiser's advertising is detailed in Appendix 2.

Advertising is permitted on the car, including the roof. Advertising on windows is prohibited with the exception of a maximum 10cm wide strip on the upper part of the windscreen.

4.2 Others

Competitors are not allowed to put or display any other advertising at all rally designated areas including at the start / finish area, scrutineering area, official hotel grounds, stages and service park without prior approval from the Organisers.

All other advertising other than the organisers' is only limited to the competitors designated service tent area only and without protruding outside the tent. Any breach of these regulations shall be subject to exclusion from the event.

5. IDENTIFICATION NUMBERS

Competitor numbers and rally plates must be affixed to the car for scrutineering. These must be visible for duration of the rally, accordance with Article 9.1 of the General Prescriptions, will be provided by the Organisers. Details concerning the numbers and rally plate can be found in Appendix 2.

6. ELIGIBLE CARS

- 6.1 Eligible cars are those that are homologated, at the date of scrutineering and must comply with the provisions of Appendix J of the International Sporting Code for :
- Touring Cars (FIA Group A), excluding World Rally Cars
 - Production Cars (FIA Group N)
- 6.2 Cars competing in GROUP P that are non-homologated cars according to the requirements of Appendix "J" shall be classified separately and shall be seeded at the rear of FIA Group A and N cars. Should any of these cars be seeded higher, it shall be at the sole discretion of the Clerk of Course for safety reasons.
- 6.3 The drivers of the cars authorised as per Article 4.2 above must not belong to the Seeded Drivers' Lists, as published in the FIA Official Bulletins.
- 6.4 Cars entered in a Group containing less than three (3) cars will also be automatically included in the next Group above to be entitled to compete.
- 6.5 Permitted Modifications
- 6.5.1 Under body protection is permitted.
- 6.5.2 Solely for Group P cars (non homologated according to the requirements of Appendix "J")

- 6.5.3 Engine**
 All vehicles 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 spindles. 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.
- 6.5.4 Safety belts and fire extinguishers**
 All vehicles must be fitted with a minimum 2" 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.(for group P cars only)
- 6.5.5 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 and must be fitted with a six point roll cage. 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.
- 6.5.6 Seating**
 Must have a normal adequate seat within the driver / co-driver compartment. The seat must be rigidly located within the compartment. It must be able to support and retain the 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.
- 6.5.7 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.
- 6.5.8 Brakes**
 Be fitted with brakes that are operative and capable of stopping the vehicles as and when required.

6.5.9 Supercharged / Turbos

All supercharged / turbo cars must be fitted with a restrictor complying with Article 255 Appendix J FIA regulations for Group A and Group N cars. This regulation has to be complied with at all times, regardless of the conditions.

6.5.10 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 its must be securely reinforced with an anchor plate and backing plate sandwich on each side of the floor pan.

6.6 Sub Categories

6.6.1 Showroom Class – Open

Normally aspirated two-wheel-drive cars of any make and model that are currently being sold by its manufacturer / authorised dealer in showrooms across Malaysia. Only rally preparation related modifications with regards to safety and event compliance (Group P minimum) are allowed and the car must remain as similar as possible mechanically and in appearance to models being sold to the general public. However, any additional modification approvals are at the discretion of the event organiser.

6.6.2 Alternative Fuel Class - Open

Cars that are solely powered by gas or diesel based engines and comply with Group P regulations at the very least.

6.7 Lighting

6.7.1 All lighting and signalling devices must comply with Malaysian Traffic Regulations. Lighting arrangements for uses in Special Stages are to be as laid down by FIA Appendix J under Group N and A, whichever is applicable.

6.7.2 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.

6.7.3 Additional forward facing headlamps may be fitted in accordance with Appendix J of the International Sporting Code (maximum of 8 including original headlamps). The centres of additional forward facing headlamps must be below the horizontal plane of the lowest point of the windscreen.

6.8 Tyres

The use of studded, spiked or slick tyres is prohibited under pain of exclusion. Refer also to Appendix V of the General Prescriptions.

- 6.9** Mud Flaps
Mud flaps, which conform to Article 252, 7.7 Appendix J, must be fitted to each competing vehicle. The vehicle must comply with these requirements at the start of each Leg of the rally.
- 6.10** Fuel
- 6.10.1** All available unleaded fuel from petrol stations in Malaysia is 98 RON.
- 6.10.2** Permissible Lead Content for petrol in Malaysia is limited to 0.013 gms / Lt. with no maximum in AVGAS.

7. RECONNAISSANCE

- 7.1** Vehicle Eligibility
- 7.1.1** Reconnaissance may only be carried out using series production cars complying with the Article 14.3 of the General Prescriptions applying to FIA Rally Championship.
- 7.1.2** 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.
- 7.2** Schedule
Reconnaissance will commence for all crews one day prior to the event. However, changes to the schedule will be advised in the Bulletins.
- 7.3** Regulations
- 7.3.1** During reconnaissance, Officials of the Rally will supervise each Special Stage and competitors must follow the instructions of the Officials, whether written or verbally issued.
- 7.3.2** The reconnaissance schedule as detailed in Article 8.3 must be respected at all times by all crews.
- 7.3.3** Prior to the commencement of the reconnaissance, all crews must register with the Organisers and supply full details of the reconnaissance vehicle together with details of their Third Party Insurance as required under the traffic laws of Malaysia, as well as the payment of the necessary administration fees, no responsibility being imputable to the Organisers.

- 7.3.4 Crews must stop at the start of each stage where the crew is required to endorse the Reconnaissance Record Card and at any other location where instructed.
- 7.3.5 Crews will be required to report to the Official at the Start of the Special Stage at the time allocated for the reconnaissance of the Special Stage. Crews will be conducted through the Special Stage in an organised convoy. No late entry into a stage for reconnaissance will be permitted.
- 7.3.6 Competitors are restricted to a maximum of two (2) passes of any one stage. Competitors must not enter a Stage at a point other than that shown in the Road Book as the Start of the Special Stage. Crews will travel in the direction as indicated in the Road Book only.
- 7.3.7 Any competitor proven to have conducted reconnaissance in the Special Stages outside the organised period or outside the convoy will be reported to the Stewards who may apply penalties.
- 7.3.8 Competitors shall create their own safety plan which appoints a team member who shall be responsible for the well being of the crew during the reconnaissance period.
- 7.3.9 The maximum speed in special stages is 70kph.
- 7.3.10 Crews must have headlamps switched on when travelling on special stages during reconnaissance.
- 7.3.11 All cars will be subject to compliance scrutineering at any time during reconnaissance

7.4 Road Behaviour

- 7.4.1 You are advised that reconnaissance is **NOT** a practice session.
- 7.4.2 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.
- 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.
- Keep your headlights **ON** at all times.
- The speed limit in the special stages is **70kph**.

7.5 Breach of Traffic Laws of Malaysia

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 | 5 min. time penalty |
| iii. | Third infringement | Refusal to start |

Breaches will be reported to the Stewards of the Meet for their consideration of the above penalties at their first meeting.

8. ADMINISTRATIVE CHECKS

8.1 Documents to be presented

The following items will be checked at Administrative Checks :

- Entrants Licence
- Driver and Co-Driver competition licence
- Driver and Co-Driver civil driving licence
- ASN stamp for foreign competitors
- Completion of all details on the entry form

8.2 Competitors are required to hold a signed Administrative Clearance Form prior to scrutineering.

8.3 All crew shall receive a Route Book or a booklet containing a detailed description of itinerary, which has to be followed. This itinerary is compulsory under the pain of exclusion.

9. SCRUTINEERING, SEALING AND MARKING

9.1 Any crew taking part in the rally must arrive at the scrutineering (and/or administrative checks) in accordance with the time table given.

- 9.2 Crews who have registered themselves may be exempted from having to attend the scrutineering but their cars must be presented at scrutineering in accordance to the timetable given.
- 9.3 Any crew 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.
- 9.4 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.
- 9.5 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 :
- a. Identification of the crew. Each member of the crew must have with him three (3) recent identity photographs (4 cm x 4 cm)
 - b. Identification of the car, the chassis and cylinder block of which may be marked at any time.
 - c. 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.
- 9.6 To be allowed to start, all cars must be equipped with a roll cage, fire extinguishes and other safety devices as specified by the regulations. No cars will be allowed to start unless it complies with Article 4 of this regulation.
- 9.7 Additional checking of the crewmembers 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.
- 9.8 Should identification marks (article 9.5a) 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.
- 9.9 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.

10. START OF THE RALLY

- 10.1 The length of each event and its itinerary shall be announced prior to the event. Throughout the event, the official time will be Malaysian TM Time. Please dial 1051 for this service. The official time will be displayed in the rally secretariat and will be referred to as the "Official Rally Time".
- 10.2 The crew or their representatives must present their vehicle in the starting area at the time and date as started in the Bulletins. The starting area shall be regarded as *PARC FERME*.
- 10.3 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.
- 10.4 **Start Intervals**
Cars will start in the order of the Official Start List. The starting interval shall be **2 minutes for the first 5 cars and 1 minute for the rest**. These intervals will be observed at all time during the event unless stated in the Bulletin for the particular rally event.

11. RUNNING OF THE RALLY

- 11.1 **Check In**
- 11.1.1 There will be no penalty for early check-in. 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.
- 11.1.2 At the Main Time Control at the end of a leg or the end of rally, crews may check in early without incurring any penalty.
- 11.2 **Time Card**
- 11.2.1 At the start of a leg of the event, each crew shall be given a time card in which the starting time and target finish time shall appear.
- 11.2.2 The crew is solely responsible for their own time card.
- 11.2.3 The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.
- 11.2.4 Any unauthorised correction or amendment made to the time card will result in exclusion from the event.

- 11.2.5 The absence of a stamp from any control post or failure to hand in the time card at any control post (time, passage or regrouping) and/or at the arrival will result in exclusion from the event.
 - 11.2.6 The crew is solely responsible for submitting the time card at the various controls.
 - 11.2.7 It is the crews' own responsibility to check that the time is correctly entered by the control post marshals.
 - 11.2.8 The Post Marshal is the only person allowed to enter the time on the time card by hand or by means of a print-out.
 - 11.2.9 Any divergence between the times entered on the crew's time card and those entered on the official document of the rally will form the subject of an inquiry by the stewards, who will deliver the final judgement.
 - 11.2.10 The Special Stages sheets are an integral part of the time card and are subject to all the penalties laid out above.
- 11.3 Passage Control (PC) Time Control (TC)
- 11.3.1 Passage Controls - At these controls, the Post Marshals will simply stamp the time card, as soon as this is handed in by the crew, without mentioning the time of passage.
 - 11.3.2 Time Controls – At these controls, the Post Marshals shall mark on the time card the time at which the card was handed in.
 - 11.3.3 Check-In Procedure. The Check-In procedure begins the moment the vehicle passes the zone entry sign.
 - 11.3.4 Between the zone entry sign and the control post, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
 - 11.3.5 The clocking of the time card can only be carried out if the two crewmembers and the vehicle are in the immediate vicinity of the control table.
 - 11.3.6 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the Post Marshal.

- 11.3.7 Then, either by hand or by means of print-out device, the Post Marshal marks on the time card the actual time at which the time card was handed in and nothing else.
- 11.3.8 The target check-in is obtained by adding the time allowed to complete the road section to the time of leaving this section, these times being expressed in minutes.
- 11.3.9 The crew does not incur any penalty for checking in before time if the vehicle enters the control zone during the target check-in minute or the minute immediately preceding it.
- 11.3.10 The crew does not incur any penalty for lateness if the act of handling the card to the Post Marshal takes place during the target check-in minute.
- 11.3.11 Example :
A crew who is supposed to check-in at a control at 1059 hrs shall be considered in time if the check-in takes place between 1059 hrs – 1100 hrs. Any difference between the actual check-in time and the target check-in time shall be penalised as follows :
- For late arrival : 10 seconds per minute
 - For early arrival : 60 seconds per minute
- 11.3.12 At the time control post at the end of a section, or a leg, or regrouping, or the end of the event, the crew may check-in early but their target time must be nominated by the crew and correctly entered into the time cards without incurring any penalty.

11.4 Time of Leaving Controls

- 11.4.1 If the next road section does not start with a Special Stage, the check-in time entered on the time card shall constitute both arrival time at the end of the road section and the starting time of the following one.
- 11.4.2 Conversely, when the time control is followed by a start control for a Special Stage, the following procedure shall be applied :
- a) These two posts shall be included in a single control area. The signs of these two posts are as follows :
- Yellow warning sign (beginning of zone)
 - Red sign with dial (time control post) at a distance of approximately 25m
 - Red sign with flag (start of Special Stage) at a distance of 50m – 200m

- Finally, end of control sign (3 transversal stripes on a beige background) 10m further on.
- b) At the time control post at the finish of a road section, the Post Marshal will write on the time card the check-in time of the crew and the provisional starting time for the following road section.
- c) There will be a minimum 3 minute gap to allow the crew to prepare for the start.
- d) Furthermore, in case of a puncture, the crew concerned will be allocated a maximum of 5 minutes extra without incurring any penalties.
- e) The starting time, which will then be assigned to this crew after repairs must respect the interval between it and the preceding crew, to which classification or its priority gives it the right.
- f) Immediately after checking-in at the time control, the crew will go to the start of the Special Stage.
- g) The Marshal in charge of this post will enter the time foreseen for the start of the stage on the event sheet, which usually corresponds, to the provisional starting time for the road section.
- h) The Marshal will then start the crew according to the procedure laid down in the regulations.
- i) In the case of an incident, should there exist a divergence between the 2 entries, the starting time of the Special Stage will be binding unless the Stewards decides otherwise.

11.5 Regrouping Controls

11.5.1 The purpose of these regroupings will be for the starting order of the next Special Stage.

11.5.2 On the arrival at these regrouping controls, the crew will hand-over their time card to the Post Marshal. They will receive instructions on their starting order.

11.6 Special Stages

11.6.1 Special Stages are speed tests on roads which are closed for the event. For Special Stage and competitive sections, timing will be completed in seconds.

11.6.2 During these stages, all those in the vehicle must wear crash helmets and safety belts under pain of exclusion.

11.6.3 Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.

- 11.6.4 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed by a member of the crew in a conspicuous position at least 50 metres behind the car, in order to warn the following drivers. Any crew failing to comply is subject to a fine at the discretion of the stewards.
- 11.6.5 In the event of an accident where no injuries are sustained that require immediate medical attention, the GREEN OK sign in the road book must be clearly displayed to at least the following three cars and to any official vehicle attempting to assist. Any crew failing to comply is subject to a fine at the discretion of the stewards
- 11.6.6 Starts of Special Stages will be given as follows :
- 11.6.6.1 When the vehicle with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the vehicle in question on the stage sheet (in hour and minute).
- 11.6.6.2 The marshal will return back the time card and count down aloud: 30" – 15" – 10" and the last 5 seconds one by one OR by means of an electronic timing devices which will display each individual countdown seconds.
- 11.6.6.3 When the last 5 seconds have elapsed, the starting signal shall be given or if by means of a green light signal upon which the vehicle must start immediately.
- 11.6.6.4 A false start, particularly one made before the Post Marshal has given the starting signal, shall be penalized as follows:
- | | |
|------------------|-----------------------------------|
| 1st offence | 10 seconds |
| 2nd offence | 1 minute |
| 3rd offence | 3 minutes |
| Further offences | At the discretion of the Stewards |
- 11.6.7 The Special Stages will end in a flying finish. Stopping between the yellow warning sign and the stop sign is forbidden on pain of exclusion.
- 11.6.8 Timing will be done on the finish line, which shall have print-out equipment or by hand timing or both (print-out is not compulsory).
- 11.6.9 At a distance of between 50m to 100m after the finish, crew must report to a control (Stop Point) indicated by a red STOP sign to have its finishing time entered on the timing sheet (hour, minute, and seconds).

- 11.6.10 If the timekeepers cannot give the exact finishing time to the marshal immediately, the marshal will only stamp the crew's sheet and the time would be entered at the regrouping control.
- 11.6.11 If, through a fault of the crew, the time entry cannot be made on the time sheet, the following penalties shall be imposed:
- a. At the start : Exclusion
 - b. At the "STOP" (Point Stop) : 5 minutes penalty
- 11.6.12 The times recorded by the crew in each Special Stage, expressed in hours, minutes and seconds, shall be added to their penalties (road, technical etc.) expressed in time.
- 11.6.13 The starting intervals for Special Stages must be respected.
- 11.6.14 Any crew refusing to start a special stage at the time and position allocated to it, shall be given a penalty by the stewards of at least 10 minutes and which may go as far as exclusion, if the Clerk of the Course so requests, whether at the end of a section or at the end of a leg.
- 11.6.15 Interruption of a Timed Stage :
- 11.6.15.1 When a Special Stage has to be stopped for any reason whatsoever before the last crew has covered it, the classification for the stage may be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the slowest time set before the interruption.
 - 11.6.15.2 This classification may be drawn up even if only one crew has been able to cover the stage in normal competitive condition.
 - 11.6.15.3 Only the Stewards of the Meeting may apply this disposition after receiving from the Clerk of the Course the reasons for the interruption.
 - 11.6.15.4 Should the Stewards of the Meeting consider the slowest time set as abnormal, they may choose a scratch time from among the other four slowest times, which seems most suitable.
 - 11.6.15.5 However, no crew, which is totally or partially responsible for stopping the stage, may benefit from this measure. It will be given the time, which it might eventually have set, even if this is greater than the scratch time awarded to other crews.

11.7 Parc Ferme

This is the place to which the competitor is obliged to bring his or her car(s) as scheduled by the Supplementary Regulations. Inside the Parc Ferme, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorized by the same officials. The Supplementary Regulations of the competition shall specify the place where the Parc(s) Ferme(s) will be set up. The Parc Ferme shall be of adequate dimensions and well closed off to ensure that no unauthorized persons may gain access while cars are in the enclosure. Timing control areas are considered Parc Ferme. No repairs or assistance may take place within the control area.

11.7.1 All competing vehicle shall be subject to Parc Ferme rules.

11.7.2 From the moment they enter a starting area until they leave it.

11.7.3 From the moment they enter the control area until they leave it.

11.7.4 While the vehicles are subject to Parc Ferme rules, refuelling is strictly forbidden, under pain of exclusion.

11.7.5 By the way of exception and under the supervision of a competent marshal, the crew may, while in the Parc Ferme at the start, regrouping area or end of a leg, change the windscreen with the possibility of outside assistance.

11.7.6 Any infringement of the Parc Ferme regulations shall result in exclusion from the event.

11.8 Accident Reporting / Traffic Infringements

11.8.1 If a crew or member of the team is involved in an accident with any member of the public, the driver concerned must report this incident to the Competitor Relation Officer or any Senior Official at the next immediate time control for onward transmission to Rally Headquarters. Failure to comply with this requirement may involve a penalty to be imposed by the Stewards, which may go as far as exclusion.

11.8.2 Competitors are required, upon entering all Parc Fermes, to notify the Competitor Relation Officer in writing if they or any member of their team have received a Traffic Offence Notice

11.9 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.

11.10 Judges of Fact

All officials of the event are considered as Judges of Fact (Art. C.11 of the National Competition Rules) who will determine whether or not 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.

11.11 Breach of Traffic Laws of Malaysia

During event, any breach of the Traffic Laws of Malaysia will be penalised as follows :

- | | | |
|------|---------------------|---------------------|
| i. | First infringement | RM500.00 fine |
| ii. | Second infringement | 5 min. time penalty |
| iii. | Third infringement | Exclusion |

12. SERVICING-REFUELLING-REPAIRS

12.1 Definition of Prohibited Assistance

12.1.1 The use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car. Passing information, food and drink to or from the crew is permitted.

12.1.2 Except in service parks or where specifically permitted by means of Bulletin, on road sections the presence of team personnel or any team conveyance within one kilometre of a competing car.

12.1.3 The deviation of a rally car from the route of the rally.

12.1.4 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.

12.2 Service Parks and Servicing

12.2.1 The organiser has created service park(s) within the route of the rally. These service park(s) and the distances between them are specified in the Road Books.

12.2.2 The speed limit of a car in any service park may not exceed 30kph. Failure to comply with this shall result in a penalty imposed by the stewards.

12.2.3 Any infringement of these provisions may result in the exclusion of the car. Depending on the gravity of the offence, other sanctions may be imposed at the discretion of the Stewards.

12.2.4 Any infringement concerning servicing noted by rally officials may entail the exclusion of the car, and the manufacturer may be penalized. Depending on the gravity of the offence, other sanctions may be applied by the Stewards.

12.3 Service Vehicle Plates

Service vehicle plates are available to Service Crews who register with the organizers. Additional service vehicle than the allowable vehicles (2 units) will be charge a registration fee of RM200.00 per Service Vehicle, which includes a complete set of Service Instructions and four passes. Every Service Vehicle must be registered. These plates entitle Service Crew to enter designated "Service Areas".

12.4 Spare Wheel

A competing car may carry a maximum of two spare wheels throughout the duration of the rally.

13. REJOINING

13.1 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.

13.2 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 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.

13.3 A crew which has failed to complete Leg 1 and who wish to restart Leg 2 must inform the event organisers in writing a minimum of **1 hour** prior to the start of the Stewards Meeting at the end of the Leg (times as published in the event bulletin). If the crew does not so so, it will not be allowed to restart.

13.4 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. Total penalty times for Leg 1 alone,

including cars that have been penalised by Super Rally rules, will not form the basis for restart positions for Leg 2.

- 13.5** Any crew that does not wish to re-start must complete the "Notice of Withdrawal" form as per Article 19 of these regulations.
- 13.6** 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.
- 13.7** 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 at least **6 hours** 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 pre-event scrutineering.
- 13.8** 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 present in the finish parc fermé a minimum of **1 hour** prior to the published time of the final Stewards meeting.
- 13.9** Points
- a. Normal championship points will apply to the overall event.
 - b. For each leg, bonus points will be awarded in the Championship for Drivers, Co-drivers, Teams, all Classes and Clubman based on the results for the leg, at the rate of 3, 2 and 1 for 1st, 2nd and 3rd respectively, within each of the above.

14. PENALTIES

Summary of Penalties

All article numbers in the table below refer to the articles of the General Prescriptions for FIA Rally Championships except where indicated by the letters "SR" (which refer to article numbers of the event Supplementary Regulations). "App" refers to an appendix of the General Prescriptions.

ARTICLE & REGS	REASONS	START REFUSED	EXCL OR DISQ	PENALTY	
				Time	RM
THE START SHALL NOT BE AUTHORISED :					
2.6 SR	Entry fee not paid	*			
7.3.7 SR	Reconnaissance Offence	*			
7.5 SR	Reconnaissance – 3rd Traffic Infringe	*			
9.3 SR	Reporting late at scrutineering / documentation	*			
9.4 SR	Scrutineering	*			
11.1.1 SR	Crew reporting more than 15 minutes late	*			
EXCLUSION OR DISQUALIFICATION :					
4.2 SR	Unauthorised advertising		**		
6.8 SR	Studded Tyres		**		
8.3 SR	Itinerary and Road Book		**		
9.7 SR	Competitor responsible for technical conformity		**		
9.8 SR	Identification mark (s)		**		
11.2.4/5 SR	Time card		**		
11.4	Tow, transfer or push car		**		
11.5	Blocking of road, unsporting behaviour		**		
11.6.2 SR	Helmets & safety belts in special stages		**		
11.6.3 SR	Driving in opposite direction of special stage		**		
11.6.7 SR	Stopping between flying finish and stop point		**		
11.8 SR	Onus of following itinerary		**		
11.8.1 SR	Accident Reporting		**		
11.10 SR	Traffic Laws – 3 rd Traffic Infringe		**		
12.1.1 SR	Prohibited Assistance		**		
12.1.1 SR	Assistance by authorised vehicles on		**		
12.1.2 SR	Servicing in forbidden areas		**		
12.1.3 SR	Deviation from route		**		
18.8	Check-in procedure		**		
18.8.1	Lateness exceeding time limit		**		
19.4	Not able to start SS within 20 seconds		**		
11.6.11 SR	Time entry cannot be made at start of special stage		**		
11.7.4 SR	Refueling in Parc Ferme		**		
12.1 SR	Assistance during specialstage		**		
5 SR	Missing rally plate or number (per breach)				50.00
6.9 SR	Ineffective / missing mudflap (each) at start leg				50.00
7.5 SR	Traffic Laws -2nd Infg			5 min	

ARTICLE & REGS	REASONS	START REFUSED	EXCL OR DISQ	PENALTY	
				Time	RM
11.3.11 SR	Each minute late at time control			10 sec	
11.3.11 SR	Each minute early at time control			1 min	
11.3.11 SR	Late arrival at start of each rally or leg or section or exit of Service Park			10 sec for each min. up to 15 mins.	
11.6.6.4 SR	False start				
	1 st Offence			10 sec	
	2 nd Offence			3 min	
	3 rd Offence			5 min	
11.6.11 SR	Time entry cannot be made at stop point			5 min	
7.5 SR	Traffic Laws - 1 st Infringement				500.00
11.1.1 SR	Late reporting to starting area				50.00 for each min. up to 15 mins.
18.1.7 SR	Violations of Regulations by Service Crews				500.00
19 SR	Failure to complete Notice of Withdrawal				100.00
PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE RALLY :					
3.3	Incorrect fraudulent or unsporting action				
7.1	Crew				
8.1.1	Itinerary in Road Book				
11.2.9 SR	Divergence between times				
11.4	Tow or transport car				
11.5.1	Deliberately blocking passage				
11.5.2	Unsporting manner				
11.8 SR	Failure to report an accident				
12.1.3	Breach of Service Regulations				
12.5.3	Tyre changes and modifications				
12.7	Change of mechanical parts				
15.1.3	Homologation not submitted				
15.1.5	Cars does not comply				
15.1.10	Fraud				
18.1.10 SR	Service Crew Conduct				
18.1.4 SR	Breaches of Service Regulations				
18.1.9	Failure to follow the instructions of marshals				
11.6.6.4 SR	False start				
11.5.14 SR	Refusal to start				
19.14	Assistance on Special Stages				
19.9.2	Failure to respect the rule concerning green and red cross / OK				

19.19.1	Failure to respect the rule concerning competitors safety
19.19.3	Retirement of crew

15. PRIZES, TROPHIES AND AWARDS

15.1 Prize Giving

The venue for the prize presentation will be announced in Bulletins to be issued for each event. **ALL PRIZE WINNERS MUST BE PRESENT AT THE PRIZE PRESENTATION, FAILING WHICH, ALL TROPHIES AND CASH AWARD WILL BE FORFEITED.**

15.2 Awards

The FELDA AAM Malaysian Rally Championship 2007 (FAMRC 2007) counts for :

- FAMRC 2007 Championship for Drivers & Co-Drivers
- FAMRC 2007 Class Championship
- FAMRC 2007 Showroom Class Championship Award
- FAMRC 2007 Alternative Fuel Class Championship Award
- FAMRC 2007 Team Championship Award
- FAMRC 2007 Clubman Championship Award

15.2.1 For every rounds, trophies and cash shall be awarded to the followings positions :

General Classifications

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

Class Awards

1 st	RM750.00 plus trophies for Driver & Co-Driver
2 nd	RM500.00 plus trophies for Driver & Co-Driver
3 rd	RM250.00 plus trophies for Driver & Co-Driver

Showroom Class (Open)

1 st	Trophy
2 nd	Trophy
3 rd	Trophy

Alternative Fuel Class (Open)

1 st	Trophy
2 nd	Trophy
3 rd	Trophy

Team Award

1 st	Trophy
2 nd	Trophy
3 rd	Trophy

15.2.2 For the Championship, trophies and cash shall be awarded to the following positions :

General Classifications

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

Class Awards

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

Showroom Class (Open)

1 st	Trophy
2 nd	Trophy
3 rd	Trophy

Alternative Fuel Class (Open)

1 st	Trophy
2 nd	Trophy
3 rd	Trophy

Team Award

1 st	Championship Trophy
2 nd	Trophy
3 rd	Trophy

15.2.3 The above awards will only be given provided that the total number of starting cars is not less than five. In the event of there being fewer vehicles starting, the number of awards for the classification in each of the category

mentioned above will be reduced so that it does not exceed half the number of the starting vehicle. If the number of entries received in given class is less than 3, these entries will be amalgamated with the same cubic capacity class irrespective of its group.

15.2.4 Only **ONE** cash award (the highest) will be given in the name of the entrant per entry.

15.3 Point Systems.

15.3.1 Points will be awarded as follows:

Placing in Overall position	Points awarded At every Round
1 st	10
2 nd	8
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

15.3.2 Leg points will be awarded as follows:

Placing in Overall position	Points awarded at every Leg
1 st	3
2 nd	2
3 rd	1

15.4 Eligibility for Awards

15.4.1 To be eligible for the Clubman category, competitors must :

- Compete in a vehicle which has an engine capacity of no more than **2000cc** for two-wheel-drive cars and **1400cc** for four-wheel-drive cars.

- Enter as a privateer and compete in a minimum of three rounds with the **same** crewmembers.
- Never won any top three placing overall in any international / national rally events. However, the eligibility of competitors will also be at the discretion of the organisers.

15.4.2 To be eligible for the Team category, competitors must :

- Register itself as a team entrance
- Entrance will be allow to register a maximum of three cars for every round but only the top two finisher position will be calculated for the championship award.
- The points awarded in general classifications for each vehicle at the end of each rally will be calculated together with points awarded in class classification.
- The total point obtains by the top two finisher of the team will be the team points obtain for the respective rounds. However, if only one vehicle manages to complete the round, the points will still be considered as the team points for the round.
- In the event of a tie, the team scoring the larger number of higher placing in the general classification shall be the winner.

15.5 All events will be included in the calculation of Championship points.

15.6 To be eligible for the Championship awards, entrants have to compete a minimum of **THREE (3)** rounds of the FAMRC 2007.

16. RESULTS

16.1 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.

16.2 The final results shall be determined by adding the times obtained in the Special Stages and the other penalties incurred during the road sections and any other penalties expressed in time.

16.3 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 determinate on the same basis.

- 16.4 In case of same timing, the crew who obtained the best position for the 1st Special Stages will be proclaimed the winner. If this is not enough to be able to decide between the crew, the times of the 2nd, 3rd, 4th, etc. Special Stages shall be taken into consideration. This rule can be applied at any time during the event.
- 16.5 The classification is official at the end of the rally and will be declared as final 30 minutes after the posting of the results.
- 16.6 In case of a tie in the championship, the crew with the greatest number of 1st placing will be declared the winner. If this also results in a tie, then the greatest number of 2nd places will be considered and then 3rd places etc. until a clear winner emerges.
- 16.7 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 on the basis of the established classification: full points if more than 50% of the scheduled length of special stages (timed to the 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.
- 16.8 For the final classification of the Championship, the results of all the rounds will be taken into account.
- 16.9 Any disputes shall be examined by the Stewards of the meeting whose decision is final.

17. PROTESTS

- 17.1 **Protest Fees**
- 17.1.2 All protests shall be lodged in accordance with the stipulations of the Article G.5 of the National Competition Rules.
- 17.1.3 All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of RM500.00 which shall not be returned if the protest is judged unfounded.
- 17.1.4 If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
- For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.) – RM3,000.00
 - For a protest involving the whole car – RM5,000.00

17.1.5 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.

17.1.6 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.

17.2 Appeal Fees

Competitors may lodge an appeal against the decisions, to the Automobile Association of Malaysia at P1102, FA1, Tropics Shopping Centre, Bandar Damansara Perdana, 47820 Petaling Jaya, Selangor D.E. together with the sum of RM2,500.00 which is not returnable if the applicant does not carry out his announced intentions.

18. MISCELLANEOUS

18.1 Service Crews

18.1.1 All service crews and/or support crews (hereinafter referred to as service crews) must be registered with the Organisers using the prescribed forms and submitted with the appropriate fees (Art. 6.1).

18.1.2 Not more than two service vehicles per car entered may officiate throughout the duration of the Rally. Registration of service crews must be completed by the end of scrutineering.

18.1.3 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.

18.1.4 Registered service crews may only service competitors. Breach of this regulation will subject the competitor to be penalized by the Stewards of the Rally.

18.1.5 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.

18.1.6 Service Crews are only allowed to enter a Special Stage after the Stage is closed, when the last competing vehicle has passed through, and with the permission of the Post Chief.

- 18.1.7 Any competitor whose service crew is found by the Stewards to have failed to comply with or have violated these requirements will be subject to a cash penalty of RM500.00.
- 18.1.8 The conduct of the service crews during the rally is the sole responsibility of the entrant or the competitors concerned.
- 18.1.9 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.
- 18.1.10 Where there are no specific monetary penalties provided for, the Stewards of the Rally shall decide. 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 organisers, the AAM, the FIA or the sport into disrepute will have their rally credentials and passes withdrawn and will lose their rights to any rally facilities. Any crews so penalized neither be substituted nor have their registration fees refunded.

19. WITHDRAWAL FROM THE RALLY

Any crew who withdraws from the Rally must complete the "Notice of Withdrawal" Form as contained in the Road Book. The competitor must then as quickly as possible hand this form to the nearest Senior Official at the nearest Time Control or Radio Post, for onward transmission to the Organisers. Failure to carry out this responsibility will result in a cash penalty of RM100.00.

20. POST EVENT ADVERTISEMENT

- 20.1 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 National Competition Rules (NCR) of the AAM.

- 20.2 Approval for the advertisement by the Organisers shall be released, at the earliest, 24 hours after the time of submission. The Organisers shall not be responsible for the delay in the release of approved advertisement.
- 20.3 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.
- 20.4 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.
- 20.5 The advertisement must include the words "**subject to the official publication of the results by the KSMPs and AAM**". All advertisements shall give prominence to the Overall results over the Class results.

APPENDIX 1

COMPETITOR RELATIONS OFFICER

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

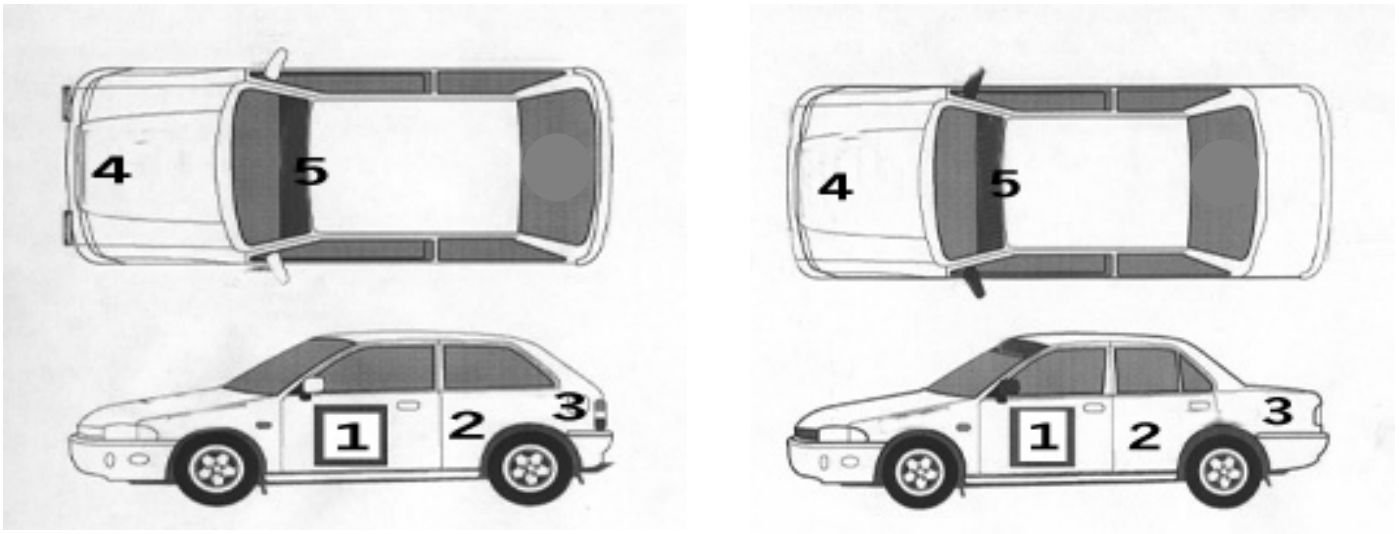
- Give accurate answers to all questions asked.
Provide all information or additional clarifications in connection with the Supplementary Regulations and the running of the Rally.

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

POSITIONS OF ADVERTISING



1	-	RALLY PLATE (DOOR)
2	-	FELDA
	-	WHEEL SPORT MANAGEMENT
	-	TBA
	-	TBA
3	-	FELDA
4	-	RALLY PLATE (FRONT)
5	-	RALLY PLATE (FRONT WINDSCREEN)