



NATIONAL COMPETITION RULES

First Edition, May 2007

MOTORSPORTS ASSOCIATION OF MALAYSIA

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INTRODUCTION

Welcome to the First Edition of MAM's National Competition Rules (NCR). The NCR are designed mainly for entry level events for now but will be gradually expanded to include all categories of the sport.

The NCR are intended to be fair but at the same time also to ensure an efficient judicial system to safeguard the investment in the sport that so many competitors and teams commit to.

We recognise that MAM, as a newly established organisation, cannot possibly cover every eventuality. Therefore the NCR will be constantly reviewed and updated in the interest of fair competition.

We are trying to make competition under MAM's rules as hassle free as possible and Event Organisers are always welcome to talk to us about special requirements and we will accommodate wherever we can.

Especially for certain grassroots events, exemptions from the rules may apply, simply to make it easier to compete at entry level. Don't we all want to get more competitors into the sport?

The "less hassle" policy is evident in the Event Organising Permit which includes all fees and a comprehensive RM16 million public liability insurance cover for all events. Stewards' fees are also included (excluding travel expenses). There is no calendar inscription fee and in most cases no track licence fee to pay for standard speed events.

To get a Competition Licence has never been easier. For solo-start events you can get the licence on the spot at the event you want to participate in or you can download the forms from MAM's website www.mam.org.my All licences (excluding the Come N' Try Licence) have personal accident insurance cover included in the licence fee.

Yours in motor sport,

Mia Sharizman Ismail
Chief Executive
Motorsports Association of Malaysia

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NATIONAL COMPETITION RULES

PART 1

GENERAL PRINCIPLES

1.1 MOTORSPORTS ASSOCIATION OF MALAYSIA

Motorsports Association of Malaysia, hereinafter termed as "**MAM**" is a National Motorsports Association controlling and regulating motor sport in Malaysia. The controlling and regulatory authority shall only be exercised in regard to MAM sanctioned competition and Members (affiliates) of MAM.

1.2 THE NATIONAL COMPETITION RULES

The Motorsports Association of Malaysia has drawn up the "National Competition Rules of MAM" hereinafter referred to as "**the NCR**" in order to exercise its authority in an equitable manner in the interest of fairness.

1.3 APPLICATION OF THE NCR

Any person or body (incorporated or non-incorporated) affiliated with MAM, being in breach of these Rules shall thereby become liable to the penalties applicable to the said Rules.

PART 2

DEFINITIONS AND INTREPETATIONS

The following definitions, interpretation and abbreviations shall be adopted and used in all motor sport regulations and for general use.

2.1 AFFILIATE

Any competitor, club, commercial affiliate, individual, body whether incorporated or unincorporated, or company affiliated with MAM. The word "**Affiliate**" shall have the same meaning as the word "**Member**" and visa-versa.

2.2 HONORARY MEMBER

Any person nominated by the Board of MAM as Honorary Member or Life Member.

2.3 COMPETITOR

A person whose entry is accepted for any competition. A "**Driver**" and a "**Rider**" shall have the same meaning as a "**Competitor**" and visa-versa.

2.4 ENTRANT

An entrant may be a person, body or competitor.

2.5 PASSENGER

A person other than the driver conveyed in an automobile or motorcycle during a competition. This definition includes "**Navigator**" being the second member of a crew in any competition.

2.6 EVENT ORGANISERS AND PROMOTERS

Any person or body (other than an Organising Committee) proposing to hold, holding, or organising an event using automobiles or motorcycles or both. "**Organiser**" shall have the same meaning as "**Promoter**" and visa-versa.

2.7 EVENT ORGANISING PERMIT

The document granting permission to organise and hold a competition, sanctioned by MAM.

2.8 ORGANISING COMMITTEE

A committee of at least three (3) persons authorised by Organisers to organise an event on their behalf. Where an organising committee is appointed to act on behalf of the Organisers such organising committee shall take the place of such Organisers for the purpose of the NCR. Notwithstanding anything herein stated, the Organisers shall be responsible for all acts and omissions of the organising committee.

2.9 SUPPLEMENTARY REGULATIONS

Document issued by the Organisers of a competition and approved by MAM. The supplementary regulation stipulates the specific details of a competition. Where there is inconsistency between the NCR and the Supplementary Regulations, the NCR shall prevail.

2.10 PROGRAMME

A programme prepared by the event organisers of a meeting for the purpose of providing practical information to the participants and spectators, such as list of competitors, time schedule, advertising etc.

2.11 VEHICLE

A Motorcycle or Automobile

2.11.1 Automobile

A land based vehicle propelled by its own means, running on at least four (4) wheels which are not aligned. The steering must be by at least two (2) of the wheels, and the propulsion by at least two (2) of the wheels. An automobile may also be referred to as a "car" or "go-kart".

2.11.2 Motorcycle

A vehicle propelled by its own means having less than four (4) wheels, except for quads, and/or caterpillar tracks or skis and designed essentially for the carriage of one (1) or more persons of which one is the rider of the vehicle grouped as follows:

- (i) Two (2) wheeled vehicles making only one (1) track on the ground.

- (ii) Motorcycles commonly known as scooters.
- (iii) Motorcycles with characteristics commonly known as underbone.
- (iv) Vehicles with three (3) wheels making two (2) tracks on the ground, consisting of a motorcycle making one (1) track and a side car for a passenger making the other track.
- (v) Vehicles comprising motorcycle and side car making three (3) tracks on the ground, two (2) tracks being made by the front and rear motorcycle wheels whose centre lines in the direction of forward travel are displaced by a maximum of seventy-five (75) millimetres.

2.12 CYLINDER VOLUME

The volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in relation to such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For all calculations relating to the cylinder volume of engines, the symbol π will be regarded as 3.1416 x stroke per cylinder x number of cylinders.

2.13 CLASS

A category of automobile or motorcycle classified according to cylinder volume of their engine or type of category or model. Example: touring car, sports car, single-seater, grand prix bike, superbike, production bike, etc.

2.14 COMPETITION

Any race, speed event, test, rally, trial, run or other event in which an automobile or motorcycle takes part, and which has a competitive nature or is given a competitive nature by publication of results (a competition incorporating timed sections where achieving the lowest aggregate time is the objective). Specific events such as touring assembly concours d' elegance, gymkhana or treasure hunt, in which automobiles or motorcycles take part, shall not be deemed to be a competition of speed for the purpose of the NCR provided that no timed sections and other forms of "race against the clock" are part of the event.

2.15 MEETING

An assembly of competitors and officials conducting either one (1) of more competitions using the automobile or motorcycle or both. All meetings must be approved by MAM and having an Event Organising Permit issued by MAM. The term "**Event**" shall have the same meaning as "**Meeting**" and visa-versa.

2.16 CERTIFIED TRIAL

A Test in which each competitor can select his own time for carrying it out, such test being carried out in accordance with any Supplementary Regulations issued by the Organiser and approved by MAM.

2.17 RACE

A Race is a competition where more than one (1) vehicle is running on the course at the same time; and in which the winner is the competitor who first completes a specified distance or who completes the greatest distance in a specified time.

2.18 SPEED EVENT

A Speed Event is a competition in which vehicles run individually (even though two (2) or more individual runs may be taking place simultaneously) over a course, and in which the relative performance of the competitor is assessed by timing them over a given distance and the winner is the competitor who covers the distance in the least time. Sprints, Hillclimbs, Autocross and Rallies fall in this category.

2.19 MOTOCROSS / SPEEDWAY

- (i) Motocross – a cross country race for motor-cycles presenting irregularities of surface and terrain.
- (ii) Speedway – a motorcycle race on an oval unsealed track.

2.20 RALLY

- (i) A Rally may be either of a sporting nature or a touring assembly;
- (ii) A Rally of a sporting nature is a rally taking place over various routes converging on a rallying point fixed in advance, in which the highest speed accomplished during the journey through special stages forms a determining factor in the competition;
- (iii) A Touring Assembly is an event organised with the primary object of assembling participants at a meeting point determined in advance. In a touring assembly a prescribed route may have to be followed and each participant may have to report at pre-arranged points but no limits of speed are specified. The programme of a touring assembly may include additional events (other than speed) provided they are held only at the place of final assembly or at overnight stop-overs if such are included in the event.

2.21 COURSE

The route to be followed by a competitor in a competition.

2.22 MILE AND KILOMETRE

For all conversions of English (imperial measurements) to metric measurements and vice versa, the mile shall be taken as 1.60934 kilometres and the kilometre shall be taken as 0.62137 mile.

2.23 THE START

The start is the moment when the order to start is given to a competitor or competitors. Starts can be in the form of:

- (i) Standing start – competitor(s) start from a stationary position;
- (ii) Rolling start – competitor(s) start while the vehicle(s) is in motion at a steady speed;
- (iii) Flying start – competitor(s) start when the vehicle(s) is at maximum speed.

2.24 START LINE

Is the first control line, with or without timing. The position of the whole vehicle must be such that the foremost part of the vehicle remains behind this line until the order to start is given.

2.25 FINISH LINE

Is the final control line, with or without timing. The determining factor is always when the foremost part of the vehicle crosses this line.

2.26 HANDICAP

The method laid down in the Supplementary Regulations of a competition for the purpose of equalising the possibility of the competitors winning.

2.27 TRACK LICENCE

The document issued by MAM for a course after it has met all safety criteria. MAM issues the following Track Licences: -

- (i) TEMPORARY – for courses that are set up and then dismantled after an event.
- (ii) PERMANENT – for courses that are set up for several event in the year.

2.28 PARC FERME

An area reserved for holding competing vehicles for post-race/ speed event scrutineering. No work on any vehicle is permitted in the parc ferme area unless specified in the Supplementary Regulations. No-one apart from Parc Ferme Officials and others authorised by the Stewards of the Meeting are allowed in the parc ferme area.

2.29 LANGUAGE

Where there is a conflict of meaning between the English and the National language interpretations, English shall prevail.

2.30 MISCELLANEOUS

Words bearing the singular shall include the plural and vice versa and words denoting any one gender shall include all genders and words denoting persons shall include bodies corporate and unincorporated, associations and partnerships.

PART 3

COMPETITION REQUIREMENTS

3.1 ORGANISING COMPETITIONS

Competitions under the auspices of MAM may only be organised and conducted by:

- (i) MAM
- (ii) Clubs or other Organisers/Promoters approved by and affiliated with MAM.

3.2 OFFICIAL DOCUMENTS

For every competition, the Organisers/Promoters are responsible for drawing up and publishing Supplementary Regulations and a Programme. The Supplementary Regulations must be submitted to MAM minimum thirty (30) days before the date of the event and approved by MAM. MAM has the right to amend any part of the Supplementary Regulations, if it deems them unfair to competitors.

3.3 FORMAT OF SUPPLEMENTARY REGULATIONS

The Supplementary Regulations includes all additional information relevant to a particular meeting. Further Supplementary Regulations may be issued subject to the approval of MAM. All Supplementary Regulations and Entry Forms relating to any competition shall be prepared in the following format:

- (i) Name of event and date;
- (ii) Organisers name and address;
- (iii) Name, address, phone, fax number and email of Secretary of the Meeting/ or person in charge of event administration;
- (iv) Names of Clerk of the Course and the Stewards of the Meeting;
- (v) The venue for the event – address of Course or Route (as applicable);
- (vi) Type of event (Race, Sprint, Motocross, etc.);
- (vii) Type of course (car park, race track, kart track, motocross track, public roads, etc.);
- (viii) Dates of opening and closing of entries and entry fee;
- (ix) Number of competitors accepted (if there is a limit);
- (x) Grade of MAM licence required;
- (xi) Type of vehicles accepted (technical specifications for the event may be specified under separate technical rules);
- (xii) The schedule of competitors briefing, practice, qualifying, races (as applicable);
- (xiii) The method of start;
- (xiv) The awards and points;
- (xv) Details on how the winners will be determined (fastest, least penalty points, etc.);
- (xvi) Penalties imposed for infringements during an event (speeding wrong entry, disobeying officials, shortcutting, dangerous driving/riding, overtaking under caution, etc.);
- (xvii) Right of competitor to protest with fee and the time limit for submission to Stewards of the Meeting (can be by attachment of NCR 12);
- (xviii) Right of competitor to appeal against judges/stewards decisions with fee and time limit for submission (use wording in NCR 13.2);

- (xix) A statement that the event is covered by MAM's public liability insurance;
- (xx) Disclaimer protecting Promoter/Organiser, MAM, Government and its Agencies, officials, and property owners of the course due to postponement or cancellation or due to accidents or due to unforeseen circumstances;
- (xxi) The entry form must include name, address, telephone contact, and details of vehicle entered;
- (xxii) The entry form must have an indemnity protecting Promoter/Organiser, MAM, Government Agencies, Officials and property owners of the course; and
- (xxiii) The entry form must also include Parent/Guardian approval for competitors under the age of eighteen (18) years.

3.4 ACQUAINTANCE WITH AND SUBMISSION TO RULES

Every person, body, group of persons, or company organising a competition or taking part therein, or supplying goods and services for competition, shall by so doing or by applying for an Event Organising Permit, or by applying for a licence from MAM or by entering for a competition, be deemed to have:

- (i) Made themselves acquainted with the NCR;
- (ii) Submitted themselves without reserve to the consequences resulting from any breach of the NCR and any subsequent action thereof;
- (iii) Renounced the right to have recourse to any arbitration or legal recourse not provided for in the NCR;
- (iv) Agreed to keep indemnified MAM, the Promoters, and their respective officials, representatives, servants and agents, from and against all liability to any such person or body or group of persons or company respectively in respect of or in connection with any competition or event held under these rules, from whatever cause arising or alleged to arise; and
- (v) In the case of entrants, and drivers/riders and passengers in races (including speed events) agreed keep indemnified all and any other competitors, and their agents from and against all liability, whatsoever to such entrants, drivers or passengers in connection with the driving of their vehicles or any other act omission or occurrence during the course of the event, or official practice thereof.

3.5 POSTPONEMENT, ABANDONMENT OR CANCELLATION OF A COMPETITION

A competition forming part of an event shall not be postponed, abandoned, or cancelled unless:

- (i) Provision for so doing is made in the Supplementary Regulations; or
- (ii) The Stewards of the Meeting have ordered a postponement for reasons of safety or force majeure. In the event of cancellation or postponement for more than forty-eight (48) hours entry fees shall be returned.

3.6 UNAUTHORISED COMPETITIONS

- (i) No competition other than in accordance with the NCR shall be held under the auspices of MAM. If such a competition is included in an event for which an Event Organising Permit has been granted, the permit shall be null and void and the Organisers shall return all entry fees and all other monies received from any competitor or any other party at such event. By way of example an unauthorised competition may be the unauthorised inclusion of moto-cross bikes in a 4WD rally.
- (ii) Unauthorised competition shall render each and every person connected therewith, or taking part therein – whether as Organisers, Organising Committee, Competitor, Official, Entrant, Team Manager, competition supplier or otherwise – liable to the penalties imposed by MAM which may include fines, revocation of licences, revocation of membership or all of the aforesaid.
- (iii) Taking part in meetings which are not sanctioned by MAM shall not be considered unauthorised competition and cannot justify any penalty, suspension or cancellation of a competition licence provided that such meetings are conducted in a safe and orderly manner.

PART 4

COMPETITION RULES

4.1 ORGANISERS

Organisers must be affiliated with MAM in order to obtain an Event Organising Permit for each event/competition. The Organisers may delegate their powers and duties to an Organising Committee but such delegation shall, however, not limit the liability or responsibility of the Organisers to comply with the NCR and conditions of the Event Organising Permit.

4.2 REGISTRATION OF CLUBS

No club shall organise a Competition unless it is duly affiliated with MAM, having paid all dues and is registered with the Sports Commission of Malaysia, in accordance with the Sports Development Act 1997.

4.3 RECOGNITION OF NATIONAL AND LOCAL AUTHORITIES

A Competition may be held either on the road or on a track or on both but no competition may be held, unless the Organisers have first obtained such official permission as may be necessary from the relevant authorities. Competitions taking place on public roads must conform to the traffic laws of Malaysia. Any breach of such laws by a competitor during a competition shall be breach of the NCR and penalties, including exclusion and suspension may apply.

4.4 NECESSARY PERMISSION AND APPROVAL

No Competition shall be held unless MAM grants an Event Organising Permit. MAM may attach conditions to the grant of a permit or decline to grant, or may withdraw a permit as it sees fit. MAM decides in its sole discretion what constitutes a competition and what constitutes a non competitive event/meeting. Non competitive meetings/events do not require an Event Organising Permit.

4.5 APPLICATION FOR AN ORGANISING PERMIT

- (i) Every application for an Event Organising Permit shall be made out on the official form and shall be accompanied by the appropriate fees (Refer to Appendix 1), together with a draft of the proposed Supplementary Regulations and entry form.
- (ii) The application must be lodged a minimum of fourteen (14) days before the date of the proposed competition but any application lodged any later than thirty (30) days before the date of the proposed competition will be considered a late application and MAM may decline the application if, in MAM's opinion, there is insufficient time to process the application and allocate relevant officials.
- (iii) In the case of an application for a permit to hold a race meeting or speed event on a track or circuit which is not already approved, an application for approval of safety requirements of the track or circuit must be made to MAM at least thirty (30) days before the proposed competition and must be accompanied by a plan to a scale of not less than 1:1000. This plan shall give details of the course with hazards and indicate the proposed position of spectators.
- (iv) MAM may decline any application in its sole discretion.

4.6 TRACK AND COURSE LICENCE/PERMIT FEES

MAM may impose a fee on the grant of a Track Licence or a Course Permit in accordance with Appendix 1.

4.7 DEMONSTRATIONS

No demonstration or performance, including hot-laps, involving a vehicle shall be permitted at any meeting/event unless prior permission is given by MAM in writing.

4.8 ENTRANT

An entrant may be a person, body or competitor. Competition vehicle owners, who are not themselves a competitor, entering a competition must hold an Entrant Licence in order to enter a vehicle in any competition.

4.9 ENTRY

An entry made and accepted in accordance with the NCR and any relevant Supplementary Regulations is a contract between an entrant or a competitor and the organisers, by which the entrant or competitor agrees to take part in the competition for which he has entered and the Organisers agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the competition. A breach of such contract is also a breach of the NCR. It shall be the obligation of the Organiser to advise the intending entrant or competitor in writing whether or not his entry has been accepted or before the meeting.

4.10 ENTRANT TO BE BONA FIDE LEGAL OWNER

- (i) No one, other than the bona fide legal owner/s of a vehicle or his/their representative authorised in writing to do so, shall enter or attempt to enter such vehicle in any competition. Entries made by other than such bona fide owner or representative shall be void and the entry fee forfeited to the Organisers.

- (ii) Provided that the above requirements have been complied with, it shall be permissible for the said entry to be attributed to a third party (or person) in the relevant programme, list of entrants and results.

4.11 DISPUTE REGARDING ENTRY

If any dispute arise by way of a protest between an entrant or competitor and promoter regarding an entry or nomination to drive which has already been accepted, such disputes shall be referred to MAM for a decision subject to the rights of appeal (if any) provided by these NCR. If judgement is not pronounced before competition commences; any entrant or competitor whose entry has been accepted and any driver who has agreed to his nomination to drive in that competition who does not take part therein shall, unless the Organisers have agreed, thereby be guilty of a breach of the NCR.

4.12 OPENING OF ENTRIES

Every entrant shall complete and sign an entry form and submit it to Organisers by the appropriate date together with the entry fee (if any). An entry form which is incomplete in any particular may be accepted by the Organisers conditionally upon a completed entry form being received by a specified date. An entry not accompanied by the entry fee (if any) laid down by the Supplementary Regulations shall be null and void.

4.13 INELIGIBLE ENTRIES

Except with the written consent of MAM, no Organisers or organising committee appointed to act on their behalf shall accept an entry from any driver/rider that is not considered medically fit or does not have the necessary requirements (driving /riding licence) for the type of event entered.

4.14 CONTENTS OF ENTRY FORM

Entry forms shall contain the following:-

Particulars of event and promoters/organisers

- (i) Space for name and address of Entrant and Driver/Rider;
- (ii) Space for competition Licence Number and Grade;
- (iii) Space for type of vehicle and class entered;
- (iv) Space for the signature of the entrant. An entry may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible and in any case before the commencement of the competition.
- (v) If an entrant or any driver/rider or crew member is under eighteen (18) years of age this form must be counter-signed by the appropriate parent or guardian;
- (vi) A statement indemnifying MAM, the Promoter, Organiser, Officials, Landowners and all their representatives and the Malaysian Government; and
- (vii) Any other information required by the Organisers.

4.15 INDEMNITIES, DECLARATIONS & UNDERTAKINGS BY ENTRANTS, RIDERS, DRIVERS AND PASSENGERS ON ENTRY FORM

- (i) Every entrant, competitor and passenger, before taking part in any competition, shall sign the following indemnity which should be printed at the back of the entry form:-

"I have read the Supplementary Regulations issued for this meeting and agree to be bound by them and by the National Competition Rules.

I agree to save harmless and keep indemnified all parties involved in this event from and against all actions, claims, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, my driver(s)/rider(s), passenger(s) or mechanic(s) however caused arising out of or in connection with my taking part in this event and not withstanding that it may have been contributed to or occasioned by the negligence of the said bodies, their officials, representatives or agents.

I declare to the best of my belief the driver(s)/rider(s) possess(es) the standard of competence necessary for an event of this type to which this entry relates and that the vehicle entered is suitable and road worthy for the event having regard to the course and the speeds which will be reached'.

- (ii) Any Indemnity declaration which is signed by a person under the age of eighteen (18) years shall be counter-signed by that person's parent or guardian, whose full names and addresses shall be given.

4.16 CLOSING OF ENTRIES

The date specified in the Supplementary Regulations for the closing of entries shall not be less than one (1) day before the date of the meeting. No entry shall be accepted after such closing date, except with the prior written approval from MAM.

4.17 ENTRY BY FAX / EMAIL

An entry may be made by fax or email provided it is received before the time laid down for the closing of entries. A competitor making such an entry shall not be permitted to compete until he has completed and signed an entry form, and paid the entry before closing time of registration.

4.18 ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT

An entry containing a false or incorrect statement shall be null and void and the entrant may be excluded from the competition. Upon exclusion the entry fee will be forfeited to the Organisers.

4.19 REFUSAL OF ENTRY

- (i) An entry may be refused provided it is stated in the Supplementary Regulations. Such statement must be approved by MAM.
- (ii) An entry may not be refused once it has been accepted in the first round of a series unless the competitor has been in breach of a rule in the NCR.

4.20 ACCEPTANCE OF ENTRIES

If the number of entries received exceeds the maximum number of competitors stipulated

in the Supplementary Regulations, those to be accepted shall be accepted in the manner specified by the Supplementary Regulations. If no manner is specified, they shall be accepted by the order in which they are received.

4.21 ACKNOWLEDGMENT

Unless the Supplementary Regulations prescribe a shorter time, Organisers shall within seven (7) days inform Entrants whether their Entry is accepted, refused, or a decision is deferred. Information may be in the form of written notice by mail of fax, and/or by publishing a provisional entry list on a website provided that the web address is listed on the entry form together with notice of this being the method of informing entrants.

4.22 UNAUTHORISED ENTRIES

The Organisers shall not publish the name of any competitor or entrant in their programme or any other medium in respect of whom they have not accepted or conditionally accepted an entry or nomination on or before the closing date specified in the Supplementary Regulations. An entry which is conditionally accepted shall be shown as such in the programme.

4.23 NOMINATION OF RESERVES

A competitor may be accepted as a reserve provided that he has participated in qualifying. The order of reserves is based on the best qualifier outside the maximum accepted starters being first and so forth.

4.24 MULTIPLE ENTRIES OF A VEHICLE

A vehicle shall only be accepted for more than one (1) entry if it is a solo-start competition. In such case the responsibility of each entry shall be shared jointly by all entrants who will be equally responsible if the vehicle is excluded due to non compliance.

4.25 CHANGE OF VEHICLES

The Supplementary Regulations must specify if a change of vehicle is permitted after qualifying or between heats. The Stewards of the Meeting may authorise the substitution of a different vehicle but only in the event of the vehicle being damaged in an incident, and always provided that the Supplementary Regulations are complied with in all other respects. In any case the competitor must be placed at the back of the grid for the start of a competition or the next heat.

4.26 BRIEFING TO COMPETITORS

Instructions to competitors may be issued to deal with particular matters arising after the issue of the Supplementary Regulations are issued, but if and so far as such instructions are contrary to the Supplementary regulations or the NCR they shall be null and void.

4.27 INSURANCE

All organisers, competitors, entrants and officials as the case may be to comply with all such requirements regarding MAM's insurance policy and insurance guidelines as MAM may lay down from time to time.

4.28 LIST OF COMPETITORS

The organisers shall publish and make available to each competitor the official list of entries after the closing of registration.

4.29 PUBLICATION OF RESULTS FROM COMPETITION

The organisers shall prepare a provisional list of results to be available from the secretary of the meeting or the event secretariat as the case may be and also provide to each competitor and MAM a list of the official results of a competition, if those results are different to the provisional results, within fourteen (14) days of the completion or such further time as the MAM may allow. The list of the official results to be provided to the competitors may be in the form of publication on a website provided that this method of publication is listed in the Supplementary Regulations.

4.30 EVENT REQUIREMENTS

For all events, the following are the minimum requirements in addition to the Event Organising Permit: -

- (i) Police permit;
- (ii) One ambulance and crew is the minimum requirement for all events but MAM may stipulate the attendance of one (1) or more doctors and more than one (1) ambulance depending on the type of event and proximity to the nearest hospital with sufficient emergency facilities;
- (iii) Where only one (1) doctor or one ambulance is assigned to the event all competition activities must be stopped if the doctor or ambulance attends to an accident or leaves the event for whatever reason, i.e. accompanying a casualty to the hospital. Competition must not resume till a doctor or an ambulance is again in attendance;
- (iv) Course communication system;
- (v) Adequate number of extinguishers in the pits, paddock, and along the course;
- (vi) A Starter and Finish Marshal;
- (vii) Safety and eligibility Scrutineers;
- (viii) The Secretary of the Meeting;
- (ix) The Clerk of the Course/Event Director; and
- (x) Stewards and Judges for the event.

PART 5

STARTS, HEATS AND TIMING

5.1 STARTS

- (i) The Start is the moment when the order to start is given to a competitor or several competitors starting together. In case of timing this will commence at the start.

- (ii) A competitor shall be deemed to have started at the moment when the order to start is given. In no case whatsoever shall this signal be repeated.
- (iii) For all competitions, the Supplementary Regulations shall define the nature of the start.

5.2 STANDING START

- (i) A Standing Start occurs when the vehicle is stationary at the moment when the order to start is given.
- (ii) For a standing Start, the vehicle must be stationary with that part which operates the timing not more than ten (10) centimetres behind the starting line. The engine of the vehicle shall be running before the start.
- (iii) For all other competitions with standing start, Supplementary Regulations shall stipulate whether, before the starting signal is given, the engine shall be running or stopped. The Supplementary Regulations may prescribe that the riders shall at the start, be at some specified distance from their vehicles.
- (iv) For vehicles starting singly or in line abreast:
 - (a) If timing is done by automatic timing machines, the vehicle(s) shall be placed before the start as defined above for with standing starts.
 - (b) If timing is done by means of a watch or with a timing apparatus without automatic action, the vehicle(s) shall be placed before the start with that part of the front wheels touching the ground placed on the starting line.
- (v) Whatever the starting positions with regard to the starting line which the Supplementary Regulations lay down for the vehicles, the timing shall begin when the signal to start is given. But from then on, if the race is on a closed circuit, as from the end of the first lap each vehicle will be timed as it crosses the line drawn in front of the time-keepers house, unless the Supplementary Regulations decide otherwise.
- (vi) After final publication of the starting grid, the places of any non-starters shall be left empty, the other competitors retaining their published position on the grid.

5.3 STANDING START FORMAT

- (i) Vehicles will enter the track and carry out a sighting lap. The vehicles shall stop at their designated grid. Competitors may carry out more than one (1) sighting if they proceed through the pit lane until it is closed with a red light/flag.

Any vehicle that does not enter the track before the closure of the pit exit will have to wait at the exit and start as follows: -

- Automobiles – At the start of the race.
- Motorcycle – Join the end of the field on the formation lap.

- (ii) Vehicles will remain stationary with engines off until one (1) minute to start of formation lap.

- (iii) Officials will display the ten (10) [optional], five (5), three (3), one (1) minute and thirty (30) or fifteen (15) seconds boards at the front of the grid.
- (iv) All work on vehicles must stop at the display of the three (3) minutes board. Engines must be started at the display of the one (1) minute board and mechanics must leave the grid within forty-five (45) seconds of this signal.
- (v) Any vehicle unable to start by this time must wait on the grid until the rest of the field has left the grid. It will then be pushed into the pit and it will start from the pit exit after the race has started.
- (vi) The formation lap will start when the starter waves the green flag.
- (vii) Vehicles will return to their original grids and look at the start light(s).
- (viii) The start light will come on and go off between two (2) to seven (7) seconds. This is the Signal to start the race.
- (ix) If a start is aborted, yellow lights will flash. The restart will commence at the five (5) or one (1) minute count down as declared by the Organisers.
- (x) The restart procedure will be as per the original with another formation lap. The number of laps of the race will be reduced by one (1) lap.

5.4 ROLLING START

- (i) A rolling start occurs when a vehicle crosses the start line at speed. It is also known as a flying start in some cases.
- (ii) Rolling Start Format
 - (a) Vehicles will enter the track and carry out a sighting lap and stop at their designated grid. Competitors may carry out more than one (1) sighting lap if they proceed by passing through the pit lane until the pit exit is closed with a red light/flag.

Motorcars that do not enter the track before the closure of the pit exit will have to wait at the exit and start at the start of the race.
 - (b) Vehicles will remain stationary with engines turned off until the one (1) minute to formation lap is given.
 - (c) Officials will display the ten (10) [optional], five (5), three (3), one (1) minute and thirty (30) or fifteen (15) seconds boards at the front of the grid.
 - (d) All work on vehicles must be stopped at the display of the three (3) minutes board.
 - (e) Engines must be started at the display of the one (1) minute board and mechanics must leave the grid within forty-five (45) seconds of this signal. Any vehicle unable to start by this time must wait on the grid until the rest of the field has left the grid. It will then be pushed into the pit and it will start from the pit exit after the race has started.
 - (f) The start of the rolling lap will commence when the starter waves the green flag.

- (g) The pace car will lead the field on the rolling lap and enter the pits. The two (2) lead cars will maintain the pace (seventy (70) – ninety (90) kilometres per hour) until the start line and commence racing when the red start lights turn to green.
- (h) Should the start not be given, the two (2) lead cars must maintain the pace for an additional lap. The safety car will wait at the start line to pick up the formation and carry out a further lap. This procedure will carry on until the starter is satisfied and the start is given. The number of laps taken to the actual start will be reduced from the race lap distance.
- (i) Yellow flashing lights will be displayed if the start is aborted. The restart will be from the five (5) or one (1) minute countdown as declared by the Organisers.

5.5 LE MANS START FOR MOTORCYCLE ENDURANCE RACE

Format for Le Mans Start

- (i) Riders will enter the track from the pit exit and carry out two (2) sighting laps. When the first bike that left the pits crosses the start line the second time, the chequered flag will be presented and all bikes on track must stop at the grid after receiving the flag.
- (ii) Bikes that experience mechanical problems may enter the pit and start from the pit exit after repairs.
- (iii) The ten (10) [optional] five (5), three (3), one (1) minute and thirty (30) seconds boards will be displayed on the grid.
- (iv) At the display of the three (3) minutes board, all work on the bikes must stop and everyone but the starting rider and one (1) person who holds the bike must vacate the grid.

At the display of the one (1) minute board, starting riders must cross to the opposite side of the track and place one (1) foot in the circle marked on the track.
- (v) The thirty (30) seconds board will be displayed and the race will commence at the waving of the national/state flag or by turning the red start lights off.
- (vi) The start may be delayed by the display of a "DELAYED START" board or yellow flashing lights.
- (vii) The restart will in most cases start from the one (1) minute start procedure.
- (viii) No laps will be reduced for a restart.

5.6 STARTING POSITIONS

The Supplementary Regulations shall prescribe the relative positions of all vehicles prior to the start, and the method by which such positions are to be determined.

5.7 STARTING LINE

The starting line is the line in relation to which each vehicle (and if appropriate, each competitor) is positioned prior to the start of the competition.

5.8 TIMING

In the case of a Standing Start, the timing shall commence:-

- (i) If the timing equipment is automatic, when it is operated.
- (ii) If the timing is not automatic, at the start.
- (iii) In the case of a Flying Start, when the leading vehicle crosses the starting line.
- (iv) In circuit competitions the completion of the first and subsequent laps shall be timed when the vehicle crosses the control line in front of the Timekeepers Station, unless the Supplementary Regulations otherwise provide.
- (v) Timing procedures in road events shall be in accordance with procedures defined in the event's Supplementary Regulations.

5.9 CROSSING THE LINE

The timing of a vehicle crossing a control line shall be taken at the moment when the foremost part of the vehicle passes over that line, or where the timing apparatus is automatic in operation, at the moment when it is triggered.

5.10 STARTERS ORDERS

Competitors and vehicles ready for the start are under the starters orders from the moment when the starting flag is raised until the start. The movements of the flag may be accompanied or replaced by any other appropriate signal (lights) provided for in the Supplementary Regulations, but in no case shall the starting signal be repeated.

5.11 NON-STARTER

Any driver not coming under the starter's order shall be deemed a non-starter unless starting from pit exit or as otherwise instructed by the starter.

5.12 FALSE START

A false start occurs when before the start a driver/rider under starter's orders moves forward from his prescribed position.

5.13 PENALTY FOR FALSE START

- (i) In the case of a mass start the driver concerned shall be penalised by the additional of thirty (30) seconds to the time taken by him to complete the course. This penalty shall as soon as practicable be notified to his representative, but failure to notify shall nevertheless not cancel the penalty. This penalty may be replaced by a drive through penalty.
- (ii) In the case of a single start without automatic timing the driver concerned shall be penalised by the addition of one second to the time taken by him to complete the course.

- (iii) In any case where the Supplementary Regulations so provide, the Stewards of the Meeting shall have power to increase the amount of the above-mentioned penalties or to impose other penalties within the limits prescribed in such Supplementary Regulations.

5.14 HEATS

A competition may be started in heats by the composition of which must be determined by the Supplementary Regulations. The composition of heats may be modified only by the Stewards of the Meeting.

5.15 DEAD-HEATS

If all concerned competitors agree, the Stewards of the Meeting may either authorise that prizes are shared or authorise a re-run by the concerned competitors only, and may impose conditions for the re-run. The whole competition cannot be re-run.

5.16 INTERRUPTION OF A RACE

A race may be interrupted due to the course being completely blocked at some part of the track, by the display of red flags along the course/track. The following will apply:-

- (i) All competing vehicles will not overtake on this lap. Anyone overtaking will incur a drive/ride through penalty.
- (ii) The completed number of laps will be taken into account.
- (iii) A new start time will be declared.
- (iv) The ten (10) [optional], five (5), three (3), one (1) minute and thirty (30) or fifteen (15) seconds boards will be displayed.
- (v) Crew may work on machines up to the display of the three (3) minute board.
- (vi) The safety car will position itself at the front of the grid five (5) minutes from the restart time.
- (vii) All engines must be started by the display of the thirty (30) or fifteen (15) second board and crew must vacate the grid.
- (viii) The race will be restarted with the safety car leading all vehicles in single file for one (1) lap. The safety car will enter the pits and racing will commence when vehicles cross the start line. This lap is included as a race lap.
- (ix) Any overtaking before the start line will be deemed to be a jump start and will be penalised by a drive/ride through or time penalty.

5.17 REDUCED POINTS – RACES WITH FULL DISTANCE NOT COMPLETED

- (i) If the race cannot be restarted because of safety reasons, it will not count for points in a series if less than two (2) laps are completed.
- (ii) Fifty (50) percent of points will be granted if less than seventy-five (75) percent of the race is completed.

- (iii) Full points are granted if more than seventy-five (75) percent of the race is completed.

PART 6

COMPETITORS

6.1 REGISTRATION OF COMPETITORS

To qualify as a competitor, a person must apply for a competition licence issued by MAM. If the competitor of a vehicle is also the entrant of the vehicle he may use the same licence. If the entrant is different from the competitor an entrant licence is also required. MAM may, waive the necessity for competitors or drivers to hold a licence in order to be eligible to take part in a particular competition, if it is primarily an event of a social nature.

6.2 COMPETITION LICENCE

- (i) Grant of Licence

MAM shall be entitled to grant a competition licenses to a Malaysian citizen or a National of any other country residing in Malaysia whether temporarily or permanent and provided that if he participates in a competition incorporating open public roads, he is the holder of a current driving licence (under the Road Traffic Ordinance 1958) in respect of vehicles of the appropriate class(es).

- (ii) Licensing Requirements

- (a) MAM may impose restrictions on competition licences and doctor's examination, using the MAM prescribed examination form, is required for all licences endorsed for multiple vehicle start (multi-start) competition as well as rallies incorporating special stages.
- (b) For all licences endorsed for multi-start competition and rally, licence holders must first undergo MAM's approved observed driving tests/clinics or participate in racing schools or such other tests as MAM may stipulate from time to time.
- (c) Notwithstanding any requirements in accordance with Paragraphs 6.2 (ii) (a) and 6.2 (ii) (b), MAM may use its discretion to issue, upgrade or renew licences of any grade if it is satisfied that the competitor possesses the necessary skill and experience required for the issuance/upgrade of such a licence.

- (iii) Refusal of Licence

MAM may refuse to issue a licence but shall state the reason for such refusal.

- (iv) Licence period validity

Licences shall be valid from the date of issue to the end of the current calendar year unless otherwise stipulated by MAM.

- (v) Licence Fee

On the grant of a licence by MAM, a fee shall be payable to MAM in accordance with Appendix 1.

(vi) Licence to be produced

A competitor at a meeting shall produce his licence to any official of that meeting if requested to do so.

(vii) MAM issues the following Licences:-

- (a) ONE EVENT – for competitors who want to try motor sport, also known as “Come N’ Try Licence”;
- (b) CLUBMAN SOLO STARTS – for competition in all solo-start events up to national championships excluding rally;
- (c) CLUBMAN MULTI-START – for competition in all events up to national championships. Examination by a doctor required; and
- (d) NATIONAL – for competition up to and including national championships. Examination by a doctor required.

6.3 COMPETITOR SAFETY EQUIPMENT

- (i) No competitor shall take part in any competition unless wearing a protective helmet, properly fastened and complying with such standard specifications as may be stipulated by MAM.
- (ii) No competitor shall take part in any rally unless wearing, in other than transport sections, a properly fastened helmet, complying with such specifications as may be stipulated by MAM.
- (iii) No rider shall take part in any competition unless wearing suitable goggles or visors.
- (iv) No competitor shall take part in any competition while wearing apparel of flammable material such as nylon or similar synthetics.
- (v) No competitor shall take part in any competition unless wearing suitable and appropriate suits and footwear. Slippers, sandals and high heeled shoes are not permitted.
- (vi) MAM may require competitors to wear other protective clothing such as balaclava, full flame proof suit or leather suit. Where such requirements are imposed it must be stipulated in the Supplementary Regulations.

6.4 CHANGE OF DRIVER OR VEHICLE

A change of driver or vehicle shall be made only if the Supplementary Regulations so provide, with the consent of the Stewards of the Meeting.

6.5 RESPONSIBILITY OF ENTRANT DRIVER OR OTHERS

An Entrant shall be responsible for all acts or omissions on the part of his competitor(s), mechanics, other team personnel or passengers, but each of these shall also be responsible for any infraction of the NCR, Supplementary Regulations or instruction by Officials.

PART 7

COMPETITION COURSES

7.1 ROAD COURSES

The selection of any courses for a competition shall be subject to the approval of MAM. With the request for such approval there shall be submitted a detailed plan giving the exact distances to be covered, specified spectator areas and accident/medical response team positions.

7.2 MEASUREMENT OF DISTANCE ON THE ROAD

Competition distances of up to five (5) kilometres shall be measured along the centre line of the road. Distances over five (5) kilometres shall be determined by the official road makers or by means of an official map to a scale not less than 1:250,000. Where a record attempt stipulates a specific distance, for example four (4) kilometres, the distance must be measured by a qualified surveyor.

7.3 TRACK/COURSE LICENCE

- (i) MAM may grant a Track/course Licence to a track/course for a meeting or for a series of meetings, or if the Track/course is a permanent one, until the 31st December of each year. MAM may refuse to grant or may withdraw a Track Licence at any time as it thinks fit.
- (ii) Permanent Course Licences will be issued in the case of road race courses where the arrangements for marking or enclosing the course are permanent or semi-permanent; and where there is permanent or semi-permanent structures, such as safety barriers, fences etc. Such licences will be issued to the owner or lessee controlling the use of the course.
- (iii) A Track/Course Licence shall, be displayed in a prominent position at a permanent track. It should be made available upon request by an official before an event for a Temporary Track licence.
- (iv) Annual Track/course licence fees and inspection fees apply in accordance with Appendix 1.

7.4 APPROVAL OF TEMPORARY COURSES

- (i) For competition held at courses of a non permanent nature (temporary course) such as car parks, temporary motocross courses, closed roads etc., MAM's Stewards of the Meeting, or a person authorised by MAM, must inspect and approve the temporary course prior to the start of any competition.
- (ii) Approval must be in writing by the person having inspected the course by way of entering the following wording, or wording to the same effect, on the Organiser's copy of the Event Organising Permit: "*Course inspected and approved by: (name and signature) time and date*" Where special conditions are imposed such conditions must be listed at the same time.
- (iii) For long courses/events such as rally courses and courses of a more complex nature, inspection fees may apply as determined by MAM.

PART 8

AUTOMOBILES AND MOTOR CYCLES

8.1. AUTOMOBILES

(i) All Automobiles (excluding Go Karts, Refer to Rule 8.1.2)

- (a) Automobiles may be classified by categories of vehicles (touring cars, racing cars, rally cars GT cars, etc.) and according to the cylinder-capacity of their engine.
- (b) A rotary engine will be declared as engine capacity multiplied by one point eight (1.8) times.
- (c) Where forced induction (super or turbo-charging) is used, the calculated capacity of an engine will be multiplied by one point seven (1.7) times.

(ii) Classes

Unless otherwise specified in special provision imposed by MAM for a certain category of events, the Organisers are not bound to all classes in the Supplementary Regulations and furthermore, they are free to group two (2) or more consecutive classes, according to the particular circumstances of their events.

(iii) Chassis

- (1) Have a PROTECTIVE BULKEHAD of non-inflammable material between the engine and the driver;
- (2) Passenger compartment capable of preventing the passage of fluid or flame in the case of fire;
- (3) Gaps must be sealed, with GRP. MAGNESIJM being prohibited for bulkheads; and
- (4) Have a complete FLOOR of adequate strength rigidly supported within the driver/passenger compartments.

(iv) Body (including Aerodynamics)

- (a) Be fitted with BODYWORK including a driver (and passenger) compartment effectively isolated from the engine, wet batteries, gearbox, transmission shafts brakes, road wheels, their operating linkages and attachments, petrol tanks, oil tanks, water heater tanks and catch tanks.
- (b) With the exception of rear engined single seat racing cars, have a BONNET or CASING of metal or solid non-flammable material covering and surrounding the main engine structure.
- (c) Not have the space normally occupied by passengers encroached upon but may have the PASSENGER SEATS removed.
- (d) With the exception of single seat racing cars, have bodywork providing a minimum transverse COCKPIT OPENING width of eighty-one (81) centimetres. This width may not be interrupted.

- (e) With the exception of single seat racing cars be equipped on all wheels with MUDGUARDS which present no sharp edges and cover the full width of the tyre around an arc of one hundred twenty (120) degrees.

This minimum coverage must:

- (1) Be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.
- (2) Extend forward ahead of the axle line.
- (3) Extend downward behind the wheel to at least seven point five (7.5) centimetres above the axle line.

(v) Seating

Have a normal adequate seat within the driver/passenger compartment. The seat must be rigidly located within the compartment and must not tilt, hinge or fold. It must support and retain the driver within the vehicle. The seat cushion (i.e. the part of which the occupant sits) when uncompressed, must not be less than fifteen (15) centimetres below the top edge of the adjacent body side or door. Other seats fitted must similarly comply and all seats must face forward.

(vi) Engines

The Supplementary Regulations must specify the type of modifications permitted to engines for the event.

(vii) 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.

(viii) Brakes

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

(ix) Steering

- (a) Have a full circumference full diameter rim STEERING WHEEL, except for drag Racing vehicles.
- (b) Have STEERING MOVEMENT controlled to avoid fouling of wheels on chassis or bodywork.

(x) Wheels

- (a) Have not less than FOUR ROAD WHEELS and tyres (excluding the spare).
- (b) Not to be fitted with any WHEEL SPACER exceeding two point five (2.5) centimetres in thickness and not to be of lesser diameter than the hub it fits onto.
- (c) Have all HUB or WHEEL EMBELLISHERS removed.

- (xi) Tyres
 - (a) Have TYRES complying with Technical Regulations and/or Construction and Use Regulations for duration of the event.
 - (b) Have TYRES that comply with Listed or Approved tyres if so required by Technical regulations.

- (xii) Cooling
 - (a) Have any FLUID CARRYING lines or tubes carrying COOLANTS through the driver/passenger compartment painted red.
 - (b) Have any non-metallic fluid lines or tubes carrying COOLANTS enclosed in a solid metal cover or internally/externally metal braided hydraulic pressure hose.

- (xiii) Transmission
 - (a) Have the TRANSMISSION outside the driver/passenger compartment, beneath the floor or secured in casings or coverings of solid material.
 - (b) Be equipped with a REVERSE GEAR in normal working order unless otherwise stated.

- (xiv) Oil Systems

Have any OIL LINES passing through the driver/passenger compartment protected and if non-metallic enclosed in internally/externally metal braided hydraulic pressure hose.

- (xv) Fuel Systems
 - (a) Have any FUEL LINES passing through the driver/passenger compartment protected and if non-metallic or pressure lines enclosed in internally/externally metal braided hydraulic pressure hose.
 - (b) Use fuel of the type sold to the public in Malaysia, and to which no ingredient has been added which will have the effect of improving the octane rate unless the Supplementary Regulations specify otherwise.

- (xvi) Electrical Systems
 - (a) Have any WET BATTERIES in driver/passenger compartment enclosed in a leak proof container and securely located.
 - (b) Have WET BATTERIES duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
 - (c) with the exception of single seat racing cars be equipped with BATTERY, GENERATOR, SELF-STARTER, SIDE, TAIL, BRAKE LIGHTS all this equipment to be in normal working order.

- (d) With the exception of single seat racing cars have HEADLIGHTS in normal working order with glasses of minimum 182.5 sq. cm (unless Regulations permit the removal of headlights).
- (e) Have the BATTERY EARTH LEAD, if not readily distinguishable, identified by a yellow marking.
- (f) If required to have SELF-STARTER, be able to demonstrate during the competition that it is capable of starting the engine.
- (g) Be fitted with SUPPRESSORS as required by the Wireless Telegraphy Regulations

(xvii) Weight/Ballast

If subject to a MINIMUM WEIGHT, that weight must be the weight of the vehicle in the condition in which it crosses the finishing line (excluding driver and passenger).

(xviii) Exhausts

- (a) Have the EXHAUST SYSTEM isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).
- (b) Have the outlet of the EXHAUST SYSTEM behind the mid-point of the wheelbase of the vehicle.
- (c) Have no part of the EXHAUST SYSTEM protruding laterally beyond a plane through the outer track of the front and rear wheels.
- (d) have no part of the EXHAUST SYSTEM protruding to the rear of the bodywork more than fifteen (15) centimetres (5.9 inches)
- (e) If fitted with an all-enveloping body, have supplementary protection for EXHAUST SYSTEMS that protrude outside the bodywork.
- (f) If Racing Car with rear aerofoils, not have any EXHAUST PIPES extending rearwards beyond the aerofoil.
- (g) If Racing Car without aerofoils, not have EXHAUST PIPES extending more than fifty (50) centimetres beyond the rear wheel axis.
- (h) If Rear Engine Racing Car, have the EXHAUST OUTLET between 30cm and 60cm from the ground.
- (i) Have all EXHAUST TAIL PIPES terminating outside the bodywork.

(xix) Safety

Comply with any other requirement of the Supplementary Regulations for the Competition and in races and rallies which may, among other things, include safety roll-over bar.

(xx) Miscellaneous

- (a) Be of SOUND CONSTRUCTION and MECHANICAL CONDITION and be well maintained.
- (b) Have positive FASTENINGS for all doors and all hinged or detachable parts of the bodywork.
- (c) Have no TEMPORARY PARTS incorporated in their construction.
- (d) Comply with any other requirements of the RULES FOR THE COMPETITION and REGULATIONS concerning VEHICLE ELIGIBILITY.
- (e) Not be a vehicle of a commercial type or by reason of its construction be liable to a statutory speed limit.
- (f) If fitted with an engine of over 250 cc capacity have minimum wheelbase of one hundred and eighty three (183) centimetres (72 inches), unless complying with an approved Formula.
- (g) Except for single seat racing cars, be fitted with a laminated WINDSCREEN. If plastic SIDE SCREEN or REAR WINDOWS are fitted the thickness must not be less than four (4) millimetres. Sport cars supplied as standard with plastic side screens may retain them in their original thickness.
- (h) Not have SKIRTS, bringing device or any form of aerodynamic device between the chassis and the ground "track". Any specific part of the car influencing its aerodynamic performance must:
 - (1) Comply with rules relating to coachwork.
 - (2) Be rigidly secured to the entirely sprung part of the vehicle.
 - (3) Remain immobile in relation to the vehicle.
- (i) Not carry or pass any liquids in or through any tubes comprising part of the chassis structure, or safety roll-over bar.

8.1.1 Race Cars (excluding Go Karts)

IN ADDITIONAL TO COMPLYING WITH SECTION 8.1 "ALL AUTOMOBILES", ALL AUTOMOBILES TAKING PART IN RACES MUST COMPLY WITH "RACE CARS" AND THE APPROPRIATE FORMULA REGULATIONS WHERE APPLICABLE.

(xxxiii) Chassis

- (a) have a BULKHEAD between any fuel tank and filler and the driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments, an additional bulkhead must be fitted. Additional fuel tank protection may be required for open or single seater cars.

- (b) Not have any SKIRTS or intermediary devices bridging the gap between the underside of the chassis/body of the vehicle and the road/track.
- (c) If a Saloon or a Sport Car be fitted with substantial TOWING EYES front and rear to enable the vehicle, if mobile, to be towed away.

(xxxiv) Body (including Aerodynamics)

- (a) Have any WINDSCREEN of glass, to be laminated type only.
- (b) If ADVERTISING is allowed on the WINDSCREEN not have the advertising obscuring the driver's vision nor reduce the minimum unobstructed vertical height to less than twenty-five (25) centimetres.
- (c) Have any COVER over the PASSENGER'S COMPARTMENT alongside the driver composed of foldable material, except where the driver/passenger compartment is separated by a stress bearing solid chassis member as part of the original design.
- (d) Have any UNDERTRAY provided with drainage holes to prevent accumulation of liquids.
- (e) Have any OIL TANK situated outside the chassis or main structure of the vehicle, suitably covered with a protection coating (e.g. GRP). On REAR ENGINED vehicles no part of the OIL TANK may be located to the rear of the gearbox casing.
- (f) If a CLOSED CAR have:
 - (1) Effective means of ventilating the passenger compartment.
 - (2) Means of access on either side of the passenger compartment operable from the inside and the outside and sufficient in size to remove the occupant without impedence by door locking devices.
- (g) Not have any SKIRTS or intermediary devices bridging the gap between the underside of the body/chassis of the vehicle and the road/track.

(xxxv) Seating

Not carry anyone other than the DRIVER.

(xxxvi) Engine

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. Other specifications to be stated in Supplementary Regulations.

(xxxvii) Brakes

Be equipped with BRAKES which comply with statutory requirements as to the construction of motor vehicles, or if there is no mechanical system available for applying braking effort to at least two (2) wheels, there must be two (2) hydraulic systems so that, in event of a failure of one (1) system, braking is maintained on at least two (2) wheels.

- (ii) The braking system on all vehicles must be capable of demonstrating its efficiency without impairing the driver's control when tested immediately prior to an event.
- (jj) It must be possible under all conditions, running or stationary, for twenty five (25) percent minimum braking effort to be applied by the driver through the braking system to each axle.
- (kk) Brake balance adjusters must not be available for adjustment during running if they contravene 8.2 (v) (b) herein.

(xxxviii) Steering

If fitted with a STEERING LOCK have it rendered inoperative.

(xxxix) Wheels

- (ii) Have any SPARE WHEELS securely fastened in position (a spare wheel need not be carried unless specified in the Supplementary Regulations).
- (jj) Have all NUTS securing ROAD WHEELS, excepting those of centre- lock type of steel and in thread contact over a minimum length of 1 1/2 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited.
- (kk) Have all HUB NAVE PLATES and WHEEL EMBELLISHERS removed.

(xl) Tyres

Use only TYRES as specified by Tyre Regulations. Remould or retread tyres are prohibited.

(xli) Transmission

Other than All Vehicles Section, there are no special requirements for transmission under Vehicle Regulations.

(xlii) Oil Systems

- (ii) Have any OIL TANK situated outside the chassis or main structure of the vehicle, suitably covered with a protective coating (e.g. GRP). On rear-engined vehicles, no part of the oil tank may be located to the rear of the gearbox casting.
- (jj) Have any engine OIL TANK BREATHER or overflow tube venting into atmosphere, led into a container. CATCH TANKS should have a minimum capacity of two (2) litres. For engine capacities in excess of two (2) litres, the CATCH TANKS capacity should be three (3) litres.
- (kk) Have CATCH TANKS of translucent plastic, or include a transparent inspection panel, capable of being readily emptied. In each parallel system of catch tanks, each tank must not be less than half the minimum required capacity. Positive crankcase ventilation systems breathing fluids directly into the inlet manifolds are accepted as an alternative to catch tanks. Breather systems and catch tanks must be arranged in such a way as to prevent oil from spilling onto the road/track.

(xliii) Fuel Systems

Be equipped with an effective method of stopping FUEL SUPPLY by a tap if gravity fed or pressurised and/or a switch linked with the ignition cut-off if electrically pump fed. Tap or switch must be operable by the driver when normally seated.

(xliv) Electrical Systems

Be equipped with an ignition cut-off switch having positive ON/OFF positions, clearly marked. The ignition cut-off system must be operable by the driver when seated irrespective of whether the safety harness is worn or not and accessible from the outside.

(xlv) Weight/Ballast

Other than All Vehicles Section and approved formulae there are no special requirements for Weight/Ballast under Vehicle Regulations.

(xlvi) Exhausts

Other than All Vehicles Section there are no special requirements for Exhausts under Vehicles Regulations.

(xlvii) Safety

(ii) Be fitted with a SAFETY ROLL-OVER BAR complying with MAM's requirements if:

- (1) a sports car built after 1959
- (2) closed saloon car built after 1959

(jj) It is strongly recommended that ALL VEHICLES be fitted with SAFETY ROLL-OVER BARS.

(kk) Be fitted with SAFETY HARNESS to be worn at all times by the driver during training practice and competition.

(ll) If fitted with lightened non-standard doors be fitted with a HORIZONTAL SAFETY BAR across the door(s) aperture below the line of the window and at a suitable height to protect the driver, this must not be integral with the door.

(mm) Have any forward facing LAMPS of more than thirty-two (32) square centimetres in surface area adequately protected and secured in case of glass breakage.

(nn) Not pass fluids through any chassis tubes in space frame vehicles.

(xlviii) Miscellaneous

(ii) Be fitted with at least two MIRRORS of minimum surface area fifty (50) square centimetres securely mounted and positioned to give a clear view to the rear. The edges of the mirrors must be protected by a suitable cover to reduce the possibility of injury in the event of an accident.

- (jj) Be presented at Scrutineering with all STEERING MECHANISM, SUSPENSION LINKAGES and FLEXIBLE BRAKE LINES in clean condition.
- (kk) Have an operative WINDSCREEN WIPER if fitted with full size windscreen.

Go Karts

Chassis: -

In general of sound workmanlike construction and not including any components of a temporary character, and complying with the following requirements:-

- (a) Wheelbase Front: Minimum one hundred one (101) cent
Wheelbase Rear: Maximum one hundred twenty seven (127) centimetres and;
The maximum overall length of one hundred eighty two (182) centimetres, except for karts fitted with bodywork in the one hundred twenty-five (125) c.c. class which may be 200 cm.
- (b) Track – Minimum two-thirds (2/3) the measurements of the wheel base. Track measured to centres of tyres.
- (c) Height – Maximum sixty-two centimetres (62) measured from ground level. Any anti-roll safety bar NOT to be taken into account.
- (d) The kart must have protection (bumpers) at the front and the rear beyond which no kart must protrude. This protection shall have strength comparable to that of the chassis. No part may protrude outside the quadrilateral formed by the bumpers and the wheels.
- (e) Wheels and Tyres – The wheels must have bearings and be equipped with pneumatic tyres (with or without inner tubes). Minimum external diameter of tyres: - 22.2 centimetres, and maximum, 44.1 centimetres. Solid or cellular tyres are prohibited. The attachment of the wheels to the axles must incorporate a safety locking system such as split pins or self locking nuts. No method of heating tyres is permitted.
- (f) Transmission – The drive shall always be to the rear wheels. The method is free provided no differential is incorporated. All methods of chain oiling and greasing are forbidden.
- (g) Steering – Must be controlled by a steering wheel which must have a circular shape and be completely closed. Flexible steering controls by cable or chain are prohibited. All parts of the steering must have a method of attachment offering maximum safety (pin locked, or self-locking nuts, burred bolts).
- (h) Brakes – Brakes must be effective and act simultaneously on both rear wheels at least. For one hundred twenty-five (125) c.c. class karts, brakes must act on the four (4) wheels.
- (i) Exhaust – So designed that exhaust gases are carried away from and to the rear of the driver. Silencers are compulsory. Silencers shall be such that exhaust noise is reduced to ninety (90) decibels at one-hundred

(100) metres, taken in an open area at a height of ninety (90) centimetres.

- (j) Accelerator – Pedal-type being equipped with a return spring.
- (k) Fire-wall – There must be an effective fire-wall or bulkhead between driver and engine. The seat back, provided it is of metal or a fire proof material of adequate strength is acceptable.
- (l) Chain Guard – A chain guard is compulsory and must efficiently cover the engine sprocket and the axle sprocket down to the centre of the axle sprocket. In addition, it must incorporate efficient side protection to prevent the driver from trapping his fingers in the chain.
- (m) Flooring – There must be a floor made from rigid material that stretches from the seat to the floor of the Kart. Must be edged on each side by a tube or a rim preventing the driver's feet from sliding off the floor. If perforated, the holes must not have a diameter exceeding one (1) cm.
- (n) Seating – To give adequate back and sideways support to the driver.
- (o) Control Pedals – Whatever the position of the pedals they must not protrude beyond the foremost chassis components, including the bumper.
- (p) Ignition – An effective means of cut-out is obligatory. This may take the form of a switch or even a means of pulling the H.T. lead off the sparking plug but in either case must be easily operable by the driver's gloved hand while he is in a position to control the vehicle, i.e. looking ahead.
- (q) Fuel and Oil Containers – May be of any material provided they are of leaf-proof construction and firmly affixed to chassis.
- (r) Fuel Pipes and Feeds – Flexible or with flexible inserts. A positive means of turning off the fuel must be provided for gravity feeds and should be easily operated by a gloved hand.
- (s) Number Plates – Two number plates must be fitted, one at the front and one at the rear. Unless the Supplementary Regulations specify otherwise, they should be rectangular 20 centimetres x 25 centimetres and must not be made of metal. Numbers must be at least nineteen (19) centimetres high and twenty-five (25) millimetres stroke width. Corners of the plates must be rounder with a diameter of fifteen (15) – twenty-five (25) millimetres.
- (t) Bodywork – No form of bodywork, and this includes monocoque and box type chassis construction that extends above the wheel centres, fairings, aerofoil, wings, streamlined number plates or parts such as fuel tanks with a shape primarily intended to produce a beneficial aerodynamics effect, are permitted on any kart other than in the gearbox classes.

No bodywork may extend beyond the rear bumpers and nothing may be vertically above the driver's head, body and limbs. Any form of bodywork must be soundly constructed of a material and design to provide maximum safety for the driver and other competitors both in normal racing and an accident and never present a sharp edge.

(xlix) Dangerous Constructions

The Stewards of a Meeting may exclude any vehicle the construction of which they deem to be dangerous.

8.2 MOTORCYCLES

For all competitions, motorcycles will be classified on the one hand by categories (racing, sports, production, motocross, trials, speedway etc.) and the other by engine capacity.

8.2.1 Road Racing

(ii) Size of Wheel Rims and Tyres

For solo motorcycles, the wheel rims must be at least four hundred (400) millimetres (16 inches) in diameters. Tyres must have the following constitution:

(1) Tubeless Tyres

If a tyre is to be run tubeless it is recommended that the internal rim dimensions are approved by the manufacturer of the tyres being used. Tyre/Rim relationship for tubeless application is very critical.

(2) Warm Up Laps (Slick Tyres)

Whenever races for solo machines are held in which slick tyres are being used, a warming up lap may be included at the discretion of the Clerk of the Course.

(jj) Clutch and Brake Levers

Clutch and Brake levers must be ball ended, the diameter of the ball being not less than 19 mm and either an integral part of the lever, or a permanent fixture.

(kk) Mudguards

Mudguards are not compulsory. If fitted, the following rules will apply:-

(1) They must project laterally by at least ten (10) millimetres on each side of the tyre. The rear mudguard must cover at least one hundred twenty (120) degrees of the circumference of the rear wheel, and the angle contained by a line drawn from the rear end of the rear mudguard to the centre of the rear road wheel and a line drawn horizontally through the centre of that road wheel must not exceed twenty (20) degrees.

(2) The front mudguard must cover not less than one hundred (100) degrees of the circumference of the front road wheel. The angle contained by a line drawn from the rear end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must not

exceed twenty (20) degrees. Similarly, the angle contained by a line drawn from the front end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must be not less than forty-five (45) degrees or more than sixty (60) degrees.

(ll) Primary Drive Guard

An adequate guard must be fitted to prevent the drive being accidentally touched at any part of the run not in contact with the sprockets.

(mm) Exhaust Pipes

Exhaust gases must not be discharged so as to raise dust or foul the tyres or brakes, or inconvenience a following rider.

(nn) Handlebars

The extreme width of the handlebars must be not less than fifty (50) centimetres. The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be twenty (20) degrees. Whatever the position of the handlebars, it must not be possible for the front wheel to make any contact with any stream-lining, it is compulsory to fit an independent stop or stops or other devices, the sole purpose of which shall be to ensure a minimum clearance of thirty (30) millimetres between the handlebars and tank, when on full lock, to prevent the trapping of the rider's fingers.

(oo) Footrests

The footrests for the driver must be placed not higher than fifty (50) millimetres above a line passing through the centre of the wheels with a machine loaded and in front of a vertical line passing through the centre of the rear wheel. They must be positioned to give easy access to any control pedal.

The ends of the footrests must be rounder with a radius of not less than eight (8) millimetres. During a race, drivers must adopt a position with their feet on the footrests. If a driver adopts any other position he will be excluded.

(pp) Oil drain Plugs and Supply Pipes

All oil drain plugs must be tight and must be drilled and wired in position. Oil supply pipes must be adequately wired in position.

(qq) Oil Catch Tanks

Where an oil breather pipe is fitted the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a meeting.

It is recommended that the minimum size of a catch tank shall be two hundred fifty (250) c.c. for gear boxes and five hundred (500) c.c. for oil tanks.

(rr) Petrol and Oil Filler Caps

Petrol and oil filler caps when closed must be leak proof. Additionally they must be securely locked to prevent accidental opening at any time.

(ss) Petrol Tank Breather Pipes

Non-return valves must be fitted to petrol tank breather pipes.

(tt) Inclination

It must be possible for a motorcycle (other than a Vintage and Series Production machines) not being loaded, to be inclined to an angle of fifty (50) degrees from the vertical, without any part of it, other than the tyre, coming into contact with the ground.

(uu) Streamlining

The streamlining used on solo motorcycles must comply with the following:-

- (1) The front wheel, with the exception of the tyre, must be clearly visible from either side.
- (2) There must be no streamlining forward of a line drawn vertically through the axle of the front wheel.
- (3) There must be no streamlining to the rear of a line drawn vertically through the axle of the rear wheel. The rim of the rear wheel must be clearly visible for the one hundred eighty (180) degrees of its circumference to the rear of this line. No part of the machine may project to the rear of a line drawn vertically through the rearmost edge of the rim of the rear wheel.
- (4) Normal mudguards are not considered as streamlining.
- (5) It must be possible to see the driver completely, in the normal riding position with the exception of the forearms, from either side, from the rear and from above.
- (6) It is forbidden to use any transparent material to avoid the application of these rules.
- (7) No part of the seat or saddle or anything to the rear of these must be more than ninety (90) centimetres above the ground when the motorcycle is not loaded.
- (8) There must be a clearance of at least fifty (50) millimetres between the streamlining and the extremities of the handlebar, or other form of steering device, including any attachments thereto, whatever the position of the handlebars.

(vv) Fuel

- (1) Fuel must be a commercial brand of petrol that is supplied to the public from a wayside pump. It must not contain any added alcohol.
- (2) Samples of fuel for the purposes of testing may be taken from the tank of any motorcycle which takes part in the competition.

(ww) Number Plates

- (1) Whenever number plates are required to be carried at an event, they will be three (3) in number and must comply with the following requirements. They must be made of rigid material and solidly constructed, elliptical in shape, measuring a minimum of 235 millimetres x 285 millimetres in size. The plates must be flat or slightly curved (not more than one inch from the true plane) and must not be otherwise bent or obscured in any way. One plate must be carried facing forward and not more than twenty-five (25) degrees from the vertical and others must be facing outwards and vertical, one on each side of the machine.
- (2) The minimum dimensions of the figures must be: height one hundred forty (140) millimetres, width ninety (90) millimetres, width of stroke twenty five (25) millimetres, and the space between any two figures twenty five (25) millimetres.
- (3) The figures must be legible and both figures and base or background must be in a 'matt' (non-shiny) colour.
- (4) They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the driver when he is in the riding position.
- (5) In place of detachable plates similar areas may be painted on the body of the machine or on the streamlining.
- (6) Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the driver is allowed to start.

(xx) Scrutineering

All motorcycles and protective clothing must be presented to the Scrutineer for examination before the start of any practice to ensure that they are in a safe and sound condition, and comply with the requirements of the Regulations. Protective clothing must be worn when being checked by the Scrutineer. Any protest against the Scrutineer's decision must be made immediately through the Clerk of the Course to the Stewards of the Meeting.

(yy) Final Examination

Every motorcycle finishing in a race must, if so required, be submitted for Final Examination, and any motorcycle may be retained by the Organisers for such period as may reasonably be necessary for its examination.

(zz) Protective Clothing

- (1) In all practicing and racing, leather (or approved substitute) protective clothing in a sound condition, including gloves and boots, must be worn by every rider and passenger.
- (2) For riders, the boots must be leather and calf length or of such length as to ensure that the legs are completely covered in leather, i.e. riding leathers must be properly tucked into the boots so that no gaps can appear. Short ankle boots and boots with metal studs are not permissible.
- (3) Goggles or visors and spectacles, if worn, shall be of a non-splinterable material.

Moto-Cross

Specifications:-

Brakes

Motorcycles (Solos) must be equipped with one (1) efficient brake operating on each wheel, and operated independently from the riding position.

Motorcycles with sidecars must be equipped with efficient brakes on operating on at least two (2) of the road wheels, each giving complete control from the riding position.

Tyres

There is no restriction as to the type of tyre which may be used other than as may be laid down in the Supplementary Regulations, but chains and other non-skid devices will not be permitted.

Mudguards

Motorcycles must be fitted with two (2) mudguards giving protection to the other driver. The rear mudguard must cover at least thirty five (35) degrees of the upper rear guardant of the rear wheel. The Clerk of the Course may permit the removal of the front mudguard if conditions make this desirable.

Clutch and Brake Levers

Clutch and Brake Levers must be ball ended, the diameter of the ball being not less than nineteen (19) millimetres and either an integral part of the lever, or a permanent fixture.

Footrests and Handlebars

The ends of the footrests must be rounded with a radius of not less than eight (8) millimetres.

Removal of Lamps, etc.

Lamps, Front Regulation Plates and Licence Holder must be removed.

Throttle

All machines must be fitted with self-closing throttles.

Primary Chain Guards

An adequate chain guard must be fitted over the primary chain, such guard to prevent the chain being accidentally touched at any part of the run not in contact with the sprockets.

Exhaust Pipes

Exhaust gases must not be discharged so as to raise dust or foul the tyres or brakes, or inconvenience a following rider.

PART 9

DRIVING/RIDING CODE OF CONDUCT

9.1 DRIVERS/RIDERS MAY RECEIVE ASSISTANCE ONLY:-

- (i) At the pits or paddock or service park.
- (ii) From officials.

Refuelling and work upon vehicles, other than by a driver or Officials, may be carried out only at the pits or paddock or service park.

9.2 ANY VEHICLE WHICH HAVE LEFT THE COURSE WITH ALL WHEELS SHALL:-

- (i) Rejoin the Course at the nearest point of exit from it, compatible with safety.
- (ii) Be halted at the point of rejoining the course, and shall not proceed until it is safe to do so.
- (iii) Be penalised by the addition of thirty (30) seconds to race time or a drive/ride through for the first occasion, and be excluded for a second occasion or for failure to comply with (i) and (ii) above, except that these penalties shall not apply if the vehicle left the course in avoiding another competitor, or in circumstances which could not be foreseen by the driver/rider. The penalty of exclusion will be enforced by removing the competitor from the race by display of black flag.

9.3 VEHICLES STOPPING ON THE TRACK/COURSE

Any vehicles unable to complete the Course either during practice or the Race shall be stopped well clear of the course and shall be not moved until permission has been given by the Clerk of the Course. No vehicle able to proceed under its own power shall be stopped either on the course or the verges of the Course, but shall proceed to the pits or paddock.

9.4 CLASSIFICATION OF A FINISHER

In the case of a Race over a set distance the winner will be the competitor who covers the distance in the least time, and the End of the Race signal will be given when the first

competitor completes the set distance. In the case of a Race for a set time, the winner will be the competitor who covers the greatest distance in that time and the End of the Race signal will be given at the end of the set time. After receiving the End of the race practice signal, vehicles will maintain station and proceed at a reduced speed for a complete lap, unless the SR specify that only a part of a lap will be covered. To be classed as a Finisher, a vehicle must have completed not less than half the Race.

9.5 BLOCKING ON THE TRACK/COURSE

Any driver appearing not to be making adequate use of the cars, rear view mirror, or driving in a manner which even if unintentional appears consistently to hinder or discourage another driver seeking to pass may be halted by display of a black flag.

9.6 REVERSE DIRECTION OR REVERSING

No competing car shall be driven in the reverse direction of the Course unless under official supervision.

9.7 OVERTAKING

Any overtaking may be done either on the left or the right of the competitor in front when it is safe to do so. In the event of a collision the onus of responsibility lies with the competitor doing the overtaking. Only if there is conclusive evidence that the competitor in front deliberately caused the incident, he/she will be exonerated.

9.8 SAFETY APPAREL

Drivers/riders must wear all safety apparel at all times during competition and not remove them until they return to the pit or paddock as the case may be.

9.9 OFFICIALS' INSTRUCTIONS

Drivers/riders must follow instructions given by officials. Failure to do so will incur penalty imposed by the stewards of the meeting.

9.10 RESPECT OF FLAGS DISPLAYED

All flags displayed by Officials must be respected. Failure to do so will incur penalty imposed by the Stewards of the Meeting.

PART 10

OFFICIALS AND THEIR DUTIES

CHAPTER 1

OFFICIALS

10.1.1 NECESSARY OFFICIALS

The following officials are required for all events unless otherwise approved by MAM: -

- (i) Steward/s of the Meeting
- (ii) Clerk of the Course/Event Director

- (iii) Secretary of the Meeting
- (iv) Timekeeper/s
- (v) Scrutineer/s
- (vi) Safety Marshals
- (vii) Flag Marshals
- (viii) Judges of Fact

They shall be termed "Officials" and may have assistants to whom any of their duties may be delegated.

10.1.2 NOMINATION OF OFFICIALS

The Stewards of the Meeting will be nominated by MAM. All Officials other than any Stewards of the Meeting, shall be nominated by the Organisers but must be approved by MAM.

10.1.3 QUALIFICATION OF OFFICIALS

Officials shall be selected from amongst persons holding the necessary officials licences or otherwise approved by MAM.

10.1.4 MAM STEWARDS

MAM appoints persons to be Stewards of MAM either annually or when necessary.

10.1.5 PLURALITY OF DUTIES

The same person may undertake several duties at an event provided that he is qualified to do so.

10.1.6 SEPARATION OF DUTIES

An official shall not, at any meeting, perform any other duties than those which are clearly attached to his appointment or appointments. He shall not be eligible to compete in any competitions at a meeting at which he is acting as an official.

10.1.7 REMUNERATION OF OFFICIALS

The Stewards of the Meeting shall have their travelling expenses and such other expenses necessary for them to properly discharge their duties reimbursed. Such expenses shall be borne by the Organisers of the meeting. Other officials may be remunerated for their services by the Organisers.

PART 10

CHAPTER 2

OFFICIALS DUTIES

10.2.1 RESPONSIBILITY OF THE STEWARDS OF THE MEETING

- (i) The Stewards of the Meeting shall not be responsible for the organisation of any event and shall not have any executive duty in connection with the event or have any financial or other interest in the event. In discharging their duties, the Steward shall have no other responsibility than their responsibility to MAM;
- (ii) Notwithstanding Rule 10.2.1 (i) when a competition is organised/promoted directly by MAM, the Stewards of such a Meeting may combine their duties with those of the Organiser/Promoter (MAM) but shall not be members of the Organising Committee.
- (iii) In a meeting comprising several competitions there may be different Stewards of the Meeting for each competition. Where more than one (1) Steward is appointed, the Steward appointed as Chief Steward, shall act as Chairman of the Stewards of the Meeting.

10.2.2 POWERS OF THE STEWARDS OF THE MEETING

The Stewards of the Meeting shall have powers to enforce compliance with the NCR the Supplementary Regulations and the instructions to competitors and to adjudicate upon any dispute or protest arising during the meeting subject to the rights of appeal provided by the NCR and shall have power in accordance with the NCR to:-

- (i) Decide what penalty to inflict for a breach of the NCR;
- (ii) Modify the Supplementary Regulations in exceptional circumstances;
- (iii) Alter composition of or consolidate heats;
- (iv) Authorise a re-run in the case of dead heat;
- (v) Authorise a change of driver or vehicle;
- (vi) Accept or refuse a correction proposed by a Judge of Fact;
- (vii) Inflict a penalty of reprimand, fine or exclusion but not suspension or disqualification;
- (viii) Amend the results of a competition;
- (ix) Prohibit from competing any driver or any vehicle which, is considered dangerous, or is reported as such by the Clerk of the Course or Scrutineer;
- (x) Exclude for one or more competitions or for the duration of the event any entrant or driver considered to be, or who is reported to them by the Clerk of the Course or Organisers to be ineligible to take part, or whom they consider guilty of misbehaviour or unfair practice;
- (xi) Order the removal from the course and its precincts any competitor or entrant who refuses to obey the order of an official;

- (xii) Postpone a competition for reason of safety;
- (xiii) Modify the position of the starting or finishing lines, or alter the programme at the request of the Clerk of the Course or the Organisers where necessary to ensure reasonable safety for competitors, team members, officials or spectators;
- (xiv) Appoint a temporary substitute or substitutes to replace any Steward or Stewards not able to perform their duties. Such power shall be exercisable by the remaining Steward and shall be used to ensure that there is always one Steward of the Meeting;
- (xv) Enquire into allegations of reckless driving and if appropriate refer the matter to the MAM for a hearing in accordance with the NCR;
- (xvi) Take the decision to stop any competition;
- (xvii) Order the removal of anyone who refuses to carry out his duties in accordance with the NCR and or acts in such a manner that proves detrimental to the sport in general and/or MAM.

10.2.3 CONDUCT OF STEWARDS

The conduct of Stewards at events shall be such as to promote good relations during a competition and in general act in the interest of fair and orderly competition:

- (i) The Stewards should avoid discussion of Regulations and should refrain from making recommendations or decisions which might give the impression of any bias in the matter; and
- (ii) carefully record times (of announcement of results, receipt of protests, etc.); and
- (iii) at hearings, observe the formalities set out in the NCR especially that all parties should be summoned to a hearing and hear their evidence;
- (iv) It is their duty to consider any protest by a competitor, or any complaint by an official in accordance with the NCR and Supplementary Regulations of the Competition. The evidence of all concerned should be heard, having due regard to the fact that first hand evidence, not hearsay, is essential from both sides;
- (v) It is essential that their opinion be guided by the NCR and not by personal opinion or by what the Organisers may claim they intended the Supplementary Regulations to mean;
- (vi) In the event of genuine ambiguity in a particular Regulation only that intention which may be inferred from the Regulation as a whole may be taken into account;
- (vii) No Steward shall commit an act or give an order from the result of which a protest might arise, since he will then be a prejudiced person;
- (viii) Where instructions must be given to any official, such Instructions should be given to the Clerk of the Course, unless this is absolutely impossible;
- (ix) If it seems likely to be more just, the decision of the Stewards should be delayed until all factors in the case considered, even if this delays the publication of results;

- (x) The Stewards have a duty to prevent any unnecessary danger to the competitors and spectators, having due regard to the basic risk of motor sport;
- (xi) Unless there are over riding considerations of urgency, the Stewards should act as a body (if there is more than one Steward) and through the Clerk of the Course. If an individual Steward is forced to take action, he should inform his fellow stewards and the Clerk of the Course as soon as possible;
- (xii) Care should be taken that no order is given or action taken which may result in a protest; and
- (xiii) Stewards, from their own experience and knowledge of motor sport, may give advice, provided it is understood that this is not done in an official capacity, but they should avoid dealing with a request for advice which, if the request comes from a competitor, is really a concealed protest or which, if the request comes from an Official, may give rise to such protest.

10.2.4 STEWARDS OF THE MEETING TO REPORT

- (i) No later than twenty-four (24) hours after the conclusion of a meeting the Stewards shall send the Stewards Report to MAM in the prescribed format using MAM's Stewards Report and include any moneys collected i.e. fines, protest fees, appeal fees etc.
- (ii) Any Notice of Appeal shall be forwarded by the Stewards to MAM by hand, fax or email as soon as practically possible after receiving such notice but in any event no later than eighteen (18) hours after having received such notice.

10.2.5 POWERS OF MAM FOLLOWING STEWARDS REPORT

If it appears to MAM from the Stewards Report or otherwise that the results of a competition have been improperly or incorrectly made out or that any other irregularity has taken place, MAM shall be entitled to enquire into the matter and, after giving the relevant parties an opportunity to be heard, make such order as it deems proper, even though no protest or appeal may be outstanding. No enquiry shall be ordered after the expiration of fourteen (14) days after the publication of the results.

10.2.6 DUTIES OF THE CLERK OF THE COURSE

In the case of a meeting comprising several competitions there may be different Clerks of the Course for each competition. The Clerk of the Course is responsible for the general conduct of the meeting in accordance with the NCR, the Supplementary Regulations and in particular he shall:-

- (i) Ensure that all Officials are provided with the necessary information and instructions for carrying out their duties;
- (ii) Ascertain whether all Officials are at their posts, and report the absence of any of them to the Stewards of the Meeting;
- (iii) Ensure that each vehicle and each competitor carries the proper identification marking in accordance with the entry list;
- (iv) Control and prevent any ineligible competitor or vehicle from taking part;

- (v) Ensure that the correct driver/rider is in/on each vehicle and monitor the vehicle as necessary with assistance of Officials;
- (vi) Send the vehicles to the starting line in the right order and, if necessary start them;
- (vii) Convey to the Stewards any proposal to modify the programme of the event
- (viii) Report to the Stewards any misbehaviour of, or breach of rule by, a competitor;
- (ix) Collect the reports of the Timekeepers, Scrutineers and Course Marshals together with such other official information as may be necessary to determine the results;
- (x) Prepare or arrange for the Secretary of the Meeting to prepare a written statement of the information necessary to enable the Stewards of the Meeting to complete their report;
- (xi) Prepare a report to MAM following the closure of the event, using the prescribed format being MAM's Clerk of the Course Report Form. Such form shall be submitted to the Stewards no later than thirty (30) minutes after the completion of competition or at such later time as is permitted by the Stewards.
- (xii) Liaise closely with such Authorities as have undertaken the policing of the meeting and who are responsible for public safety;

10.2.7 DUTIES OF THE SECRETARY OF THE MEETING

The Secretary of the Meeting shall be responsible for the organisation of the event administration and notices required in connection therewith. The practical arrangements may be organised as an event secretariat where the Secretary of the Meeting delegate tasks. The Secretary must always be the person in charge.

The Secretary shall:-

- (i) Prepare and submit Supplementary Regulation and subsequent additional Regulations to MAM for approval;
- (ii) Accept entries from the opening date and control registration on day of event;
- (iii) Apply for police and other necessary permits. Also make arrangements with nearest hospital(s) if necessary;
- (iv) Assist the Clerk of the Course in the preparation of the information required for the Stewards report;
- (v) If requested, prepare the minutes of the Stewards meetings and assist them in clerical work.
- (vi) Accept protests on behalf of the Clerk of the Course in his absence and arrange for same to be forwarded to the Stewards without delay;
- (vii) Ensure that the results are posted on the Official Notice Board;
- (viii) Ensure that the Prize Presentation is correctly done and cash prizes are distributed.

10.2.8 DUTIES OF TIMEKEEPERS

The principal duties of Timekeepers shall be:-

- (i) To report personally to the Clerk of the Course for instructions;
- (ii) To start competitions if so instructed by the Clerk of the Course. In the case of a handicap competition, where the handicap is applied at the start, the starter shall be a timekeeper;
- (iii) In all races and speed events and in other events when so required to use only such equipment for timing as is approved by MAM and to take times within one hundredth of a second;
- (iv) To register such times as are necessary to determine lap/course times and results, or as required by the Clerk of the Course;
- (v) To prepare and sign their reports relating to the timing which is their individual responsibility, and to send them, with all necessary supporting documents to the Clerk of the Course;
- (vi) To send on request their original time sheets to the Stewards;
- (vii) To communicate any times or results only to the Stewards and the Clerk of the Course or in accordance with their instructions.

10.2.9 DUTIES OF SCRUTINEERS

Scrutineers are responsible for all checking relating to mechanical soundness of competing vehicles. They shall:

- (i) Make these inspections before, during and after the competition as requested by the Clerk of the Course;
- (ii) Use such inspecting and measuring instruments as may be specified or approved by MAM;
- (iii) Not communicate any official information except to the Stewards and the Clerk of the Course;
- (iv) Prepare and sign their reports, and hand them to the Stewards and the Clerk of the Course.

10.2.10 DUTIES OF COURSE/SAFETY AND FLAG MARSHALS

- (i) The marshals shall occupy posts along the course assigned to them. As soon as the Meeting commences each marshal is under the orders of the Clerk of the Course, to whom he shall immediately report by any means at his disposal (radio, telephone, hand or otherwise) all incidents and accidents which occur on the section of the course for which he is responsible.
- (ii) Flag Marshals are appointed to give signals by flags to the competitors in accordance with the signals laid down in Appendix 2. They may also act as Observers.

- (iii) At the end of each Competition all Observers must give to the Clerk of the Course a written report of all incidents or accidents noticed by them.
- (iv) During a Competition, marshals may be required to inform a specified Official of the order in which competitors pass their post, lap by lap in the case of a circuit competition.
- (v) Each marshal post must generally be manned by a minimum of five (5) persons (circuit racing) or two (2) persons (long course speed events) one of whom must have a radio. On short course speed events i.e. car park events, the Clerk of the Course may allow marshal posts to be manned by one (1) person and if within eye contact without radio.
- (vi) Each marshal post must be equipped with the following at circuit events and long course speed events i.e. hillclimbs:
 - (a) Two (2) yellow flags
 - (b) One (1) red flag
 - (c) One (1) green flag
 - (d) One (1) yellow flag with red stripes
 - (e) One (1) white flag
 - (f) One (1) blue flag
 - (g) Two (2) brooms
 - (h) One (1) bucket of calcium carbonate or other liquid absorbent
 - (i) One (1) or two (2) straps to lift a motorcycle (if bikes are in event)
 - (j) Gloves for all marshals
 - (k) One (1) SC board for safety car deployment (if safety car specified)
 - (l) One (1) sharp cutter to cut jammed seat belts straps
 - (m) One (1) torch for night racing
 - (n) Two (2) fire extinguishers

10.2.11 DUTIES OF JUDGES OF FACT

The Judges may perform one or more of the following duties:-

- (i) Starting Judges whose duty is to point out to the Clerk of the Course any false starts immediately after they occur;
- (ii) Finishing Judges whose duty is to declare the order in which vehicles cross the Finishing Line;

- (iii) Judges of Fact whose duty is to decide when or whether a vehicle has touched or passed a given line, or upon some other fact laid down in the Supplementary Regulations;
- (iv) An Assistant may be appointed to assist a Judge of Fact or in the case of absolute necessity to replace him. In the event of disagreement, the decision will be given by the Judge of Fact;
- (v) Cinematographic, photographic, or similar apparatus to facilitate a Judge's decision is allowed as admissible evidence but only if the apparatus is under the control of the Organiser and in such a case the Judge may delay his decision until its evidence is obtained. Approved on-board cameras, if registered with the Organiser are also considered admissible as evidence and the Stewards have the powers to demand any recorded or still or motion pictures from any on-board camera be handed to them as evidence. Evidence from any other camera or like apparatus is not admissible;
- (vi) A protest may not be made against the decision of a Judge of Fact, which will be accepted as final unless corrected as hereinafter provided;
- (vii) A mistake by a Judge of Fact may be corrected by him with the approval of the Stewards of the Meeting;
- (viii) Facts to be judged (if any) shall be specified in the Supplementary Regulations and the respective Judges of Fact shall be named in the Additional Supplementary Regulations;
- (ix) At the close of the competition each Judge shall, if so requested, send a report of his observations to the Clerk of the Course.

10.2.12 DUTIES OF HANDICAPPERS

The Handicappers shall, after entries have closed, prepare the handicaps in accordance with the Supplementary Regulations. They shall state if any handicap in a competition is to be increased as a result of a performance made in a previous competition at the same meeting.

PART 11

PENALTIES

CHAPTER 1

11.1 BREACH OF RULES

Any of the following offences, in addition to any other offences specifically referred to previously and hereafter, shall be deemed to be a breach of the NCR.

- (i) All bribery or attempt, directly or indirectly, to bribe any official or any person employed in connection with a competition; and the acceptance of or offer to accept a bribe by such official or employee;
- (ii) Giving evidence to MAM, to the Stewards of a Meeting or to any Court of Appeal, knowing it to be false;

- (iii) Such other act or omission which may put motor sport into disrepute, including disorderly conduct, entering of ineligible vehicles and any other conduct prejudicial to motor sport.

PART 11

PENALTIES

CHAPTER 2

11.2.1 PENALTIES

Any person or body committing a breach of the NCR or of any Supplementary Regulations, or any instructions of MAM contained in any Regulations and Supplementary Regulations approved by MAM or of any conditions attached to an Event Organising Permit, or of any instructions to Drivers/Riders or of any special event rules may be penalised as hereinafter provided.

11.2.2 IMPOSITION OF PENALTIES

- (i) The penalties which may be inflicted are, in order of increasing severity, as follows:
 - (a) Reprimand;
 - (b) Fine;
 - (c) Time Penalty (including Drive/Ride through);
 - (d) Exclusion;
 - (e) Suspension;
 - (f) Disqualification;
- (ii) Alleged offences arising from a competition are normally dealt with by the Stewards of the Meeting. Alleged offences arising from a competition but not dealt with by the Stewards of the Meeting shall be dealt with by a Tribunal appointed by MAM.
- (iii) Before imposing any penalty the Stewards of the Meeting, a Tribunal or MAM, as the case may be, shall summon the parties concerned to appear before them. The procedure at any hearing by the Stewards of the Meeting or by a Tribunal or MAM acting as Court of First Instance shall be in accordance with Rule 12.6 of the NCR. The procedure at any Hearing of Appeal by MAM shall be in accordance with 13.6 of the NCR.

11.2.3 SENTENCED TO A REPRIMAND

A reprimand may be imposed by the Stewards of the Meeting, or MAM.

11.2.4 SENTENCED TO A FINE

A fine may be imposed by the Stewards of the Meeting, Appeal Tribunal, or MAM.

11.2.5 LIABILITY TO PAY A FINE

Fines shall be paid within forty-eight (48) hours of the fines being imposed. Any delay in making payment will result in suspension for the period during which the fine remains unpaid.

11.2.6 EXCLUSION

A person, body or vehicle shall be liable to sentence of exclusion if:

- (i) Having taken any part in any competition, if shown to have been ineligible to do so or shown to have been eliminated there from;
- (ii) Any entry fee paid by or in respect of the person, body or vehicle sentence for the competition to which the sentence relates shall be forfeited to the Organisers;
- (iii) A sentence of exclusion may be pronounced by the Stewards of the Meeting, the Appeal Tribunal of MAM or MAM and may be made retrospectively.

11.2.7 SUSPENSION

- (i) Suspension shall render any entry null and void made for any competition taking place during such suspension and any entry fee paid shall be forfeited to the Organisers;
- (ii) A suspension may be effected only by MAM or by the Appeal Tribunal of MAM;
- (iii) Where suspension relates to a competitor, he shall hand his licence to MAM. At the expiration of the period of suspension the licence will be returned;
- (iv) Delay in handing in a licence in accordance shall automatically result in the extension of the suspension by the period equal to the delay.

11.2.8 DISQUALIFICATION

- (i) Disqualification shall always have nation-wide effect and shall be published on MAM's website;
- (ii) Disqualification shall render any prior made entry invalid for any competition during the disqualification period and any entry fee paid or payable shall be forfeited to the Organisers;
- (iii) A disqualification may be pronounced only by MAM or MAM's Court of Appeal; and
- (iv) Where the sentence of disqualification also includes a suspension the competitor shall immediately return his licence to MAM and suspension Rules 11.2.7 (iii) and (iv) shall also apply.

11.2.9 LOSS OF AWARD

A competitor who is excluded, suspended or disqualified in any competition shall forfeit all rights to any prize in the competition for which the penalty is imposed.

11.2.10 AMENDMENTS OF PLACINGS AND PRIZES

The Stewards of the Meeting shall declare the resulting amendment to the placing and prizes, and they shall decide whether the next competitor in order shall be advanced.

11.2.11 PUBLICATION OF PENALTIES

- (i) MAM shall have the right to publish or cause to be published a notice stating that a penalty has been imposed on any person, body, vehicle, or make of vehicle and the reason for the penalty;
- (ii) The person, persons or body referred to in such notice shall have no right of action against the MAM, or against any person publishing or printing the notice on behalf of MAM.

11.2.12 REMISSION OF SENTENCE

MAM shall have the right to remit the unexpired term of a sentence of suspension or disqualification inflicted under the NCR on such conditions as MAM thinks fit.

PART 12

PROTESTS

12.1 RIGHT OF PROTEST

- (i) The right to protest lies solely with any competitor who may consider himself aggrieved by any decision, act or omission of an Organiser, Official, Competitor, or other person connected with any competition in which he has taken part, except that there shall be no right of protest against a refusal of entry or against the decision of a Judge of Fact.
- (ii) Nothing in this Rule shall affect or prejudice the right and duty of any official, acting in his official capacity, to take such action as he may deem proper in any circumstance regardless of whether a protest has been lodged or not.

12.2 LODGING A PROTEST

- (i) Every protest shall be in writing signed by the competitor making the protest and shall be accompanied by the fee and (in the case of protest against the qualification or eligibility of a vehicle for any competition) such further amount by way of deposit as the Stewards may require. Such fee and deposit shall be paid in cash, unless otherwise approved by the Stewards in exceptional circumstances and only be returned if the protest shall be deemed to be right and if so directed by the Stewards of the Meeting.
- (ii) Protests against the qualification or eligibility of a vehicle for any competition shall specify the details of such alleged ineligibility, and shall not be acceptable otherwise. The additional fee for dismantling the vehicle prescribed shall accompany any such protest.
- (iii) Protests may be withdrawn before a hearing is carried out. In that case any protest fees will however be forfeited to MAM but deposits for ineligibility

investigations and dismantling fees may be returned at the discretion of the Stewards if costs are not already incurred by MAM.

12.3 TO WHOM ADDRESSED

A protest arising out of a competition shall be addressed to the Clerk of the Course for immediate transmission to the Stewards of the Meeting.

12.4 TIME LIMIT FOR LODGING PROTESTS

- (i) A protest as to the validity of entry, qualification of competitor shall be lodged at the latest before closure of registration;
- (ii) A protest as to validity of vehicle or shall be lodged at the latest one (1) hour after the expiration of the time fixed for the official scrutineering of the vehicles. Protest against exclusion at post race or speed event scrutineering shall be made within thirty (30) minutes of the announcement by officials;
- (iii) A protest against driving/riding conduct shall be lodged immediately after the competition. In such circumstances the protest shall be made with the minimum of delay and at the latest within thirty (30) minutes after the finish of the competition;
- (iv) A protest as to a handicap, make up of heat or instruction to drivers/rider shall be lodged at least thirty (30) minutes before the time set for the start of the competition or such lesser time as the Stewards of the Meeting may think justifiable in order to make the lodging of the protest physically possible;
- (v) A protest against any mistake or irregularity occurring whilst a competition is taking place shall be lodged within thirty (30) minutes after the finish of the competition, or within such further time as the Stewards of the Meeting may think justifiable in order to make the lodging of the protest physically possible;
- (vi) A protest concerning the results of a competition must be made within thirty (30) minutes of their publication at the prescribed place of publication (notice board or result board) or within such further time as the Supplementary Regulations may allow, or the Stewards of the Meeting may think justifiable in order to make the lodging of the protest physically possible;
- (vii) Should it be impossible for the Organisers to publish the official results as stated, they shall issue, at the time and place fixed, all accurate details concerning their next steps about the official publication of the results;
- (viii) The Stewards of the Meeting shall consider all protests referred to above as urgent. Where decisions by the Stewards cannot be reached by simple majority, the Chief Stewards shall have the casting vote.

12.5 ADJUDICATION OF PROTESTS

Any protest arising out of a Meeting shall be adjudicated upon by all the Stewards of the Meeting, subject to the rights of appeal provided by the NCR. All other protest shall be adjudicated upon by MAM.

12.6 HEARING OF PROTESTS

The hearing of a protest shall take place as soon as practically possible after the lodging of a protest. All parties concerned shall be given reasonable notice by the adjudicators of the hearing of any protest. They shall be entitled to call witnesses, but shall state their case in person and not through an advocate, and they and their witnesses shall be given an opportunity to be heard. In their absence or in the absence of their witnesses, judgment may be passed by default. Before giving a judgment in default of appearance, the adjudicators must satisfy themselves that the party concerned is aware of the time, date and place of hearing or has been summoned to appear. If judgment cannot be given immediately after the hearing of the parties, they must be advised of the time and place at which the judgement will be handed down.

12.7 DISTRIBUTION OF PRIZES

- (i) The distribution of prizes shall not commence until thirty (30) minutes has elapsed since the publication of the results of a competition;
- (ii) When a protest is lodged, the decision of which may alter the list of prizes, such list shall only be published provisionally, and the prizes must be withheld until the publication of the final decision, including any delay resulting from an appeal;
- (iii) If after the distribution of prizes a decision is made pursuant to a protest or appeal, which affects the results, any competitor to whom a prize has been awarded but who is judged to be ineligible shall return such prize to the Organisers when so demanded;
- (iv) In the event a protest may affect only part of the list of awards, such part that is not affected by the protest may be published finally, and the corresponding awards and prizes distributed;
- (v) The Organisers may distribute prize monies at their own discretion in the case where an appeal has been made, provided they bear the responsibility of withdrawing and re-distributing these prize monies where a decision has been reversed by the Court of Appeal.

12.8 RE-RUN

Neither the Stewards of the Meeting nor MAM or the Court of Appeal shall have the power to order any competition to be re-run.

12.9 JUDGEMENT

All parties concerned shall be bound by the decision given, subject only to appeal as provided in the NCR.

12.10 ILL FOUNDED AND VEXATIOUS PROTESTS

- (i) If a protest is judged not to be well founded, the whole or part of the protest fee may be forfeited;
- (ii) If it is proved to the satisfaction of the adjudicators that the protestor has acted in bad faith, he shall be deemed guilty of a breach of the NCR and may be penalised accordingly.
- (iii) The protest fee shall be forfeited to MAM if the protest is dismissed or not upheld.

PART 13

APPEALS

13.1 JURISDICTION OF THE COURT OF APPEAL

- (i) The Appeal Tribunal of MAM is the Court of Second Instance to decide on matters appealed against the decision of Stewards of the Meeting.
- (ii) MAM's Motor Sport Court of Appeal ("**MSCA**") is the Final Court of Appeal for any dispute arising out of or in connection with a competition or an event. MSCA shall settle any dispute finally.
- (iii) The composition of MSCA shall be five (5) persons appointed by the Board of MAM from amongst distinguished Citizens with one being the Chairman of the Court also appointed by the Board of MAM. Appointments may be on a case-by-case basis or a term of up to one (1) year.
- (iv) No member of the above Courts may sit on a hearing if they adjudicated on a previous Tribunal, were an Official, Competitor, Entrant Organiser or in any way otherwise party related in the competition/event resulting in the appeal.

13.2 RIGHT OF APPEAL

- (i) Any person or body shall have the right of appeal against a sentence or decision by the Stewards of the Meeting or a Court of First Instance affecting him provided notice of the appeal is given in writing within one (1) hour on the appropriate Notice of Appeal Form together with the appropriate appeal fee.
- (ii) An appeal against a decision of the Stewards of a Meeting shall be heard and judgment shall be given by an Appeal Tribunal of MAM.
- (iii) A party to an appeal case heard by MAM, or any person aggrieved by the decision of the Appeal Tribunal of MAM, acting as a Court of Second Instance, may seek leave to appeal to MSCA provided he gives notice of appeal of a written decision of the Appeal Tribunal, in writing to reach MAM within seven (7) days.

13.3 TIME LIMITS FOR NOTICE OF APPEAL

Where an appeal arises from a decision of the Stewards of the Meeting, notice in writing of intention to appeal must be given to the Chief Steward accompanied by the appropriate appeal fee, within one (1) hour of the announcement of the Stewards decision. The appeal fee is not refundable if the appellant does not carry out his intention.

13.4 EFFECT OF GIVING NOTICE OF APPEAL

Giving notice of appeal shall not affect the validity or operation of any sentence or decision appealed against.

13.5 FORM OF APPEAL AND APPEAL FEES

All notices of appeal shall be in writing on the prescribed Notice of Appeal Form, specifying briefly the decision appealed against and the grounds of appeal, signed by the appellant or a person authorised by him. Appeal fee (see Appendix 1) in cash must accompany the Notice of Appeal.

13.6 NOTICE OF APPEAL HEARING

All parties concerned shall be given at least seven (7) days' notice of an Appeal Tribunal hearing, stating date, time and venue for the hearing and in case of an MSCA hearing fourteen (14) days' notice. Provided that all parties agree, a hearing may proceed with shorter notice. Notice shall be deemed to have been given by the dispatch of registered mail, fax or email. In case of fax or email, notice by this method shall only be given if fax number and email address are listed on the Notice of Appeal Form.

13.7 HEARING OF APPEAL

- (i) The parties concerned shall state their cases personally, in the case of a Company by an Officer of the Company, unless consent has been granted in advance by MAM to representation by advocates.
- (ii) MAM may in its absolute discretion permit the representation of an appellant by an advocate if, in MAM's opinion, the representation of the person himself may cause him undue hardship but if such permission is sought it must be in writing stating why representation of an advocate is sought and permission must be obtained in writing from MAM two (2) days prior to the hearing.
- (iii) The hearing of an appeal must take place within thirty (30) days of the notice of appeal.
- (iv) Any hearing may proceed to judgment in default of appearance by any party or witness.

13.8 JUDGMENT ON APPEAL

The Courts of Appeal may decide that the penalty or other decision appealed against may be waived, mitigated, increased or a fresh penalty imposed, or make any decision that they think fit.

13.9 ORDER AS TO APPEAL FEE AND COST

When giving judgment on appeal the Courts of Appeal, shall make such orders as to the return or forfeiture of appeal fees and as to costs as they may think fit save for appeal fees related to judgements of MSCA. Such appeal fees can only be returned in the maximum amount of thirty (30) percent of the appeal fee but whether a lower portion or any amount at all shall be returned is at the discretion of the Court.

13.10 PUBLICATION OF JUDGMENT

MAM shall have the right to publish or cause to be published a judgment on appeal, and to state the names of all the parties. The persons or bodies referred to in such notice shall have no right of action against MAM or against any person printing or publishing the said notice.

PART 14

EXEMPTION FROM THE NCR

14.1 PRINCIPLE

Notwithstanding any Rule in the NCR, MAM may grant certain exemptions from the NCR if such exemptions are for entry level grassroots motor sport and development projects, known as "Exempt Events". In such cases, and provided that certain event standards are complied with, MAM may wave the need for certain event officials, including Stewards.

14.2 NO RIGHT OF PROTEST

While such events may be classified as speed events due to the nature of the competition, no protests can be lodged or heard. However, MAM shall be entitled to enquire into any matter and make such order as it deem proper, including imposition of penalties.

14.3 EVENT ORGANISING PERMIT AND COMPETITION LICENCE

All events must be sanctioned by MAM by way an the Event Organising Permit and competitors must, in most cases, obtain or be in the possession of a MAM competition licence before taking part in any exempt event. Certain demonstration, testing or training events may not require a competition licence. Event Supplementary Regulations will always state competitor licensing requirements.

14.4 OFFICIALS

Event officials must poses the necessary skills and expertise to properly conduct events in a safe and orderly fashion. Prior to the start of competition all officials must be briefed on their roles and responsibilities in accordance with guidelines as set out by MAM. All officials must register, using MAM's prescribed registration form.

APPENDIX 1 APPLICABLE FEES

Competition Licence Grades and Fees for 2008

LICENCE TYPE	PARTICIPATION	Fee RM Senior	Fee RM Junior u/18	Personal Accident Insurance
Come n' Try Cars and Bikes	Valid for one only low level solo-start event.	10.00	5.00	No
Clubman – Solo Start Cars and Bikes	Valid for all solo-start events including national championship excluding rally. Entitled to participate in events for both Cars and Bikes.	70.00	40.00	Yes RM50,000
Clubman – Multi Start	Valid for multi start events up to national championships. Require medical examination and observed licence test.			Yes RM50,000
Go Kart	Go Kart	80.00	50.00	
Car, Circuit Racing	Circuit Racing, Cars and Karts (including Hillclimb for Cars)	100.00	60.00	
Car, Rally & Off-Road	Rally and all Off-Road, Hillclimbs	100.00	60.00	
Bike, Circuit / Road Racing	Circuit Racing, Road Racing (tarmac)	100.00	60.00	
Bike, Off-Road & Speedway	Off-Road, Motocross, Cross-country, Enduro and Speedway	100.00	60.00	
National	Valid for all national events. Competitors holding Clubman Multi-Start licence can upgrade to National after having competed successfully in a minimum of 5 multi-start events for which their Clubman Multi-Start licence is valid. To maintain licence competitor must compete in at least one national event annually.			Yes RM50,000
Go Kart	All national Go Kart Events	150.00	75.00	
Car, Circuit Racing	Circuit Racing, Cars and Karts (including Hillclimb for Cars)	200.00	100.00	
Car, Rally & Off-Road	Rally and all Off-Road, Hillclimbs	200.00	100.00	
Bike, Circuit / Road Racing	Circuit Racing, Road Racing (tarmac)	200.00	100.00	
Bike, Off-Road & Speedway	Off-Road, Motocross, Cross-country, Enduro and Speedway	200.00	100.00	
	A national licence may be granted by MAM in exceptional circumstances without meeting the above criteria.			

Event Permit Fees 2008

Event	Permit Fee (RM)	Public liability Insurance
Closed Club Events	800	Yes
Motocross and off-road for bikes	1,500	Yes
Go-kart	1,500	Yes
Drift (closed circuit)	2,000	Yes
Drag racing, cars and bikes	2,000	Yes
Autocross & Super Sprints	2,500	Yes
Circuit (non national)	TBA	Yes
Circuit National	TBA	Yes
Rally and other off-road competition (cars)	TBA	Yes
Other Events	Upon request	Yes

Entrant Licence Fee

Entrant Licence	RM1,500 (free of charge to Commercial Affiliates)
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Circuit – Permanent Course Fees 2008

Circuit Licence Fee	TBA
Circuit Inspection Fee	Upon Request
Circuit Inspection Travel	As per documented costs

Stewards Fees

Stewards Fee	Included in Event Organising Permit Fee
Stewards Travel Expenses	To be paid by Organiser as per documented costs.

Protest Fees

Up to National Events	RM200
National Events	RM600

Appeal Fees

Appeal to MAM's Appeals Tribunal - up to National Events	RM1,000
Appeals to MAM's Appeals Tribunal – National Events	RM2,000
Appeals to MAM's Motor Sports Court of Appeal – up to National Events	RM3,000
Appeals to MAM's Motor Sports Court of Appeal – National Events	RM5,000

Fines

Fines by Stewards or Disciplinary Tribunals	Max. RM3,000
Fines by MAM	Max. RM50,000

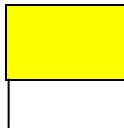
APPENDIX 2

FLAG SIGNALS

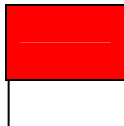
FLAG SIZE: 100cm X 80cm



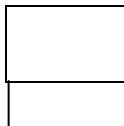
Starting formation lap (starter).
Track/course clear (around track).
Pit ext open (pit lane).



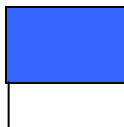
Danger on track/course after position of flag.
Slow down. No overtaking in this sector. Safety car
on track. Flag may be accompanied with SC board.



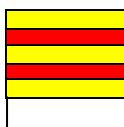
Pit exit closed (pit lane).
Race/run stopped. Return to start area.



Slow competing/official vehicle on track/course.



Competitor following closely (stationary).
Let competitor behind overtake (waved).



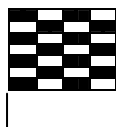
Oil or other debris on track/course.



Mechanical problems on competing vehicle.
Flag must be accompanied with competition
number of vehicle. Vehicle must return to pit and
fix problem.



Excluded from race/run.
Flag must be accompanied with competition
number of vehicle. Vehicle must return to pit and
see officials.



End of race/run signal (finish line).
Competitors must not take this flag twice.