



30th Anniversary
ASIA CROSS COUNTRY RALLY 2025

Supplementary Regulations

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30th ASIA CROSS COUNTRY RALLY 2025
SUPPLEMENTARY REGULATIONS

Unless specifically covered in these Supplementary Regulations the text of the FIA Cross Country Rallies – General Prescriptions – applies and should be referred to.

All FIA Regulations concerning FIA Cross Country Rallies can be found using the following link. They are summarised below.

<https://www.fia.com/regulation/category/100>

FIA CROSS COUNTRY REGULATIONS

Regulations - PDF Download

General Prescriptions - applicable to all International Cross Country Events

Related Regulations – PDF Downloads

Article 281 Classification and Definitions of Cross Country Vehicles

Article 282 General Prescriptions for Cross Country Vehicles

Article 283 Safety Equipment for Cross Country Vehicles

Article 284 Specific Regulations for Series Cross Country Cars (Group T2)

Article 285 Specific Regulations for Modified Cross-Country Cars (Group T1)

Article 286 Specific Regulations for Improved Cross-Country Cars (Group T3)

Article 287 Specific Regulation for Cross-Country Truck (Group T4)

SUPPLEMENTARY REGULATIONS ASIA CROSS COUNTRY RALLY 2025

ART 1P

1P.1 The Asia Cross Country Rally 2025 is a Developing Series (DS) status event for competitors from any countries, of approximately 8 competitive Selective Sections and 16 Road Sections with an overall distance of approximately 2,500 kilometres and will be run in Kingdom of Thailand and Kingdom of Cambodia.

1P.2 The organizing of the Asia Cross Country Rally is undertaken by the Asia Cross Country Rally Organizing Committee with the approval of the National Sporting Authority for the FIA (The Royal Automobile Association of Thailand, Cambodia Motor Sport Federation) and in compliance with the International Sporting Code (and its appendices) of the Federation Internationale d'Automobile (FIA), the Standard Regulations for Cross Country Rallies and the present Supplementary Regulations and subsequent Bulletins.
The present Supplementary Regulations have been approved under ASN.

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@asiacrosscountryrally.com

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	14 April, 2025	10:00 h	Secretariat
Closing date for entries	13 June, 2025	17:00 h	Secretariat
Entry list issue	4 July, 2025	17:00 h	Secretariat
Documentation & Administration	6-8 August, 2025	09:00 am - 08:00 pm	Rally HQ
Pre-Scrutineering	7 August, 2025	09:00 am - 04:00 pm	Rally HQ
Scrutineering / Technical Checks	8 August, 2025	07:30 - 11:00 h	Official hotel
Issue of Road Books for Leg1	8 August, 2025	13:00 h	Official Hotel
Drivers Briefing	8 August, 2025	14:00 h	Official Hotel
Publication of Authorised Starting list	8 August, 2025	16:00 h	Official Hotel
Ceremonial Start	8 August, 2025	20:00 h	Walking Street , Pattaya

Leg 1 to Leg 8 schedule will be announce by Bulletin.

Rally HQ and Official Notice Boards	Wednesday 6th to Friday 8th	HQ at Official Hotel
	Saturday 9th to Friday 15th	HQ at Overnight Hotels
	Saturday 16th	HQ at Official Hotel in Phnom Penh

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@asiacrosscountryrally.com

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 Steward	TBA
Steward (International)	TBA
Steward (ASN)	TBA
Event Producer/Director	Tadayuki Sasa
Clerk of Course	Visut Sukosi
Course Director	Pitak Bhradprueng
Chief Scrutineer	Wichian Kumnerdmoah
Chief Timekeeper	Pornmuang Plabut
Chief Marshal	Pongnirun Pansri
Safety Delegate	Somkiat Yoonak
Chief Medical Officer	TBA
Competitor Relations Officer	TBA
International Press Officer	Ying Bot
Secretary of the Meeting	Pradchaya Maneerat

ART 4P: Terminology

(As per FIA General Prescriptions)

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
PC Penalty	2 hrs
RS not covered – Target Time	35 min
Fixed Penalty for RS	2hrs
TOTAL PENALTIES FOR THE LEG	9hrs 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 with:

- The Sporting Code of the FIA
- FIA General Prescriptions for all International Cross-Country Rally Events
- FIA Standard Regulations for Cross-Country rallies
- These Supplementary Regulations

ART 5P.1: Unless specifically covered within these Supplementary Regulations, the text of the FIA Cross Country Rallies General Prescriptions applies and should be referred.

ART 5P.2: In the event of differences in interpretation of these regulations the ENGLISH text alone will be considered as binding

ART 5P.3: 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 the FIA and the organisers, that are 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: The Asia Cross Country Rally 2025 is open to vehicles of a maximum gross weight of up to 3,500 kgs for Groups T1, T2, T3 and T4. 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 the FIA regulations and by these regulations.

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

Group T1 : Modified Cross-Country Cars (Ultimate)

- Class T1.1 4x4 Petrol
- Class T1.2 4x4 Diesel
- Class T1.3 4x4 Electric
- Class T1.4 4x2 Petrol
- Class T1.5 4x2 Diesel
- Class T1.6 4x2 Electric

Group T2 : Series Cross Country Cars (Stock)

- Class T2.1 Petrol
- Class T2.2 Diesel

Group T2A: Series Cross Country Cars (*no Homologations) (Stock)

- Class T2A.1 Petrol
- Class T2A.2 Diesel

Group T3 : Improved Cross-Country Cars (Lightweight) (Challenger)

- Class T3.1 T3
- Class T3.2 T3 (Lightweight)

Group T4A: Trucks (small truck only Not over 2 tons) (Truck)

- Class T4A

ART 6P.2: Standard Vehicles which are not homologated in Group T2, or not homologated any longer, may be authorised to take part in Group T1 or T2A with a T2 safety and preparation level. Such vehicles must respect Article 284 (Group T2) and must not have characteristics superior to Group T1

ART 7P: Crews

(As per ART 14 of FIA General Prescriptions 2022)

ART 7P.1 The 'Competitor' is the physical or legal entity who has entered the vehicle and must be in possession of an 'Entrant's' licence issued by their ASN. The 'Crew' are the driver and co-driver(s) who must both be in possession of a FIA International competition licence valid for the current year issued by their ASN.

ART 7P.2 Attention is drawn to Article 282-73 Appendix J of the Sporting Code which requires any vehicle with a 3-member crew to have 4 doors with translucent glass – unless the 3 persons are sitting in the same row.

ART 8P: Competitor Relations Officer

TBA
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 complete in the Entry Form by Official Home page, duly completed, to the Secretariat of the Event, along with the entry fees, accompanied, at least, by:

- name, address, licence no of the Competitor (Entrant)
- full name, nationality, address, competition licence no, driving licence no, of each member of the crew
- characteristics of the vehicle

ART 9P.2 Entry Fees

Car including driver & co-driver	US\$ 4,800.-
Extra co-driver (4 door cars only)	US\$ 1,200.-
Service Car with 2 persons	US\$ 2,400.-
Additional service crew (per person)	US\$ 1,200.-
Team Prize (2 or 3 Vehicles) entry fee	US\$ 300/team
Media fees (per person)	US\$ 1,900.-

Entry Fees include:

- Documentation permits & insurance (see ART 13 &15P)
- Overnight accommodation at hotels listed in programme.
(From Leg-1 to Leg-8) ***Not including on 8th August 2025**
- Breakfasts and dinners from Leg-1 to finish of rally
- Road Books, Service Books, ID, Competition number, etc
- Souvenir for each participant

Remark: The organizer is the right to apply without the reason

ART 9P.3 Entry fees will be refunded in 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 organisers until after the close of entries 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 data of each member of the crew PLUS a photo of the rally vehicle when submitting the Entry.

E-mail : axcr@asiacrosscountryrally.com

ART 9P.6 Reject

The organizer can reject without giving that reason.

ART 10P: Identification

(As per ART 15 in FIA General Prescriptions 2022)

ART 11P: Allocation of Rally Numbers and Starting Order

(As per ART 19 of FIA General Prescriptions)

NB: Competitors are requested to submit full history of results of their crews in previous FIA Zone and International Cross Country rallies for seeding purposes

ART11P.1: On all Legs and Selective Sections the cars will start at 2 minute intervals

For Leg 1 cars will start in order of competitor number. From Leg 2 onwards cars will start in the order of Provisional Classification of the previous Leg

ART 12P: Road Books

(As per ART 23 of FIA General Prescriptions)

ART 12P.1: The Route of the Asia Cross Country Rally 2025 will follow existing roads and tracks that may be used by other public vehicles. Great care is required to avoid accidents.

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 together with official GPS system data, in writing, who may decide to pass on the report to the Stewards of the Meeting for their consideration. A list of Judges of Fact will be presented to the Stewards of the 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 Leg 1 documentation. For subsequent Legs at Rally office in overnight hotel at 1800 hrs.

ART 13P: Traffic

(As per ART 26 of FIA General Prescriptions)

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(USD480)
- Second offence 1 hour penalty
- Third offence Exclusion

ART 14P: Assistance and Service

(As per ART 31 of FIA General Prescriptions)

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 Stewards of the 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 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 Stewards of the Meeting

ART 14P.8: Towing. Competitors are reminded of the provisions of ART 41 in FIA General Prescriptions

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 recommended that all crews, service team members and team managers are covered by Personal Accident insurance

ART 16P: Advertising and Identification

(See plans for installation)

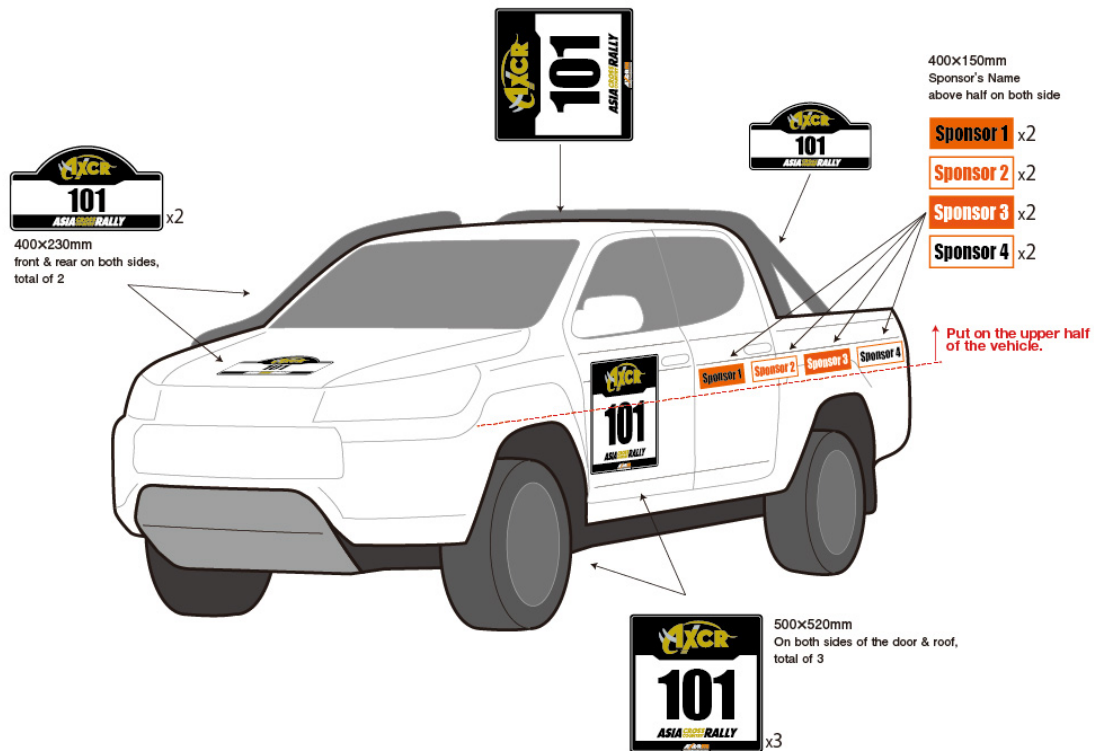
(As per ART 16 of FIA General Prescriptions)

ART 16P.1: Any advertising relating to TOBACCO PRODUCTS on rally cars, 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 race numbers (both doors and roof), rally ID plates (mounted vertically on front and rear of the vehicle), two windscreen strips measuring 15 cm high by 20 cm wide to be mounted on each side of the upper windscreen and 2 cm high by 6 cm wide for helmet.

ART 16P.3: Organizers optional advertising will appear on approximately 6 individual panels measuring approximately 15 cms x 50 cms, 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.

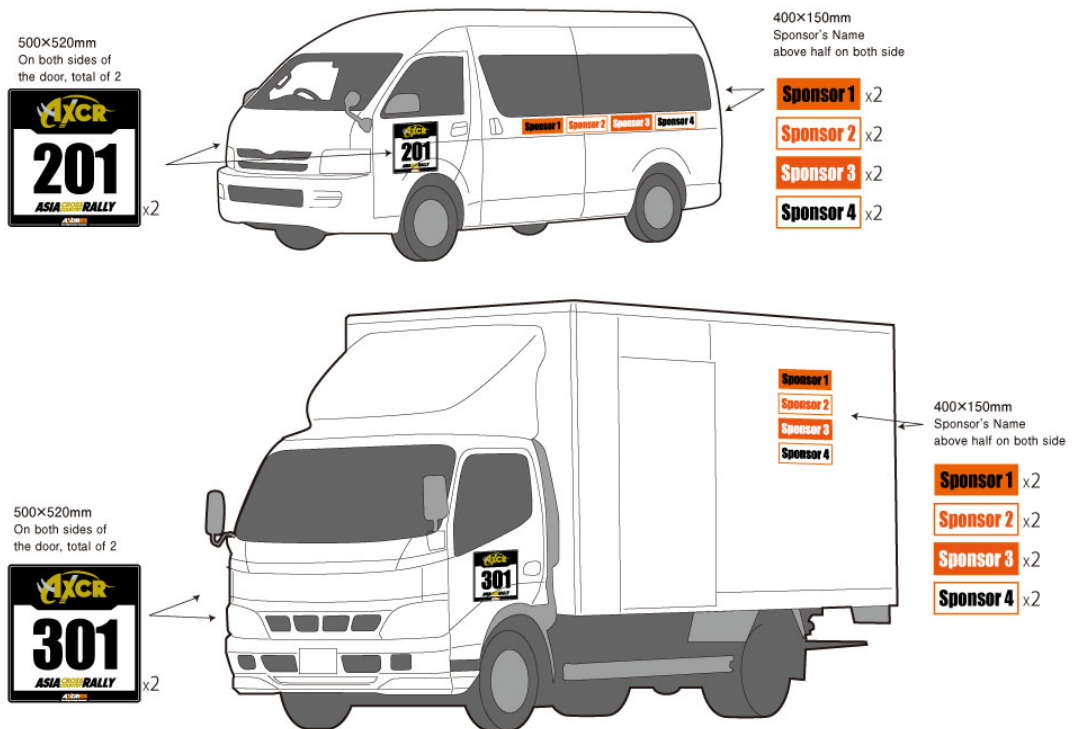


ART 16P.5: Identification Card. This card will be issued at Documentation and must be positioned in the cabin to be visible from the outside. It will display names and blood groups of the crew and vehicle details.

ART 16P.6: Crew Identity – the names of the crew, plus their national flags of a height of 30-50mm must appear on both sides of the front wings or door of the vehicle. Failure to comply will incur a cash penalty equal to 10% of the entry fee.

ART 16P.7: 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.8: 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 Stewards of the 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.
(As per ART 36 of FIA General Prescriptions)

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

ART 18P: Control Zones

(As per ART 37 of FIA General Prescriptions)

ART 19P: Time Controls

(As per ART 38 of FIA General Prescriptions)

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

(As per ART 43 of FIA General Prescriptions)

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

(As per ART 40 of FIA General Prescriptions)

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 organisers for Asia Cross Country rally 2025 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 Stewards of the 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 crew 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 crew a classification for that Section may be nevertheless obtained by attributing to all those crews who were affected by the circumstances of the interruption the worst time actually set before the race was stopped.

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

Should the Stewards 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 crew which was responsible, or partly responsible for the stopping of the race, cannot under any circumstances benefit from this measure. Any such crew 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 crews.

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 Stewards of the Meeting for their approval.

ART 22P: Regroupings

(As per ART 44 of FIA General Prescriptions)

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

(As per ART 37 of FIA General Prescriptions)

ART 24P: Parc Ferme

(As per ART 45 of FIA General Prescriptions)

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

ART 25P: Administrative Checks and Scrutineering

(As per ART 17 of FIA General Prescriptions)

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

- Competitor's (Entrant's) licence issued by an ASN
- Crew's international competition licences issued by an ASN
- International driving license for both crew members
- National driving licenses
- Registration papers for the vehicle
- Third Party insurance policy or cover note
- Letter of consent of use, if the vehicle is owned by a Third Party
- Passport copy (2 each)

At the same time competitors and crews will be given:

- Rally plates & competition numbers
- Advertising plates
- ID bracelets to be worn throughout the event
- Copies of any Information or Bulletins to be signed for
- 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
- Group and Class are correct
- Sealing holes have been drilled (Group T2 only) See Appendix 2 of these regulations
- Homologation papers (Group T2 only)
- Roadworthy condition in accordance with National Highway Code
- Compliance with FIA Safety Regulations ART 283 Appendix J covering amongst other items:
 - Seat belts (homologated and not more than 5 years old)
 - Fire extinguishers (not more than 2 years old)
 - Safety helmets (FIA approved and not more than 5 years old)
 - Roll cages (reference to Appendix J: ART 283.8 Roll Structures is recommended. Attention is drawn to Articles 8.1.10 and 8.1.11 on mountings. Also to Article 8.2.2.8 concerning welding around the whole perimeter of tubes., especially where two tubes are welded together
 - Safety clothing and shoes

Pre-event scrutineering will be of a general nature to ensure conformity with the Group and Class entered, essential safety items are carried and conformity with the national Highway Code

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

- High mount rear red light that is illuminated all the time during a Selective Section. This may be twinned with a braking or stop light
- Additional horn and audible warning system

It is recommended that every car is fitted with a winch for self-recovery purposes.

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 the Stewards of the Meeting will decide what penalty to impose.

SUMMARY OF PENALTIES	ART No	ASN SANC-TIONS	START REFUSED	EXCLU-SION	TIME PENALTY	FINANCIAL PENALTY	STEWARDS DECISION
Fixed Penalty	Art 20.2				2h		May go to X
Absence at briefing	Art 4.2					10% entry fee	
Retirement of a crew member or admission of 3 rd party on board	Art 14.3			X			
Incorrect, fraudulent, unsporting action by crew member	Art 11.2	X		X			
Vehicle characteristics not corresponding to those on entry form	Art 11.6		X				X
Absence or faulty positioning of race number plate	Art 15.5					10% entry fee	
Absence or faulty positioning of 2 or more race number plates	Art 15.5					20% entry fee	
Names of crews or national flags not on each side of vehicle	Art 15.6					10% entry fee	
Absence of identity cars – 1 st offence 2 nd offence	Art 15.7					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	Art 19.7		X	X	1 min		
Road Book not followed	Art 12						May go to X
Illegal reconnaissance or possession of prohibited route notes	Art 21.9		X	X			
Failure to respect traffic laws of the country 1 st offence 2 nd offence 3 rd offence	Art 13			X	1h	10% entry fee	
It is forbidden to – Transport the vehicle Deliberately block passage of vehicles or prevent from overtaking	Art 41.3 27.7			X X			
Not wearing safety harness	Art 14.5			X			X
Failure to report accident	ART 13P.1						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	Art 41			X	5m 30m 1h 3h 2h FP		
Servicing at unauthorised locations	Art 14 P.1				30m		
Presence of a service vehicle on a SS that has not been closed	Art 14P.2			X			
Unauthorised servicing during an SS	Art 14P.3				30m		May go to X
Servicing by non-registered vehicle	Art 14P.5			X			May go to X
Leaving official service parcs without	Art 14P.6						May go to X

permission of Clerk of Course							
Non compliance with environment care	Art 14P.7						May go to Baht 10,000
Absence or damaging of compulsory advertising 1 st Offence 2 nd Offence	Art 16P.4					10% entry 100% entry fee	
Unauthorised modification of Time Card	Art 36.5						May go to X
Absence of stamp or failure to hand in time card	Art 36.6						May go to X
Loss of or damage to Time Card	ART 36				1 hour		
Entering control zone from wrong direction or re-entering control zone after time card has been checked 1 st Offence 2 nd Offence 3 rd Offence	Art 37.4				10m 1h 2h		May go to X
Failure to comply with instructions of marshal in charge of control post	Art 34.6						May go to X
Per minute early or late	Art 38.8				1m/1m		
Failure to obtain Passage Control stamp	Art 20P.1.				2h		
Failure to wear FIA safety helmets & seat harness	Art 40.2			X			
Driving in opposite direction on SS	Art 40.2						May go to X
Remaining on SS start line for more than 20 seconds after start signal has been given	Art 39.3				+2m		
False start before the controller's signal 1 st offence 2 nd offence	ART 39.7				+1 minimum		+ sanctions
Stopping between the yellow sign and the Stop sign	Art 39.10			X			
Crew refusing to start SS in allotted position & time	Art 39.6				60m		May go to X
Possession of illegal route notes or GPS data	Art 21P.2						May go to x
Exceeding Maximum Time Allowed on SS	Art 21P.3				2h FP		
Infringement of Parc Ferme rules	Art 45						May go to X
Failure to comply with FIA safety regulations	Appen dix 3		X				
Responsibility / absence of ID marks	Art 15.5			X			

ART 27P: Awards

Competitors are considered as competing for all the awards for which they are eligible

1ST Overall	prize money THB	120,000 plus 2 Trophies
2ND Overall	prize money THB	80,000 plus 2 Trophies
3RD Overall	prize money THB	50,000 plus 2 Trophies
4TH Overall	prize money THB	30,000 plus 2 Trophies
5TH Overall	prize money THB	20,000 plus 2 Trophies
6TH Overall	prize money THB	10,000 plus 2 Trophies

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

	61~	51~60	41~50	31~40	21~30	16~20
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.

All classes' winners will be awarded 2 Trophies

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

ART 28P: RIGHTS/Official Promoter

Asia Cross Country Rally Organizing Committee reserves Asia Cross Country Rally 2025 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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APPENDIX 1
(General Prescriptions)
Safety

1. General Conditions

1: Vehicles

Cross Country rallies are open to vehicles of a maximum GVW of up to 3,500kgs for Groups T1 and T2, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention of Road Traffic, as well as the safety specifications laid down by the FIA regulations and these regulations (ART 6P.1)

2: Administrative Checks and Scrutineering

2.1 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plates and number plates at scrutineering, which will be of a completely general nature: make and model of the vehicle, conformity with the group and class for which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering if the car is found not to comply with technical and/or safety regulations the stewards may set a deadline before which the car must be made to comply. (ART 41.3)

2.2 No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations (ART 41.4)

3: Insurance

The entry fees include the insurance premium which guarantees the competitor cover for civil liability towards third parties. The insurance will come into effect at the start of the Cross Country rally and will cease at the end of the rally, except for selected cases provided for in the supplementary regulations. The insurance cover and their limits must be stated in the supplementary regulations of the event (ART 35)

4P: Safety Measures

In addition to the individual safety obligations required by FIA Standard regulations each competitor must provide himself with compulsory safety equipment comprising:

First Aid Kit: in a small sealed rigid container and identified as such and including:

- Eye lotion (boroclarine, stilla or equivalent)
- Disinfectant cream (betadine, bialfine or equivalent)
- Pain killers (panadol or equivalent)
- A haemostatic (blood coagulant)
- Anti-diarrhoea tablets (immodium or equivalent)
- Sun cream for skin and lips
- Selection of sterile bandages, wound dressings and safety pins
- Re-hydration powder

Survival Equipment

- Small hand shovel
- 9 metre long recovery strap (minimum 3,000 kg breaking strain)
- cigarette lighter
- compass
- torch and spare batteries
- Swiss Army knife (or equivalent)
- Warning triangle
- Aluminium blanket (2m x 1m) for each crew member

- Mobile phone (recommended)
- Mirror
- 1 extended flashing torch or strobe light
- 4 litres of water for each crew member

The organisers will provide the services of trained medical doctors and/or paramedics at each overnight halt, plus the presence of ambulances at SS starts and finishes

2. Running of the Event

1. Briefings: This must be given by the Clerk of Course, or his deputy, and the participation of the drivers is compulsory. The text if any briefing related to Safety must be also set out in writing and posted on the official notice board.
2. Road Book: See Article 23 of the General Prescriptions
3. Traffic: Throughout the entire rally all crews must strictly observe the traffic laws of the country.
4. Selective Sections: During the SS all members of the crew must wear safety harnesses and crash helmets homologated by the FIA. Crews are reminded that homologated helmets and seat harnesses must **NOT be more than 5 years old. Crews must comply with current FIA Safety requirements for International cross-country rallies, including wearing of safety clothing. Whilst the HANS head restraint safety system. Is not compulsory on this event it is strongly recommended that all crews wear the device for personal safety.**

APPENDIX 2

Specific conditions for Group T2 vehicles

On the vehicles in this category the following parts:

- Gearbox
- Transfer box
- Front axle
- Rear axle

Must not be replaced and/or dismantled for overhauling and the engine block/lower casing assembly must not be separated.

The competitor must provide holes with a minimum diameter of 1.5mm allowing the passage of the sealing wires, to prevent:

1. The changing of the complete parts
2. The dismantling for repairing these parts (piercing the lugs on housings, heads of screws on the main and subsidiary parts) These holes must be easily accessible for the Scrutineers so they can seal the parts without difficulty. Should a competitor present his vehicle for scrutineering without already having pierced the holes for sealing as specified he may not be allowed to take part in this category
3. The parts that cannot be changed and/or repaired are;
 - complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) with the exception of the axle shafts and cardan joints which are free
 - complete gearboxes (main & subsidiary housings, internal parts)
 - complete transfer cases (main & subsidiary housings, internal parts)
 - engine block complete with rods and lower engine housing
 - bare cylinder head
4. The following may be only separated (on condition this may be done without removing the seals) in order to carry out repairs to:
 - Cylinder head and block (for cylinder head gasket and valves)
 - Block and clutch housing (for complete clutch)

The absence, whether notified or not, of an identification mark concerning the sealed parts, will result in exclusion from Group T2, however at the discretion of the Stewards the competitor may continue to race in Group T1 category.

In order not to be penalised for the possible loss of sealings the competitor may request the Scrutineers to add sealings to those spots he deems vulnerable.

T2A Technical Regulations (without homologation)

1. This cars are productions line in Asia and minimum 500 units on production. 4x4 pick up or SUV Types , Gasoline or Diesel engine as follow manual guide from factory. And not more than 5 years old from manufactured year or registered date on registered book.
2. Vehicles must be register to transport department for public use.
3. Weight minimum as follow manual guide of those specifications
4. Body shell and chassis, must be original standard from factory, no fiber glass or other materials instead , no cut or make holes for reduce the weight . (pick up truck not allowed to take of the rear gate)
5. Engine , follow the engine model of there spec from factory.
6. Turbo (intake and exhaust manifold, canter section) must be standard from factory and same model of that vehicles . inside turbo can be modify.
7. Turbo restrictor , the diameter must be follow Appendix 3 .
8. Intercooler system , radiator standard from factory and not allowed to install for additional and not allowed to install the cooling system , water spray to inter cooler or radiators.
9. Hose, can change to the best quality but must be same shape and diameter of original , and not allowed to modify for strong and hard conditions.
10. Turbo boost adjust , not allowed to install inside the cockpit or any position can be adjust during driving.
11. ECU , must be normal use and allow to common use with additional ECU (Piggy back) but must connecting to standard ECU , not allowed for stand alone system.
12. Not allowed for Dry Sump and Nitrous oxide
13. Intake and exhaust manifold must be standard from factory , from the end of exhaust manifold allowed to change and take of silencer and Catalytic
14. Not allowed to change the radiator or modify and electric fan for additional.
15. Transmission , housing must be standard from factory , allow to change gear ratio , but not allowed Dog Engagement gears and Sequential gearbox.
16. Not allowed to change the suspension system and upper or lower arms.
17. Not allowed to install Stabilization in additional , the original must be installed.
18. Allowed to change the diameter of stabilizer , coil spring , Leaf spring and torsion bar , but the mounting must be original positions. And allowed to modify the mounting to be stronger than standard
19. Not allowed to stall Bump Stop for additional
20. Leaf spring , can be reduce the number of piece , but must be standard leaf spring and original mounting positions.
21. Shock absorber , can change to the high quality , original mounting positions (maximum 4 shocks in car)
22. Brake system , must be original from factory , brake caliper must be standard form factory , can change brake pads , brake hose (allowed to cut off ABS and Dynamic Stability control) Brake disc must be standard from factory and not allowed to make hole or cut the line for release the hot air.
23. Air filter , must be standard from factory , allowed to change the filter and install snorkel
24. Inside cockpit , dashboard, control switch and system must be keep in , allowed to take off carpet. Roof Cloth , doors panel.
25. Rear bumper , allowed to take off

APPENDIX 3

Air Restrictors for Group T1 and T2-T2A vehicles

To comply with the FIA Appendix J with WMSC approved on 03.03.2023 Published on 07.03.2023

All the are necessary for feeling the engine must pass through this restrictors/these restrictors, which must comply with Article 284-6-1 , and the maximum internal diameter (in mm) defined here bellow ;

1. T1 and T2-T2A Vehicles with Diesel Turbo engines : 39 mm
2. T1 and T2-T2A Vehicles with Gasoline N/A engines : 37 mm
3. Spare Turbo must be present during scrutineering

These 1-2-3 to make holes must be easily accessible for the scrutineers so they can seal the parts without difficulty. Should a competitors present his vehicle for scrutineering without already having pierced the holes for sealing.