



ASIA *CROSS COUNTRY* **RALLY 2022**

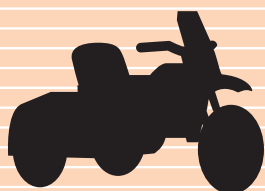
SUPPLEMENTARY REGULATIONS



MOTO



QUAD



SIDECAR

SUPPLEMENTARY REGULATIONS ASIA CROSS COUNTRY RALLY 2022**ART 1P**

1P.1 The Asia Cross Country Rally 2022 is an international status event for competitors, approximately 7 competitive Selective Sections and 14 Road Sections with an overall distance of approximately 2,000 kilometres and will be run in Kingdom of Thailand and Kingdom of Cambodia.

1P.2 The organizing of the Asia Cross Country Rally 2022 is undertaken by the Asia Cross Country Rally Organizing Committee.

1P.3 Organizing Committee

Chairman : Tadayuki SASA
 Members : Visut SUKOSI
 : Kyu Won SEO
 : Boonchu JANSUWAN

Contact Details:

R1 Japan Inc.
 3-3-25-903, Zoshigaya, Toshima-ku, Tokyo, Japan
 Mail: axcr@r1japan.net

ORTEV (Thailand) Ltd.,Part.
 299/103 M.2 , Sirirporn villa 7
 T.Sansainoi , A.Sansai , Chiangmai 50210 THAILAND
 Tel/Fax : +66 – 53 – 343565 Mail:vsukosi@hotmail.com

1P.4 Schedule & Programme

Description	Date	Time	Location
Opening date for entries	Monday 8 Aug,22	10:00 h	Secretariat
Closing date for entries	Friday 7 Oct,22	17:00 h	Secretariat
Entry list issue	Monday 24 Oct,22	17:00 h	Secretariat
Documentation & Administration	20-21 Nov,22	09:00 am-08:00 pm	Rally HQ
Scrutineering / Technical Checks	21 Nov,22	08:00 - 11:00 am	Official hotel
Issue of Road Books for Leg1	21 Nov,22	13:00 h	Official Hotel
Drivers Briefing	21 Nov,22	14:00 h	Official Hotel
Publication of Authorised Starting list	21 Nov,22	17:00 h	Official Hotel
Ceremonial Start	21 Nov,22	20:30 h	TBA

Leg 1 to Leg 6 schedule will be announce by Bulletin.

Rally HQ and Official Notice Boards	Sunday 20th to Monday 21 st , Nov.22	HQ at Official Hotel
	Tuesday 22 nd to Saturday 25 th , Nov.22	HQ at Overnight Hotels
	Saturday 26 th , Nov.22	HQ at Official Hotel

ART 2P: Secretariat Offices Asia Cross Country Rally Organizing Committee

R1 Japan Inc.
 3-3-25-903, Zoshigaya, Toshima-ku, Tokyo 171-0032, Japan
 E-Mail: axcr@r1japan.net

ORTEV THAILAND LTD., PART.
 299/103 M.2 , T. San sai noi , A.san sai, Chiang Mai 50210 , Thailand
 E-Mail: vsukosi@hotmail.com

ART 3P: Officials

Chairman of Stewards	TBA
Steward (International)	Khay Vannak (CMSF)
Steward (ASN)	TBA
Event Producer/Director	Tadayuki Sasa
Clerk of Course	Visut Sukosi
Course Director	Pitak Bhradprueng
Chief Scrutineer	Wichian Kummerdmoah
Chief Timekeeper	Pornmuang Plabut
Chief Marshal	Pongnirun Pansri
Safety Delegate	Somkiat Yoonak
Chief Medical Officer	TBA
Competitor Relations Officer	Jamikorn Tingsabhat
International Press Officer	TBA
Secretary of the Meeting	Pradchaya Maneerat

ART 4P: Terminology

Official Time: This will be taken from the Speaking Clock (XXX English) (YYY Thai) and will be displayed at the same locations as the Official Notice Boards.

Fixed Penalty

The concept of a Fixed Penalty is to allow competitors to remain in the event even though they have been unable to complete certain Selective and Road Sections that would normally result in exclusion. They may continue although severely sanctioned by time penalties.

A Fixed Penalty of 2 hours will be applied to competitors who fail to complete a Selective Sections (SS) within the Maximum Time Allowed for that section.

The total time attributed to a competitor to whom the Fixed Penalty applies, for each leg, will be calculated by adding together the Maximum Time Allowed for the SS and/or Road Sections (RS) not covered, increased by the Fixed Penalty for missing the section(s) plus the penalty for missing any Passage Controls (2 hours for each PC) plus any other penalties already incurred by the competitor in specific cases as summarised in these Supplementary Regulations (ART 26P)

Example:

A competitor crashes on SS and cannot continue the SS which has a Maximum Time Allowed of 3 hrs. He/She has passed one PC but not arrived at the second PC. At the end of the SS there is a Road Section of 45 kms with a Target Time of 35 minutes. His/Her total penalties will be as follows:

SS – Maximum Time Allowed	3hrs	
Fixed Penalty for SS	2 hrs	
RS not covered – Target Time		35 min
Fixed Penalty for RS	2hrs	
TOTAL PENALTIES FOR THE LEG	7hrs	35 min

However, the competitor may continue in the rally providing he/she can make the start of the next Leg

Road Section Penalties

The Target Time for each Road Section is given in the Road Books and on the Time Cards. Lateness on an RS will be penalised at 1 minute for each minute late up to a maximum of 30 minutes lateness at the TC. Lateness in excess of 30 minutes will incur the Fixed Penalty of 2 hours.

ART 5P: Regulations

The Event is disputed in conformity Supplementary Regulations.

ART 5P.1: In the event of differences in interpretation of these regulations the ENGLISH text alone will be considered as binding

ART 5P.2: Each competitor is reminded that he/she is jointly and severally responsible for his or her service teams and accompanying persons. Any infringements of the regulations, as published by officially observed, as well as the use of unauthorised equipment – whether or not this has a direct or indirect affect on the results or sporting running of the event will be judged by the panel of Stewards of the Meeting who will be entitled to decide as far as exclusion from the event of the competitor(s) involved, directly or indirectly.

ART 6P: Vehicles

ART 6P.1: All vehicles must be in possession of a currently valid registration certificate and fully comply with the safety specifications laid down by the International Convention on Road Traffic and by these regulations.

The vehicles shall be split into these categories by Group and Class:

Group MOTO

Class-1: ~250cc

Class-2: 251cc~700cc

Class-3: 701cc~

Group QUAD

Group SIDE CAR

ART 7P: Competitor

ART 7P.1 The 'Competitor' is the physical or legal entity who has entered the vehicle.

ART 8P: Competitor Relations Officer

Mr. Jamikorn Tingsabhat

Competitors representing the different languages spoken among the entrants in the interests of effective communications



ART 9P: Entries

ART 9P.1: Anybody wishing to take part in the event must send in the Entry Form, duly completed, to the Secretariat of the Event, along with the entry fees, accompanied, at least, by:

- name, address of the Competitor (Entrant)
- full name, nationality, address, driving licence no, of each riders and passengers.
- characteristics of the vehicle

ART 9P.2 Entry Fees

Moto/Quad	US\$ 1,800 -
Sidecar (with passenger)	US\$ 2,700 -
Service Car with 2 persons	US\$ 1,800 -
Additional service crew (per person)	US\$ 900-
Team Prize (2 or 3 vehicles) entry fee	US\$ 50-/vehicle
Media fees (per person)	US\$ 1,400.-

Entry Fees include:

- Documentation permits & insurance (see ART 13 &15P)
- Overnight accommodation at hotels listed in programme. (Leg-1 to Leg 6)*Not including on 21st November 2022.
- Breakfasts and dinners from Leg-1 to finish of rally
- Road Books or Service Books, ID, Competition number, etc
- Souvenir for each participant

ART9P.3 Entry fees will be refunded in full to:

- Candidates whose entry has not been accepted
 - Competitors in case the rally does not take place
- ** Organizer redacts USD 20 for secretariat charge plus Bank TT charge.

Entry fees may NOT be refunded by the organizer until after the close of entry date.

ART 9P.4 Payment of Entry Fees

Entry fees are payable along with the submission of the entry form by cash or by bank transfer to appointed bank.
Please contact to International Liaison Offices.

ART 9P.5 Photographs.

Entrants must submit photographs by DATA of each rider and a photo of the rally vehicle by DATA when submitting the Entry.
Mail to: axcr@r1japan.net

ART 9P.6 Reject

The organizer can reject without giving that reason.

ART 10P: Identification

(As per SR regulations)

ART 11P: Allocation of Rally Numbers and Starting Order

NB: Competitors are requested to submit full history of results of riders.

ART11P.1: All riders will start at 1 minute interval for all leg.

For Leg 1, Vehicle will start in order of competition number. From Leg 2 onwards Vehicle will start in the order of Provisional Classification of the previous Leg.

ART 12P: Road Book

ART 12P.1: The Route of the Asia Cross Country Rally 2022 will follow existing roads and tracks that may be used by other public vehicles.

ART 12P.2: The Course Opening Team, comprising 2 or more vehicles, will drive the route, at least 24 hours, in advance of the rally and report back with any modifications to the route. Road Book modifications will be issued to all competitors together with the daily Road Book and will be signed for. Details may also be given at the daily competitors' briefing.

ART 12P.3: In addition, the '0' Car will drive the route on the day of the Leg and report back on any hazards encountered.

ART 12P.4: The Road Book describes the official route of the rally. Any deviation from the official route, as reported by selected officials, who shall be deemed Judges of Fact, will be reported to the Clerk of the Course, in writing, who may decide to pass on the report to the Steward Meeting for their

consideration. A list of Judges of Fact will be presented to the Steward Meeting prior to the start of the rally.

ART 12P.5: Road Books will be issued on a daily basis from Rally HQ office. for Legs 1 documentation. For subsequent Legs at Rally office in overnight hotel at 1800hrs.

ART 13P: Traffic

ART 13P.1: Accidents must be reported to the organizers immediately

ART 13P.2: Speeding in Selective Sections, where a speed limit is imposed by the Road Book, or failure to observe the traffic laws of the country, will incur financial and time penalties as follows:

- First offence 10% of entry fee
- Second offence 1 hour penalty
- Third offence Exclusion

ART 14P: Assistance and Service

ART 14P.1: Service is allowed only at specific areas as designated in the Road Book and Service Book. Instructions giving the information for Service/Assistance vehicles to access these points is given in the Service Books.

ART 14P.2: Service vehicles are strictly forbidden to drive on the route of a Selective Section until the SS is closed. Then they may access the route for recovery purposes.

ART 14P.3: Service and assistance are allowed on Road Sections in those areas that do not present a hazard to other road users.

ART 14P.4: Service and assistance is allowed on Selective Sections, in an emergency when offered to a competitor by another competitor who is still in the rally. In such situations only the parts, tools and equipment carried on board the competing vehicles may be used.

ART 14P.5: Only Service vehicles that have been registered with the organizers at Documentation are allowed to provide service support to competitors during the event. Any service or assistance (other than food, drink or First Aid) by a non-registered vehicle may result in a penalty up to exclusion of the concerned competitor, at the discretion of the Steward Meeting.

ART 14P.6: Servicing at overnight halts takes place in official areas. If assistance is needed requiring the vehicle to be taken out of the official service park then the competitor must submit a request, in writing, to the Clerk of the Course for his/her written approval.

ART 14P.7: Environment – Each person is responsible for the waste generated by his/her team during the event. Waste must be retained by the team until it can be disposed of in regular refuse bins or containers.

When refuelling or servicing a vehicle participant must use a mat or sheet to protect the ground. These mats or sheets must be removed by the service crew of the competitor after use. Participants must dispose of waste oil in special containers or tanks. Any infringements will be penalised heavily by fines not exceeding Baht 10,000, at the discretion of the Steward Meeting

ART 15P: Insurance

The organizers will arrange for Third Party Public Liability insurance to a maximum of Baht 1 million, to cover the event from the start at pre-event scrutineering to the finish of the event.

All Competitor's and Service vehicles must arrange, at their cost, to have a minimum of Third-Party liability insurance cover and the policy must be presented at Documentation

It is strong recommended that all riders, service team members and team managers are covered by Personal Accident insurance.

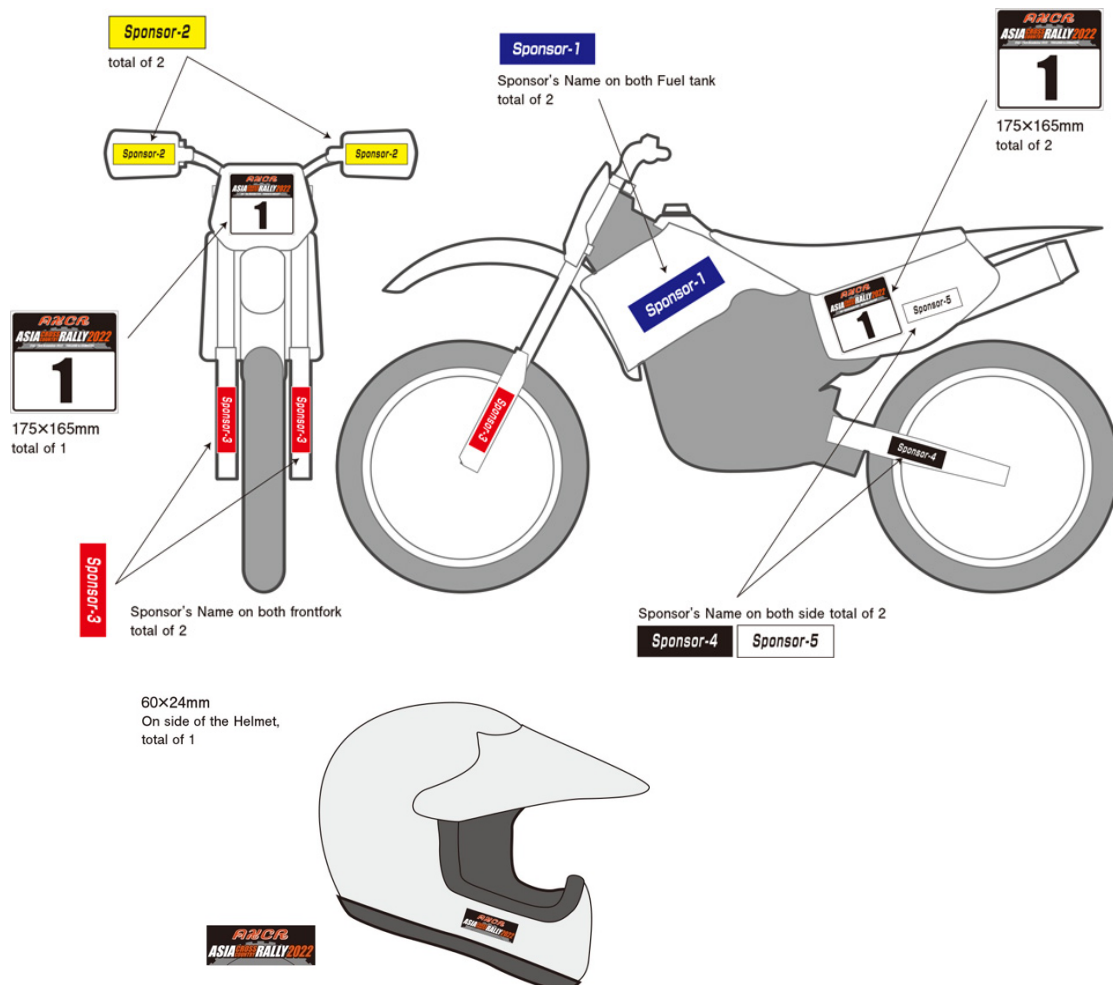
ART 16P: Advertising and Identification

ART 16P.1: Any advertising relating to tobacco products on rally Vehicle, service vehicles or clothing of team members is strictly forbidden in Thailand

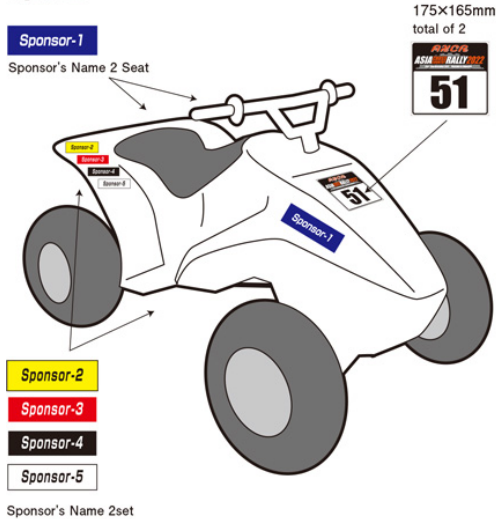
ART 16P.2: Organizers collective advertising, which may not be bought, will appear on rally numbers. (both sides and helmet)

ART 16P.3: Organizers optional advertising will appear on approximately 6 individual sticker that must be carried throughout the event, unless the competitor pays a penalty equal to the entry fee.

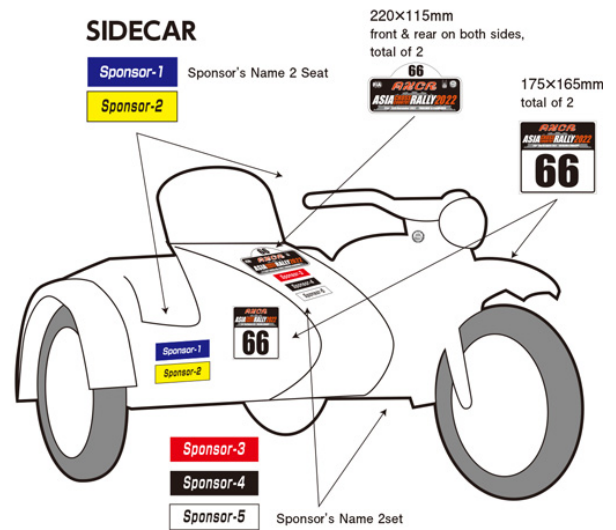
ART 16P.4: Crews must ensure that the advertising is properly fixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed a penalty of 10% of the entry fee will be incurred for first offence and 100% of the entry fee for repeated offence.



QUAD

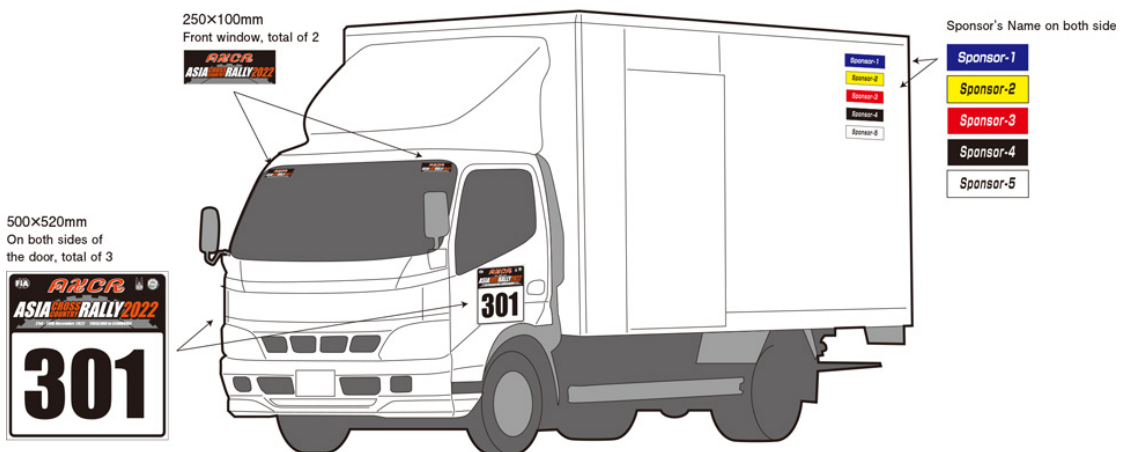
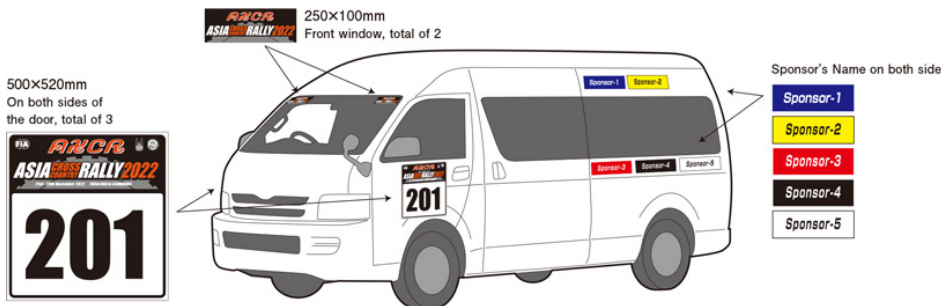


SIDECAR



ART 16P.5: Riders Identity – the names of the riders, plus their national flags and blood type both sides of the vehicle and back side of safety helmet. Failure to comply will incur a cash penalty equal to 10% of the entry fee.

ART 16P.6: Service crews will be issued with numbered door plates with compulsory advertising sticker which must be fixed to their vehicle at all times during the event.



ART 16P.7: Retirement – if a competitor retires from the rally they should remove or cover their rally ID marks on the vehicle and notify Rally HQ immediately, initially verbally and subsequently in writing. Failure to notify Rally HQ may result in a costly search exercise by the organisers and this cost may be recovered from the competitor at the discretion of the Steward Meeting or a financial penalty may be applied.

ART 17P: Time Cards

The Time Card is intended for the stamps or signatures of the post marshals at the different control points scheduled in the itinerary.

ART 17P.1: The penalty for a lost or damaged Time Card will be 1 hour.

ART 18P: Control Zones

same as AUTO (FIA regulation)

ART 19P: Time Controls

same as AUTO (FIA regulation)

ART 19P.1: There is no penalty for early arrival at Leg Finish Main Time Control prior to the overnight halt or at rally finish on the last Leg of the rally.

ART 20P: Passage Controls

same as AUTO (FIA regulations)

ART 20P.1: The penalty for failing to visit a Passage Control during a Selective Section will be 2 hours.

ART 20P.2: The Controller at each Passage Control will record the time of entry in the PC Control Zone to the nearest minute and in the event a Special Selective is shortened due to 'force majeure' the times recorded at the last Passage Control will determine the finish times for that Selective Section.

ART 21P: Selective Sections

Selective Section: Speed test in real time.

ART 21P.1: Selective Sections (SS) are sometimes run over roads and tracks used by members of the public. It is recommended that special care be exercised towards local traffic or animals that may be in the vicinity.

ART 21P.2: Competitors are reminded that any form of reconnaissance of the route by the competitor himself/herself, or his/her agents, associated directly or indirectly with a competitor is strictly prohibited. The possession of route notes other than those supplied by the organizers for Asia Cross Country rally 2020 or the storage of GPS waypoints from previous years is prohibited. Competitors who fail to observe these bans will be refused a start or excluded from the event at the discretion of the Steward Meeting.

ART 21P.3: The Maximum Time Allowed will be stated on both the Time Card and in the Road Book for each Selective Sector. Any riders exceeding Maximum Time Allowed will be penalised with the Maximum Time Allowed plus the Fixed Penalty of 2 hours. In addition, there may be further penalties for missed Passage Controls.

ART 21P.4: Should the running of the Selective Sections be interrupted, for any reason, and stopped before the passage of the last rider a classification for that Section may be nevertheless obtained by attributing to all riders who were affected by the circumstances of the interruption the worst time actually set before the rally was stopped.

The classification may be drawn up even if only one competitor finished the Section. It is up to the Steward Meeting alone to decide whether or not to apply this measure, once rally control has informed them of the reasons for the interruption.

Should the Steward consider the worst time actually set to be abnormal they may choose as a reference time from among the next four worst times set, the one they feel to be most suitable.

Any rider which was responsible, or partly responsible for the stopping of the rally, cannot under any circumstances benefit from this measure. Any such rider will therefore be credited with the actual time, which it may have set, if this is greater than the imaginary time attributed to the other riders.

See also Article 20P:2 for alternative method of determining finishing times for an interrupted Selective Section. The method used will be decided by the Clerk of Course and proposed to the Steward Meeting for their approval.

ART 22P: Regroupings

ART 22P.1: Regroupings will be staged when there are 2 Selective Sections in a single Leg. Details will be stated in the Road Books and on the Time Cards.

ART 23P: Signposting of Controls

Same as AUTO (FIA regulation)

ART 24P: Parc Ferme

ART 24.1: The only Parc Ferme will be at the end of the Last Leg after the Ceremonial Podium Finish. Vehicles will remain there in Parc Ferme until the Provisional Overall Classification for the rally has been declared Final by the Steward Meeting.

ART 25P: Administrative Checks and Scrutineering

ART 25P.1: When signing on at Documentation competitors and crews must produce the following items:

- International driving/riding licence for all riders
- National driving licences
- Registration papers for the vehicle
- Third Party insurance policy or cover note
- Passport copy (2 each)

At the same time competitors will be given:

- Rally plates & competition numbers
- Advertising plates
- ID bracelets to be worn throughout the event
- Copies of any Information or Bulletins
- Rally T-shirts and other kit
- Scrutineering & technical checks booklet
- Scrutineering timetable

ART 25P.2: Scrutineering times for each competitor and directions to the scrutineering venue will be posted on the official notice board at Rally HQ hotel. Failure to arrive at the scheduled time will incur a financial penalty.

ART 25P.3: When arriving for scrutineering and technical checks the following items will be checked:

- All stickers are in place
- Roadworthy condition in accordance with National Highway Code
- Compliance with Regulations covering items:
 - Safety helmets (Snell approved and not more than 5 years old)
 - Safety clothing, protector and boots

ART 25P.4: All vehicles must be fitted with the following items:

- Head light and Tail light with a braking or stop light
- Horn and audible warning system

ART 26P: Penalties

Penalties, including the fixed penalties, provided for in these Supplementary Regulations are indicated in the following table. Any failure to respect the text of these regulations for which the penalties are not mentioned will be recorded in a report to the Clerk of Course, and Steward Meeting will decide what penalty to impose.

SUMMARY OF PENALTIES	NMF SANC-TIONS	START REFUSED	EXCLU-SION	TIME PENALTY	FINANCIAL PENALTY	JURY DECISION
Fixed Penalty				2h		May go to X
Absence at briefing					10% entry fee	
Retirement of a crew member or admission of 3 rd party on board			X			
Incorrect, fraudulent, unsporting action by rider	X		X			
Vehicles characteristics Not corresponding entry form		X				X
Absence or faulty positioning of rally number plate					10% entry fee	
Absence or faulty positioning of 2 or more rally number plates					20% entry fee	
Names of rider, blood type and national flags not on each side of vehicle and helmet					10% entry fee	
Absence of identity cars – 1 st offence 2 nd offence					10% entry fee 20% entry fee	
Reporting late at start of Leg For each minute of lateness up to 30 min More than 30 min late		X	X	1 min		
Road Book not followed						May go to X
Illegal reconnaissance or possession of prohibited route notes		X	X			
Failure to respect traffic laws of the country 1 st offence 2 nd offence 3 rd offence			X	1h	10% entry fee	
It is forbidden to – Transport the vehicle Deliberately block passage of vehicles or prevent from overtaking			X X			
Failure to report accident						May go to X
Towing – in same Leg: a. PC zone b. TC zone (except Leg start) c. SS start zone d. Finish SS zone e. TC zone – rally finish f. TC zone Leg start			X	5m 30m 1h 3h 2h FP		
Servicing at unauthorised locations				30m		
Presence of a service vehicle on a SS that has not been closed			X			
Unauthorised servicing during an SS				30m		May go to X
Servicing by non-registered vehicle			X			May go to X
Leaving official service parks without permission of Clerk of Course						May go to X
Non compliance with environment care						May go to Baht 10,000
Absence or damaging of compulsory advertising 1 st Offence 2 nd Offence					10% entry 100% entry fee	
Unauthorised modification of Time Card						May go to X
Absence of stamp or failure to hand in time card						May go to X
Loss of or damage to Time Card				1 hour		
Entering control zone from wrong direction or re-entering control zone after time card has been checked 1 st Offence				10m		May go to X

2 nd Offence 3 rd Offence				1h 2h		
Failure to comply with instructions of marshal in charge of control post						May go to X
Per minute early or late				1m/1m		
Failure to obtain Passage Control stamp				2h		
Failure to wear FIM safety helmets & gear			X			
Driving in opposite direction on SS						May go to X
Remaining on SS start line for more than 20 seconds after start signal has been given				+2m		
False start before the controller's signal 1 st offence 2 nd offence				+1 minimum		+ sanctions
Stopping between the yellow sign and the Stop sign			X			
Crew refusing to start SS in allotted position & time				10m		May go to X
Possession of illegal route notes or GPS data						May go to x
Exceeding Maximum Time Allowed on SS				2h FP		
Infringement of Parc Ferme rules						May go to X
Failure to comply with FIM safety regulations		X				
Responsibility / absence of ID marks			X			

ART 27P: Awards

Competitors are considered as competing for all the awards for which they are eligible Moto/Quad Class.

1ST Overall	prize money THB 50,000	plus Trophy
2ND Overall	prize money THB 40,000	plus Trophy
3RD Overall	prize money THB 30,000	plus Trophy
4TH Overall	prize money THB 20,000	plus Trophy
5TH Overall	prize money THB 10,000	plus Trophy
6TH Overall	prize money THB 5,000	plus Trophy

But, if the number of competitor is not full of designated number, prize will be as follow.

	66~	56~65	46~55	36~45	26~35	16~25
1 st	100%	70%	50%	40%	30%	10%
2 nd	100%	70%	40%	30%	20%	10%
3 rd	100%	70%	40%	20%	10%	Not concluded
4 th	100%	50%	30%	20%	Not concluded	Not concluded
5 th	100%	50%	20%	10%	Not concluded	Not concluded
6 th	100%	30%	10%	Not concluded	Not concluded	Not concluded

All prize money must be deduct 5% for consumption tax.

Team winners 1-2-3 each will be awarded 1 Trophy (All members of a team must finish for the teams qualify for an award)

Ladies' prize will be awarded to the first all-lady rider in the final results

ART 28P: RIGHTS

Asia Cross Country Rally Organizing Committee reserves Asia Cross Country Rally 2022 all the rights to broadcast and publish all the audio-visual materials and pictures obtained during the competition through media for a consideration Rights should contact to:

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Mail: remus@funatiko.com