



MEMBER OF



VIETNAMESE MOTORSPORT ASSOCIATION LLC (VMA LLC)



NATIONAL COMPETITION RULES

*VIETNAMESE MOTORSPORTS
ASSOCIATION LLC*

EDITION 2023

Rule Nos.

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***VIETNAMESE MOTORSPORTS
ASSOCIATION LLC***

PART I - GENERAL PRINCIPLES

1. INTERNATIONAL CONTROL OF COMPETITIONS.

a. The **FEDERATION INTERNATIONALE DE L'AUTOMOBILE (FIA)** is the sole international authority entitled to make and enforce rules and regulations on the fundamental principle of safety and fairness, for the encouragement and control of automobile competitions (including records) and is the final international court of appeal for the settlement of disputes arising therefrom.

2. International Sporting Code. - That the above powers may be exercised in a fair and equitable manner, the *FIA* has adopted an International Sporting Code, hereinafter called "**The Code**" which provides (among other things):

(a) That each National Sporting Authority (*ASN-FIA*) shall be presumed to comply with and be bound by the *Code*.

(b) Subject to such compliance and restraint, one single Club or one single Federation per country (*ASM*), shall be recognized by the *FIA* as the sole International Sporting Power for the enforcement of their present International Sporting Code and control of motorsports and motorcycling in its own country, dominions, dependencies, protectorates or colonies.

Each *ASN* shall have the right to delegate the whole or part of the powers conferred by the Code to another, or several other clubs of its country, but only after obtaining the approval of the *FIA*.

Withdrawal of Delegation: An *ASN* may withdraw the delegation of its powers provided it notifies the *FIA* of such withdrawal.

National Competition Rules: Each *ASN* may draw up its own National Competition Rules but such Rules shall be in conformity and approved by the *FIA*.

3. NATIONAL CONTROL OF AUTOMOBILE COMPETITIONS.

The **VIETNAMESE MOTORSPORTS ASSOCIATION** (hereinafter referred to as the "**VMA**") is recognized as the sole National Sporting Authority for Vietnam by *FIA* thus giving *VMA* the rights to control the sports of Automobiles (by the *FIA*). *VMA* declared itself to be bound by the Statutes of *FIA* and their respective *Codes*.

3.1 EXERCISE OF POWERS OF THE VMA

VMA through the powers conferred by the *FIA* Code, has drawn up rules to regulating motorsports in Vietnam. The Rules is to be known as **The National Competition Rules (NCR)**.

3.2 THE NATIONAL COMPETITION RULES.

The National Competition Rules (NCR) are made in conformity with the respective Codes and approved by the *FIA* with the objective to regulate, encourage and facilitate motorsports.

3.3 APPLICATION OF THESE RULES

The *NCR* shall govern all competition organised in Vietnam in which as automobile (as hereinafter defined) may take part and all *VMA* license holders. In the event of inconsistency between the *NCR* and the *FIA* Codes, the *FIA* codes shall prevail.

- 3.4 **Interpretation of Rules:** The *VMA* shall be empowered to decide any questions raised within its jurisdiction concerning the interpretation of the Codes or of these rules. In interpreting any regulation the word "his" is deemed to include "her" and persons referred to in the singular includes where the context so admits, the plural.
- 3.4.1 The *VMA* upon the recommendation of the respective commissions shall decide and adjudicate on matters which is not covered by the Codes or these Rules.
- 3.4.2 Insofar as they do not conflict with these Rules, any Supplementary Rules of Official Instructions/Bulletins applicable to a competition shall be deemed to form part of these Rules.
- 3.4.3 The *NCRs* may be translated into various languages but only the English version will be accepted as correct and final in any interpretation, adjudication or arbitration.
- 3.5 **International Events:** Events run under an International Permit issued by *VMA* must comply with the relevant International Sporting Code (*FIA*) and will only refer to these Rules in respect of any matter not covered by the Codes.
- 3.6 **Alteration of Rules:** The *VMA* shall make alteration to the rules set forth in this Agreement. The alteration may be made upon consultation and with the advice of the Commission(s) make alteration to these rules in part or in whole.
- 3.7 **Stability of Regulations:** Any new Sporting Rule proposed by a *commission* must be approved by *VMA* at least three months before it comes into force. New or amended regulation can only come into force on the 1st of January, in any year except in respect of any urgent safety matter, correction of error or as exceptionally agreed by the *VMA*.
- 3.8 **Compliance with Rules:** At all times the onus is on the organiser of the event to ensure compliance with *VMA* requirements. It is a condition of approval that all laws of the land shall be complied with and breach of this condition automatically invalidates any approval which may have already been given.
- 3.9 **Club Recognition:** *VMA* approval for the organisation of an event is reserved for those motor clubs recognised by the *VMA* as 'Registered to organize Competitions' (*Affiliated club*) or Organizer
- (a) Only a club affiliated with *VMA* deemed as *Affiliated club*. In order to be an *Affiliated club*, it has to have a minimum of 5 members
- (b) The club submit a formal application to the *VMA* for affiliation. The Club must undertake to comply with all Rules and requirements of the *VMA* and to pay the annual affiliation fee as detailed in Appendix 'VF'.
- (c) A newly affiliated club shall be on probation for a minimum period of 12 months or more as decided by the *VMA*. During this period such clubs may organise events restricted to their club and observed by experience *VMA* officials unless a written approval is obtained from *VMA*.
- 3.10 **Other Bodies:** In addition to these *Affiliated clubs*, the *VMA* may associate other organisations or bodies as responsible organisations in the sphere of motor sport, as promoters, and on a special case-to-case basis allow these organisations or bodies to be

Organize Competition.

- 3.11 **Recognition of Authority:** Any Affiliated club organising, or any individual, or licence holder, participating in a meeting, is deemed to be conversant with the Code(s), as well the National Competition Rules, and the Supplementary Regulations of the meeting, and undertakes to submit, without reservations to all provisions and consequences thereof. Furthermore any Affiliated club or competitor, renounces the right to all legal proceedings before any civil court.
- 3.12 **Acquaintance with and submission to rules:** Every person, or group of persons, etc., promoting or organising a competition or taking part therein or by and upon applying for an organising permit, or by and upon applying for a licence from the *VMA* and/or upon entering a competition, shall be deemed to and are recognised that they:
- (a) have acquainted themselves with the National Competition Rules of the *VMA*, and the Statutes of the *FIA*, and their respective Codes.
 - (b) undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom. In case of non-compliance with these provisions, any person or group which organises a competition or takes part therein, shall have the licence which has been issued to them withdrawn, and any manufacturer shall be excluded from any Championship on a temporary or permanent basis.
 - (c) submit themselves without reserve to the consequences resulting from these Rules and any subsequent alteration thereof and agree to pay as liquidated damages any fines imposed upon them within the maximum set out in Appendix 'VF'.
 - (d) Shall renounce, under pain of disqualification the right to have recourse except with the written consent of the *VMA* to any court, arbitrator or tribunal for matters not provided for in these Rules.
- 3.13 **Tribunals:** The hearing of appeals or the determination of the penalty to be imposed for a breach of these Rules shall be exercised by a tribunal specially or generally appointed by the *VMA* consisting of not more than five and not less than three persons comprised of:
- (a) *VMA* license holder with the required knowledge and expertise; and
 - (b) Other suitably qualified persons.

The exercise of such judicial powers and functions shall be final and not subject to review - except on appeal in accordance with these Rules.

No person shall act in a judicial capacity if he has taken part as a competitor, driver, rider or official in the competition concerning which a decision is to be given, or if he is directly or indirectly involved in such matter.

- 3.14 The *VMA* shall be empowered at its sole discretion to arbitrate between a competitor and a club, or another competitor, on any matter directly connected with motorsport, but excluding any dispute in connection with matters, which are, or have been the

subject of Protest or Appeal. Liability for the costs of the arbitration may be ordered by the Tribunal, who are also empowered to make such order in respect of the subject of the arbitration as they think fit. Any party requesting arbitration must deposit a fee as detailed in Appendix 'VF'.

- 3.15 **Power of VMA following Stewards' Report:** If it appears to the *VMA* from the Stewards Report or otherwise that there may have been a breach of the Rules, the results of a competition may have been improperly or incorrectly made out, or that any breach of condition or permit, defect, default, omission or other irregularity may have occurred, the *VMA* will be entitled to enquire into the matter, and after giving the interested parties an opportunity to be heard, make such order as it deems proper, and if it concludes that a breach of the Rules may have occurred, either order that the matter be referred to a subsequent Tribunal, or it may deal with the matter itself and impose such penalty as it thinks fit, provided that no such inquiry shall be ordered after the expiration of 60 days after the publication of the results of an event. The findings of such inquiry shall be final.

Pending any Tribunal hearing or inquiry, any vehicle or equipment involved may be impounded by the *VMA* for technical examination subject to reasonable right of access by the entrant. The *VMA* may require the entrant to carry out any necessary dismantling and in default the *VMA* may arrange dismantling itself and debit the entrant with the cost thereof.

3.16 **NOTICES**

- (a) Any communications required under these Rules to the *VMA*, shall be in writing and addressed to Motorsports Association of Vietnam (VMA), at 16th Floor, Viet A Tower, No. 9 Duy Tan Street. Cau Giay district. Hanoi, Vietnam or to such other address as may be duly notified from time to time.
- (b) Any communications under these Rules to be sent to a competitor shall be sent to the address on his entry form or, if he is the holder of a license from the *VMA* or other *ASN*, to the address on the license application form, or the address on the license itself.
- (c) Any communications to be sent to an Organiser or Organising Committee shall be sent to the address on the relevant application for an Organising Permit.
- (d) Any communications to be sent to an appellant under the Rule shall be sent to the address upon the notice of appeal.
- (e) Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

4. DATE OF OPERATION

These Rules shall come into force on 1st January 2023 continues to be operative until superseded by later edition.

PART II - ADMINISTRATION OF NATIONAL COMPETITION RULES

1. MOTOR SPORTS COMMISSIONS ("Commission(s)")

1.1 The Commissions are sub-committees formed by VMA. The Commissions is entrusted by VMA to develop motorsports in Vietnam and shall consist of appointed individuals nominated by VMA. The appointment of the Commission members shall be effective for a period of two (2) terms and shall not exceed 3 terms (consecutive or not) except otherwise approved by VMA.

For any avoidance of doubt one (1) terms is equivalent to two (2) years.

1.2 The individuals appointed by VMA as part of the Commissions must have motorsports background. The individuals appointed may be removed in the event the individual has breach any rules of conduct set by VMA or the individual has failed to perform its duty which is reasonably expected of by VMA.

1.3 The VMA has the right to initiate, promote, organise and administer or assign to Affiliated clubs the Vietnam National Championship competitions for automobiles (hereinafter called the **Championships**).

1.4 Commissions Role

(a) The **Commission** acts as an advisory role to facilitate VMA in developing Automobile motor sporting policy. ALL decisions of the Commissions are to be made in the interests of motor sports and shall be made in consultation with VMA. VMA may review, reverse or revoke the decision made by the Commission(s). VMA may also add any other Commission should VMA feels necessary.

The list of the Commissions are as below :

- (i) 4 wheels Commission
- (ii) Circuit and Track Safety Commission
- (iii) E-sports Commission
- (iv) Karting Commission
- (v) Medical Commission
- (vi) Stewards Commission
- (vii) Advisory Commission

Each Commission are answerably directly to VMA and shall act independently of another except in the instances where overlapping of roles, in which the Commissions are expected to work with each other.

(b) Quorum

Each commission shall elect among themselves a leader to represent the commission ("Head of Commission") with the approval of VMA. VMA shall at any times be allowed to send representative(s) to observe and give feedback to the commission(s).

(c) Voting

Motions at meetings shall be decided by a simple majority. In the event of an equality of votes the Head of Commission shall have a second casting vote.

(d) **Frequency of Meetings**

The Commission will meet on a minimum of two (2) occasions during the course of each year. Additional meetings may be called by the VMA.

1.5 **Finance and Administration**

- (a) Membership of the Commission and any working groups is honorary. A Member attending a Commission meeting shall be entitled to claim a contribution towards his or her out of pocket travel expenses which will be reimbursed in accordance with an expense reimbursement scale in accordance with VMA applicable rates.
- (b) The VMA shall be entitled to all monies and benefits received or receivable by virtue of its exercise of said rights and responsibilities, provided always that the VMA shall discharge all cost and expenses incurred in connection therewith.
- (c) The VMA shall provide the human, material and financial resources required to facilitate the conduct of the business, and meet the objectives, of the Commissions.



**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

PART III - GENERAL COMPETITION REGULATIONS

1. PROMOTION OF COMPETITIONS

Competitions may be organised in Vietnam only through:

- (a) The approval of *VMA*; or
- (b) Affiliated Club or any Associated organization approved by the *VMA*

2. FIXTURE LIST

All events, which by definition require a Permit, must be inscribed on the *VMA* Calendar.

2.1 To have an event entered on the Calendar, a club must:

- (a) Apply before a date of the event; and
- (c) If an already notified date is to be changed for any reason, an official announcement through Organizer website and social media is required subject always that the date is available at *VMA* Calendar.

2.2 The organisers of any event inscribed on the *VMA* Calendar, which is cancelled, shall be liable for a fee as laid down in Appendix 'VF'.

2.3 All International events must be inscribed on the International Calendar as prescribed by the *FIA* through *VMA*. Fees are payable to *FIA*, through *VMA*, in respect of inscription. Information as to the procedure can be obtained from the *VMA*.

2.4 All competitions (including Training Events and time trials) must be run in accordance with these Rules unless specific exemption is given before a permit is granted.

3. NECESSARY PERMISSION

No Event or Championship shall be held unless approval has been obtained by *VMA*.

3.1 **Application for permit** must be made on a form prescribed by the *VMA* not less than the following time periods before the event:

- (a) International Event *FIA* - 8 weeks
- (b) International Event *CIK* - 8 weeks
- (c) National Event - 5 weeks.
- (d) Championship event (National) - 6 weeks before first event
- (e) Championship event (International) - As per *FIA* requirements
- (f) Club events - 4 weeks.

3.2 **The scope of a permit** includes approval of the title of an event (the titles Grand Prix, Championship, International Series, Challenge, Vietnam, Vietnamese, name of Provinces in Vietnam, national and etc.

- 3.3 No event shall be publicised by the issue of regulations or in any other way without the prior approval of the *VMA* in writing. The issue of a permit or waiver of permit constitutes such approval.
- 3.4 **Permit Fees.** The scale of fees payable to *VMA* as published in the Rate Card or/ with addition as laid down in Appendix 'VF'.
- 3.5 **Permission of National and Local Authorities.** *VMA* may refuse to issue permit should organizer fails to obtain official permission by the governmental or local authority.
- 3.6 **Cup/Challenge/Series/Championships** Details of the Championship or Series must be submitted to the *VMA* by the coordinating organisation on their application form. A permit and/or Championship fee shall be charged for such approval.
- The minimum number of rounds are as follows:
- | | | |
|-----|-------------------|-------------------|
| (a) | Cup and Challenge | 1 or more rounds. |
| (b) | Series | 2 or more rounds. |
| (c) | Championship | 4 or more rounds. |
- 3.7 **The right to a championship title** resides with the body that originally registered that championship unless revoked by the *VMA*.
- 3.8 **The organisation and control of a championship** shall at all times rest with the club organising the championship, subject to these Rules.

4. OFFICIAL DOCUMENTS

For all Competition except Record Attempts, unless provided for within FIA Codes shall be in compliance with the NCR and shall include the:

- 4.1 The Supplementary Regulations ("SR"), an entry form and official program (a document prepared by the organiser of a competition giving information in order to acquaint the public with the details of the competition). In the event there are parts of the SR which is not in conformity with the NCR, only that particular part shall be declared null and void.
- 4.2 List of participants.
- 4.3 Any relevant Technical Regulations.
- 4.4 Any Official Instructions which may be issued in writing by the Organisers to competitors, to deal with particular points arising after the issue of the SR's, but if and so far as such instructions are contrary to the SR's (except as in Part IV Article 2) or the *NCRs*, it shall be null and void.
- 4.5 All abovementioned documents in 4.1 to 4.3 shall be referred to as the Regulations of the Event.

5. ANNOUNCEMENTS TO BE MADE ON ALL OFFICIAL DOCUMENTS

All Supplementary Regulations, programmes and entry forms relating to any competition shall the following statement:

"Held under the International Sporting Code of the FIA and the NCRs of the VMA".

- (a) In competitions exclusively for automobiles the supplementary regulations shall be in accordance with the *NCRs* and the International Sporting Code of the *FIA*.
- (b) In competitions exclusively for karts the supplementary regulations shall be in accordance with the *NCRs* and the International Karting Regulations of the *CIK/FIA*.

6. ACQUAINTANCE WITH AND SUBMISSION TO RULES

Every person, body, group of persons, etc., organising a competition or taking part therein shall by so doing or by and upon applying for an organising permit, or by and upon applying for a licence from the *VMA* or by and upon entering for a competition, be deemed to have and recognised that they have:

- (i) Made themselves acquainted with the *NCRs*.
- (ii) Submitted themselves without reserve to the consequences resulting from the *NCRs* and any subsequent alteration thereof.
- (iii) Renounced under pain of disqualification (Part I, Section 3.11 and 3.12 above) the right to have recourse except with the written consent of the *VMA* to any arbitrator or tribunal not provided for in the *NCRs*.
- (iv) Agree to exonerate and keep indemnified the Clubs, Promoters, the *VMA*, and their respective officials, servants, representatives and agents, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of or in connection with any meeting, competition or event held under these *NCRs*, from whatever cause arising or alleged to arise.
- (v) In the case of entrants for, and drivers, and passengers in races (including speed events) agree to exonerate and keep indemnified all and any other competitors, their servants or agents from and against all liability whatsoever to such entrants, drivers, riders or passengers in connection with the driving of their vehicles or any other act of omission or occurrence during the course of a race, or official practice thereof.

7. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF A COMPETITION

A meeting or a competition forming part of a meeting shall not be postponed, abandoned, or cancelled unless:

- (i) Provision for so doing is made in the Supplementary Regulations;
- (ii) The Stewards of the Meeting have ordered a postponement for reasons of safety or force majeure; or
- (iii) with approval and consent of *VMA*.

In the event of cancellation or postponement for more than 24 hours entry fees shall be returned.

8. UNAUTHORISED COMPETITIONS

8.1 Any Competition or proposed Competition not organised in conformity with the *NCR* shall be considered as NOT recognized and any individual(s) or organizer in connection with the unauthorised competition may be liable to the consequences and penalties provided by Part IX, Article 2 of this *NCR*.

8.2 In the event the organising permit has been granted, the permit shall be null and void.



***VIETNAMESE MOTORSPORTS
ASSOCIATION LLC***

PART IV - COMPETITION ORGANISATION

1. CONTENTS OF SUPPLEMENTARY REGULATIONS

The Main information required in the Supplementary Regulations shall contain the following information:-

- (i) The name and nature of the proposed competition(s). (See Part XII, Article 2 (b) (i- xii).
- (ii) The name and address of the Promoters.
- (iii) The name and address of the Organiser and its committee.
- (iv) A statement in accordance with Part III Article 5 of the *NCRs*.
- (v) The place, date of the meeting and the track inspection report.
- (vi) A full description of the proposed competition including length and direction of course, fuel and the categories of vehicles eligible.
- (vii) Comprehensive information concerning insurance.
- (viii) The dates, time and nature of starts with details of handicapping (if any).
- (ix) A reminder of such of the *NCRs* as may be particularly applicable to the competition and also in regard to Licences (Part V, Article 2.1 & 2.2).
- (x) The manner in which arrivals will be checked, and how classification shall be established.
- (xi) A detailed list of prizes allocated to each competition.
- (xii) The names of the Stewards and other officials.
- (xiii) Provision regarding postponement, abandonment or cancellation (Part III Article 7).
- (xiv) Any additional information required on entry forms (Part IV Article 5.2).
- (xv) Whether the nomination of the drivers may be delayed, up to registration time only.
- (xvi) The dates of opening and closing of entries and how and where they shall be made.
- (xvii) The amount of entry fee.
- (xviii) Conditions under which entries may be refused.
- (xix) Provisions in regard to the conditional acceptance of entries.
- (xx) The name of the competitor including its type of license
- (xxi) The maximum number of competitors and how entries in excess of this number are to be selected for acceptance.
- (xxiv) The relative position of the vehicles at the start and how they are to be determined.
- (xxv) In circuit competitions how laps are to be timed (Part VII Article 6 and 7).
- (xxvi) Signal to be given for the start (Part VII Article 8)

- (xxvii) The penalty for a false start (Part VII Article 9).
- (xxviii) If appropriate, that a change of driver or vehicle is permitted, subject to the Stewards' approval.
- (xxvix) Particulars of the identification numbers and marks to be carried.
- (xxxi) The times and dates fixed for the official examination of vehicles.
- (xxxii) If appropriate in respect of International Competitions that the distinctive national flag laid down in the International Sporting Code shall be carried.
- (xxxiii) A reminder of the rules concerning Protests (Part X).
- (xxxiv) All such other requirements and information as shall from time to time be specified by the *VMA* or as may be necessary for the proper conduct of the meeting.
- (xxxv) Any other matters considered pertinent for the safe conduct and smooth running of the event.

2. AMENDMENTS TO SUPPLEMENTARY REGULATIONS

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:-

- (i) The *VMA* and all competitors already entered agree to the alteration, or
- (ii) The Stewards of the Meeting so decide for reasons of safety or force majeure.

3. CONTENTS OF PROGRAMME

It is compulsory to publish a programme and an official list of entries which must be made available to all competitors and officials by the organisers. A programme shall contain the following information:

- (i) A statement in accordance with Part III Article 5 of the *NCRs*.
- (ii) The name of the Promoters and the Organising Committee (if any).
- (iii) Place and date of meeting.
- (iv) A short description and the time-table of the proposed competition.
- (v) Names of the competitors and drivers with the distinctive numbers.
- (vii) A detailed list of prizes assigned to each competition.
- (viii) The names of Stewards and other officials.
- (ix) The words "Official Programme" and the *VMA* logo in prominent lettering on the front cover.

4. DEMONSTRATIONS OR PERFORMANCES

No demonstration or performance, whether or not involving an automobile or any wheeled vehicle, shall be permitted at any meeting unless specifically permitted in writing by *VMA* prior to such meeting.

5. ENTRIES

Once an Organising Permit is issued the Organisers may invite, receive and accept entries from eligible competitors. Every entrant and driver shall complete and sign an entry form and submit it to the Organisers by the appropriate date together with the entry fee (if any). An entrant once

accepted is bound and expected to have read, understood and comply with the SR. Only a complete entry form accompanied with the entry fee shall be accepted by the organizer.

- 5.1 **Entry by E-mail and other digital communication platform.** An entry made or sent by E-mail and other form of digital communication platform may be acceptable at the discretion of the Organizer
- 5.2 **Contents of Entry Form.** Entry forms shall contain the following:
- (a) Title and date of the event and identity of promoters/organisers.
 - (b) A statement in accordance with Part III Article 5.
 - (c) Spaces for the full true name and addresses of entrant, driver(s) and passenger(s) and (if appropriate to the event) the competition licence number of entrant, driver(s) and passenger(s). SRs may permit the nomination of drivers or passengers to be deferred, but no driver or passenger shall compete unless he has first signed the appropriate indemnity declaration(s) and/or undertaking(s) as required.
 - (d) The forms of indemnity, declaration and undertaking as appropriate in accordance with Part IV Article 5.3 and spaces for the appropriate signatures.
 - (e) Any other information required by the SRs to be stated on the form [e.g. details of a vehicle or details of the competitor's club].
 - (f) For all events using the public roads, the entrant will also be required to show proof of vehicle insurance with appropriate endorsement for the event.
 - (g) Space for the name, address and contact number of a relative or friend to be informed in the case of serious accident.
 - (h) A statement that any indemnity and/or declaration as prescribed below which is signed by a person under the age of 18 years shall be countersigned by that person's parent or guardian, whose full names and address shall be given.
- 5.3 **Indemnities, Declaration and Undertakings by Entrants, Drivers, Riders and Passengers:**

- (a) Every entrant, driver, rider and passenger before commencing to participate in any competition where a competitive element takes place wholly or in part, shall sign an undertaking as follows:

"I have read the Supplementary Regulations issued for this event and agree to be bound by them and by the National Competition Rules of the Motorsports Association of Vietnam. In consideration of the acceptance of this entry and of my being permitted to take part in this event I agree to save harmless and keep indemnified Motorsports Association of Vietnam, its representatives, such Person, Persons or Body as may be authorised by Motorsports Association of Vietnam to promote or organise this event and their respective Officials, Representatives and Agents from and against all actions, claims, costs, expenses and demands in respect of Death of or Injury to or Damage to the Property of myself, my Driver(s), Rider(s), Passenger(s), Mechanic(s) or associated personnel, arising out of or in connection with this entry or my taking part in this event. By entering this competition I waived my rights to

initiate or commence any legal proceedings and claims (monetary or not) against Motorsports Association of Vietnam, its personnel and representative".

- (b) In addition to the above, every entrant shall sign the following declarations (as appropriate):

- (i) In the case of Races or Speed Events:

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

- (ii) In the case of any event taking place wholly or partly on public roads:

"I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law".

- (iii) Every driver taking part in an automobile or kart race, speed event or special stage rally shall sign a declaration in the following form:

"I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to Motorsports Association of Vietnam who have, following such declaration, issued a licence which permits me to do so"

5.4 An entry may NOT be submitted by an agent

5.5 Acceptance of Entries: If the number of entries received exceeds the maximum number of competitors laid down in the SR's, those to be accepted shall be selected in the manner specified by the SR's. If no method is specified, selection shall be at the discretion of the organisers whose decision shall be final.

5.7 Acknowledgment of Entries. Organisers shall acknowledge entries within seven days of receipt. Organisers shall at the same time inform entrants whether their entry is accepted, refused, or a decision deferred.

5.8 Multiple Entries of a Vehicle. A vehicle shall not be entered more than once in the same competition unless two entries for the same vehicle are permitted in SRs. In such a case the responsibility of the entry shall be shared jointly by both entrants and the vehicle shall only compete once with the same driver.

5.9 Ineligible Entries

- (a) An entry, which contains a false or incorrect statement, shall be null and void and the entrant may be deemed guilty of a breach of these Regulations and the entry fee may be forfeited.

5.10 Closing of Entries. The date specified in the SRs for the closing of entries shall, in the case of International Events, not be less than seven days before the date of the event. For all other events, it shall not be less than three days before the date of the event.

6. OFFICIAL LIST OF COMPETITORS

The Organisers should place an official list of entries at the disposal of the Stewards, Senior Officials and competitors, within 48 hours of the closing of entries, except that when the SRs permit entries to be accepted up to one hour before the competition, this list must be exhibited on an official notice board prior to the start of the competition.

7. RIGHTS OF THE ORGANISERS. The organisers may at their discretion (with the concurrence of the Stewards of the Meeting):

- 7.1 Delete part of the course or event or ignore part of the records of the event in the case of bona fide unforeseen circumstances.
- 7.2 Distribute the awards based on intermediate results if, through bona fide unforeseen circumstances the competition is stopped before its scheduled completion.
- 7.3 Offer additional awards.
- 7.4 Change the order in which events are run at a meeting through the Clerk of the Course with approval of the Stewards.
- 7.5 Forbid the participation of, or otherwise penalise any driver or vehicle appearing on examination to be ineligible for the competition, or a class therein, to which the entry refers.
- 7.6 Offer before the start of the competition the entrant of any driver or vehicle liable to exclusion under Article 7.5 above, the option of transfer to an appropriate class, or competition, at a meeting if such appropriate class or competition is scheduled. Such offer shall be without prejudice to the imposition of other penalties.
- 7.7 Exclude any vehicle or competitor whose appearance, condition or performance is not of a standard appropriate to the event.
- 7.8 Check the eligibility of any vehicle and/or competitor before, during or after the competition and if necessary, the vehicle, or components thereof, may be sealed for subsequent inspection.
- 7.9 Require a vehicle to be dismantled by the entrant in order to check its eligibility or suitability as and when directed.
- 7.10 Require such components and/or samples as may be specified to be produced by the entrant as and when directed.
- 7.11 Require the entrant to defray any costs arising from the exercise of the rights under Article 7.8 - Article 7.10 above, subject to any ruling as to cost made by the Clerk of the Course or the Stewards of the Meeting should the dismantling result from a protest.
- 7.12 Permit a change of vehicle or driver(s) from those nominated in the Official Programme of the event on written application being made by the entrant not less than half an hour before the start of practice or competition (where there is no practice) and provided that:
 - (a) A change of only one or the other and not both is permitted, unless all the entrants and drivers agree in writing to such a change of both and;
 - (b) No change of vehicle is permitted which would prevent the participation in the event of a reserve entry.
 - (c) Exceptionally, in Hillclimbs, Drifting, Drags and Sprints, such permission may be given after the conclusion of practice, but before the start of competitive runs.

- 7.13 Exclude before, during or after practice or competition, any driver considered as possibly unfit by reason of health, consumption of alcohol or drugs (as per the International Olympic Council (I.O.C.) list of banned drugs) and with the exception of road sections of Rallies or Trials, exclude any competitor found smoking cigarettes, cigars or pipes whilst participating in the event.
- 7.14 Exclude any person who is suspended by VMA or found to have committed an offence during the event under the laws of Vietnam and report such person to the VMA.
- 7.15 Specify the manner in which a tie shall be resolved should the provisions of the Regulations of the event not produce a result.

8. PUBLICATION OF RESULTS

- 8.1 Detailed Provisional Results, in writing, must be made available for inspection by any competitor as follows:
 - (a) *Race and Speed Events - within two hours of the end of each race, or the conclusion of a speed competition.*
 - (b) *Non-Speed Events - within two hours of the last car finishing the competition. Or*
 - (c) *Within seven days of the finish of the competition, by post/email to each entrant at the address given on his entry form.*
 - (d) *Where, through force of circumstances, it proves impractical to produce the results within two hours of the finish, (c) will apply, notwithstanding any statement to the contrary in the SR's.*
- 8.2 The date and time of issue of all Provisional Results should be stated on them.
- 8.3 The Stewards will sign the Final Results, which will be after Protest time has expired, or all outstanding Protests and Appeals have been settled and all technical report(s) are submitted.
- 8.4 Within 7 days after each event the Stewards must send the following information to the VMA:
 - (a) A programme, or list of starters (including each starter's competition licence number when appropriate) and a copy of any Official Instructions, Route Book(s), Route Card(s), etc.
 - (b) A copy of the results (provisional or final as the case may be).
 - (c) A resume of any protests, note of action to date, note of any fines imposed, etc.
 - (d) A report of the Stewards of the Meeting. The report need only be as brief as is applicable. If hearing an appeal delays finalisation of results beyond 7 days, a final Steward's Report and a copy of the results must be submitted to the VMA when the Stewards have announced their decision.
 - (e) The appropriate fees and any fines.

9. PAYMENT OF STARTING AND PRIZE MONEY AND PRESENTATION OF AWARDS

- 9.1 Unless the SR's stipulate otherwise the Organisers shall distribute all awards, starting and prize money, within 14 days after the results of a competition have been finalised.

- 9.2 The distribution of prizes must not commence until half-an-hour has elapsed after the publication of the provisional results of a competition.
- 9.3 The rewards offered in the events shall be limited as follows and will only be presented to any competitor who has produced all the documentations necessary to prove his eligibility for the event.
- 9.5 The return of entry fees, in whole or part, is permitted.

10. INSURANCE

10.1 The VMA will provide Insurance in respect of Public Liability for all events authorised with VMA permit. The Insurance specifically names:

- (a) Motorsports Association of Vietnam.
- (b) The VMA Registered Club OR Organizer organising the event.
- (c) Officials appointed by VMA.

10.2 **Warning Notices.** The following notices must be prominently displayed as appropriate.

- (a) At any entrance to an event or part of an event on private ground - Notice 'A'.
- (b) Unless any enclosure is surrounded by unclimbable fencing, in the area between the enclosure and the course there shall be displayed at intervals not exceeding 100 meters Notice 'B' or notices stating that
"This area is Prohibited and the public are not permitted".
- (c) At Race Circuits the following should be displayed:
 - (i) at the entrance gate (if any) to the pits,
 - (ii) in individual pits and
 - (iii) on the signaling wall opposite the pits.
 - (iv) At any means of spectator or vehicular access to a Rally Special Stage - Notice 'C' and a copy of the Safety Code.
 - (v) In any area of particular danger on a Special Stage (i.e. escape roads, etc) - Notice 'D'.

WARNING

The Pit and Pit Lane are areas of potential danger and great care should be exercised at all times.

Children under the age of 16 are not allowed in these areas.

SIGN	SIGN
<i>NOTICE A</i>	<i>NOTICE B</i>

WARNING

**You are approaching a MOTOR RALLY SPECIAL STAGE
You are warned that Motor Sports is potentially dangerous and that you
are present in the vicinity of the course entirely at your own risk.**

Notice 'C'

**"It is a condition of your presence that you will obey the instructions of
Marshals in relation to the Safety of yourself and others."**

Notice 'D'

- (d) These notices should be visible at any other suitable points, so that no person may be present at the event without having them brought to their attention.
- (e) Organisers may also use a notice stating:
- (f) Admission may not be obtained to any enclosure whether or not there is a charge, without a suitable pass and/or ticket.
- (g) The programme of the meeting, all tickets, badges, tabards, labels (including car labels) and passes of admission whether for spectators or Officials shall bear or be accompanied by a copy of Notice 'A' or Notice 'E'
- (h) Where the wording is printed on the reverse side of a ticket, armband or lapel badge, the words 'for conditions of admission see over' should appear on the face of the ticket, armband or lapel badge.

WARNING

WARNING TO THE PUBLIC – MOTOR SPORTS IS DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the Vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.

Notice 'E'

11. SCRUTINEERING

- 11.1 An VMA approved Scrutineer, of the appropriate grade, must take charge of the Scrutineering team at all events of National or International Status. For all other events, the scrutineering may be carried out by a suitably experienced scrutineer appointed by the organisers.
- 11.2 The main purpose of Pre-Event Scrutineering is to check, as far as possible under the prevailing conditions, the safety of the vehicle and its compliance with Technical Regulations and to superficially check its eligibility for a particular class or category.
- 11.3 An essential part of the pre-event Scrutineering should be a noise test.
- 11.4 **Eligibility Checking**

Whenever possible any eligibility inspection should be by two members of the Technical Commission, or by the Chief Scrutineer of the event and one member of the Technical Commission. They will then be considered as Eligibility Judges of Fact.

- (a) This regulation does not preclude a Scrutineer reporting a vehicle as being ineligible to the Clerk of the Course, who will take appropriate action.
- (b) Should the Eligibility Judges of Fact agree that the vehicle/component is not eligible, this will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will exclude it from the results unless there are exceptional reasons why this should not be done.
- (c) The findings of the Technical Commission will also be reported to the VMA who may take further action, including increasing any penalty imposed.
- (d) If a vehicle/component is not made available for an eligibility examination as required by the Technical Commissioners, the Clerk of the Course or the Stewards, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of the penalties foreseen in Part IV Article 11.4 (g) below.
- (e) Should a vehicle be deemed ineligible after practice, but subsequently be approved before the race, the vehicle will have all its practice times disallowed, but may be permitted by the Clerk of the Course to start from the back of the grid, providing that by so doing, it does not take the place of any vehicle already qualified (whether a reserve or not). Penalties as in Article 11.4 (g) below would not be applied
- (f) Competitors whose vehicles are the subject of an impending check of eligibility must advise this fact to the Clerk of the Course of any event in which they may wish to take part during this period, and the results of such event will remain provisional until such time as the eligibility decision has been made. Failure to inform the Clerk of the Course (in writing) will entail a fine as detailed in Appendix 'VF'.
 - (b) Unless the regulations for a championship specify a different penalty, any competitor competing in a championship whose vehicle is excluded from the results of the meeting in accordance with Articles 11.4 (a) and (b) above, will be subject to the following championship penalties, which will be applied whether the championship is for driver, rider, co-driver, entrant or manufacturer.
 - (i) Count the event as one of the events contributing to his total Championship score.
 - (ii) Be excluded from the event, forfeiting all Championship points, prize money and other awards.
 - (iii) Forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus total of points.

Although the penalty imposed under (iii) can be waived solely on Appeal to VMA, the Secretary of the Meeting must be notified of the Intention to Appeal.

This penalty will only be waived in exceptional

circumstances.

The Championship Co-ordinator/Event Director does not have the power to decide whether a penalty should be applied or waived.

- (iv) A special procedure as detailed in Part XI Article 3 applies in respect of any Appeal against an Eligibility decision [including the application of Article 11.4 (g) (iii) above].

11.5 Fuel Checking

- (a) It shall be an offence to use fuel, which does not comply with the fuel specification laid down in the Technical Regulations, or the SRs for the Event (or Championship).
- (b) The analysis of an *VMA* officially approved laboratory in respect of the *VMA* fuel sample will be taken as a finding of fact.
- (c) The provisions of Article 11.4 (g) above will apply in the case of fuel found to be ineligible and additional penalties may be applied by the *VMA*.

11.6 Procedure For Dealing With Fuel Samples

- (a) Fuel samples may be taken at any time before, during or after a competition on the instructions of the Clerk of the Course, Technical Commissioners, Scrutineers or the Stewards.
- (b) Three samples of, wherever possible, one litre each, will be placed in approved containers, which will be sealed. Where less than three litres are available, only two samples of equal quantity will be taken. Details of the sealing method will be notified to the Clerk of the Course and the Stewards.
- (c) The Competitor will be able to choose one of the sample containers for analysis at a laboratory of his own choosing. This laboratory must be on the list of laboratories approved by *VMA*. The laboratory is authorised to break the seal on the sample, providing details of the sealing are given in their official report. The remaining two samples will be forwarded to the *VMA* for analysis.
- (d) The *VMA* sample will also be tested at a laboratory on the *VMA* approved list.
- (e) Details of the test findings, when received by the *VMA*, will be forwarded direct to the Clerk of the Course for his action.
- (f) Alternatively, the following test procedures may be followed:

Test procedure

(i) Digatron DT- 47FT Fuel Meter Test

- The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).
- Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.
- The result of the test should be zero or a - ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.

(ii) Ceric Nitrate Reagent Testing

- A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
- If the reagent after settling down changes to orange or

red, the fuel sample contains alcohol and is considered illegal.

12. PROCEDURE FOR CONTROL OF DRUGS AND ALCOHOL

- 12.1 Tests to ascertain the presence of drugs or alcohol may be carried out at any time before, during, or after practice or competition by a Medical Officer under the authority of the Clerk of the Course.
- 12.2 An Anti-Doping Control Official may be appointed by the *VMA*. He must sign on and report to the Clerk of the Course on arrival at an event and arrange in conjunction with the Clerk of the Course and with the Stewards for the selection to be made.
- 12.3 Anti-Doping Controls at Motor Sporting Events may be carried out for:
- (a) Alcohol testing by alcometer (breath test).
 - (b) Banned classes of drug testing by urine sample.
- 12.4 A positive result of a breath test should normally result in an immediate suspension of that competitor from that event by the Clerk of the Course. Results should then be notified to the *VMA*.
- 12.5 **Procedure For Taking Samples**
- (a) **Procedure for testing with Alcometer.** The selection of competitors is signified by means of a Testing Notification Form. A sampling system check must be carried out before the competitor has provided a breath sample. The competitor will be given a choice of the individually wrapped mouthpieces. First the instrument should be checked to ensure it is ready to receive the sample. The sampling officer should depress the read button and hold fully down for at least 10 seconds. The display should be shown to the competitor and any attendants present. If the display shows 005 or greater during this 10 seconds ready check, then a further ready check should be carried out after a period of two minutes. The sampling system should now be set; the selected mouthpiece should be attached to the sampling port on the top of the unit. The competitor will be offered the lipped end of the mouthpiece to blow through and the competitor will be told to fill his lungs and blow strongly enough to bring on light A and keep blowing at that pressure for long enough to bring on light B. He should continue to blow until told to stop, that is until the sample has been taken by pressing the read button. Failure to bring on both sampling lights could be regarded as failure to provide a suitable sample for breath analysis, in which case it may be possible to provide up to two further opportunities before a failure is recorded. During the sample-giving the sampling officer should hold the instrument; once the giving of the sample is complete the display can then be read after 30 seconds. This reading should be shown to the competitor and to any attendants and the competitor should then be asked to record it on the control test form.
 - (b) **Guidance for taking urine samples.** Proper surveillance must be present at all times but every effort must be made to maintain the privacy and dignity of the individual. At mixed events it is obviously imperative that supervisory personnel of both sexes are present.
 - (i) The time of arrival of the competitor at the Control Station must be noted.

- (ii) Only one competitor at a time should be allowed into the working room.
 - (iii) The competitor must be clearly identified.
 - (iv) The competitor must be informed as to how the sample is taken and the minimum quantity of urine (100ml) required.
 - (v) The competitor must be allowed a free choice of one set [i.e. two containers] from the suitably labeled collecting vessels provided.
 - (vi) A nominated official must accompany the competitor to the room where the sample is to be given.
 - (vii) The urine sample must be divided into two containers. One container will be used for the first analysis and the second container kept, as a reserve sample should a second analysis be required.
 - (viii) The containers should be sealed and the seal numbers recorded.
 - (ix) The competitor should be asked whether he has taken any drugs or medication within the last three days. Care should be taken to ensure that the competitor understands what a drug is, i.e. any substance introduced into the body which is not a food.
 - (x) The necessary forms must be completed carefully. When the whole procedure has been completed correctly a signature should be obtained from the competitor confirming that he is satisfied with the procedure.
 - (xi) The samples must be delivered to the Analytical Laboratory as soon as possible after collection. If any delay seems likely the samples must be placed in a refrigerator or preferably be deep-frozen.
- (c) **Urine Sampling Analysis and Notification of Results.** Analysis is carried out in accordance with VMA approved protocols (either by test strip or laboratory test). The standard turn-round for results from laboratory tests is 28 days. Results are notified in confidence direct to the VMA. When the laboratory issues a negative report, no action will be taken beyond informing the competitor.
- (d) In the cases where the Centre reports a positive finding, the VMA will immediately inform the individual concerned of the substance detected and of his right to insist that the reserve sample be analysed. The individual concerned has the right to be present or to be represented at the analysis of the second sample which should normally be within seven days of notification, and must not be ordered later than 28 days after the notification, failing which the result of the first sample alone will be considered.
- (e) When the analysis of the sample shows the presence of the named, banned substance, or there is a refusal to submit to a test the VMA will initiate disciplinary proceedings.

13. RESPECT OF LAWS AND RULES

A competition may be held either on a road or on a Circuit, or on both, but

no permit shall be granted by the *VMA* unless the organising committee undertakes to obtain the relevant permission from the competent local authorities.

Note 1: Competitions taking place on public roads open to normal traffic must conform to the Road Traffic Regulations of Vietnam. Penalties for violations of this regulation will be left to the discretion of the Stewards.

Note 2: Competitions organised on an autodrome, shall be subject to all the rules of the International Sporting Code, but may also be subject to supplementary regulations governing the driving of racing vehicle on autodromes, specially established for that purpose.



**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

PART V - COMMON REGULATIONS FOR COMPETITORS

Competitors in all events must comply with the Regulations in this Section, and in addition with the Specific Regulations for the individual type of event.

1. LIABILITIES

- 1.1 All persons connected with the event, whether by taking part in it or acting in an official capacity, shall be deemed to have read and be bound by the *NCRs* and the Supplementary Regulations, and must comply with the Law in relation to motor vehicles
- 1.2 Any breach of these or other valid Rules appertaining to the event shall, whether or not a penalty is specified, be subject to any or all of the penalties specified in these Rules.
- 1.3 An entrant shall bear the prime responsibility for the compliance with the Rules by all persons connected with an entry. If an entrant is not present at an event in person, his nominated driver, or if there is more than one driver, the first nominated driver, shall be deemed to be his agent and shall bear all the duties and responsibilities of the entrant. An entrant may be represented by his team manager with the qualification that the team manager obtains a VMA license.
- 1.4 Any misdemeanour of a driver acting as an agent shall not absolve the entrant from responsibility and both driver and entrant shall be liable to penalty.
- 1.5 These Rules may be amended by means of announcements published in an official *VMA* Bulletin/website.
- 1.6 No interpretation or clarification of any Rules will be valid unless in an official document with the approval of the *VMA* and will only be valid during the current year.

2. LICENSING OF COMPETITORS

- 2.1 Competitors must be licensed as required by the *VMA* under Article 2.2 below.

2.2 Competition Licences.

Any person in order to qualify as a competitor must, be in possession of a valid competition licence.

- (a) The *VMA* may grant a general waiver from the requirement to hold a licence in respect of competitors in specific closed competitions subject to the conditions detailed in Article 2.7 below.
- (b) A licence may be issued to an entrant, driver or navigator (non-driver), team manager or a combination of two or more of these categories of competitor. Such a licence may be International, National or Restricted.
- (c) The *VMA* shall be entitled to grant licences to:
 - (i) A Vietnamese entity, including an entity from any part of the territory of the *VMA*.
 - (ii) A national of any other country represented on the *FIA* after receiving authority from the *ASN* of that country to do so. In the case of drivers, he must have permanent resident status or holds a work/student permit endorsed on his passport as proof or if he/she has family connection

to Vietnam.

(iii) A national of any other country not represented on *FIA*.

- 2.4 Where a competitor is under the age of 18, the Entry for an event must be countersigned by a Parent, Legal Guardian or their authorised representative as Guarantor. Such Guarantor will be considered as being the 'Minor's' Entrant, and as such will be subject to these Rules.
- 2.5 The Guarantor must attend the event with the Minor, and sign on as his Entrant.
- 2.6 The *VMA* reserves the right to examine applicant's records and to take the final decision concerning the issue or withdrawal of any licence. The reason for such a decision need not be stated.
- 2.7 Disabled Drivers
- (a) In applying for a competition licence all drivers are required to declare any physical disability. If a driver is disabled but nevertheless has a full Vietnamese B1 driving licence he may immediately be issued with a competition licence allowing participation in competitions with the exclusion of races, speed event in which more than one car is running at a time and special Stage Rallies.
 - (b) Should a disabled driver wish, nevertheless, to take part in these excluded events he will normally be required to present himself for examination by the *VMA* Medical Panel.
 - (c) The following general principles apply before any disabled driver can be allowed an unlimited competition licence. He must not have more than one main disability. If his hands or arms are affected he must still have effective use of both hands in steering; if it is his legs, he must have effective use of one leg and foot. The use of orthopaedic appliances is not allowed.
 - (d) Applicants with impaired or no vision in one eye can be granted a licence allowing them to race provided that they have satisfactory judgment of speeds and distance. In addition vision in the remaining eye must reach a standard of not less than 6/6 corrected by the wearing of glasses if necessary. Licences will be issued to such applicants on their undertaking always to wear a double protection for the effective eye whilst racing. (N.B. applicants proved blind in one eye are not acceptable for entry in International Meetings).
 - (e) An application for examination should be accompanied by a note from the applicant's Doctor as to his disability and a record of the applicant's competition experience.
 - (f) In the case of applicants who have received specialist treatment or attention an opinion from the relevant specialist will be required.
 - (g) Diabetics requiring regular insulin treatment cannot be considered for a licence allowing them to take part in races, as neither can epileptics, nor person suffering from severe hypertension or abnormal cardio-vascular conditions. Other medical/surgical conditions not mentioned herein will require the sanction of the *VMA* Medical panel before a licence can be issued.

- (h) The attention of competitors and medical practitioners is especially drawn to requirement of Article 6.15 below.

3. NAME.

Only the license bearer may participate in the event.

4. RESTRICTIONS ON THE HOLDING OF LICENCES

- 4.1 No person shall apply for or hold a current entrant's and/or driver's licence from more than one *ASV*.
- 4.2 No person may apply for or hold more than one current licence of the same category.
- 4.4 A Vietnamese National, having a licence in a foreign country, will be able to take part in National status events within the territory of the *VMA* subject to conditions set by the *VMA*.
- 4.5 Before the *VMA* can issue a Competition Licence to Foreign Nationals they must obtain a letter of authorisation from the *ASV* in their own country. It is the applicant's responsibility to obtain this authorisation. The governing body in their own country may require proof of residence in Vietnam.

5. EXPIRY OF LICENCE:

Unless otherwise rendered invalid, all licences run from the date of issue and expire on 31 December of that year.

- 5.1 To be valid, a competition licence must be signed in ink and (except for a commercial entrant's licence issued in the name of a firm or organisation) must bear a passport type photograph of the holder.
- 5.2 Licences are available in various categories and grades.

6. MEDICAL REQUIREMENTS

- 6.1 In applying for a competition licence all applicant are required to present himself for medical examination upon which the result shall be shared with *VMA*. It is the duty of the applicant to declare himself for any physical disability.
- 6.4 Drivers must sign a declaration, which allows *VMA* to request details of their medical history from their General Practitioner or from any hospital or other Practitioner.
- 6.5 All applicants for Speed Events, Rallies or Kart Competition Licences must pass a medical examination before applying for a licence.
- 6.7 The fee charged for the medical examination is the responsibility of the applicant and not the *VMA*. This also applies to any additional reports and Specialist examinations requested in connection with an application for a competition licence.
- 6.8 The medical examination should be carried out to a standard similar to that required for Life Insurance, but with specific attention to the following:
 - (a) Diabetics requiring treatment with insulin cannot be issued with a licence valid for racing. Diabetics receiving other forms of treatment may apply to the Medical Commission for the issue of a licence.
 - (b) Epilepsy is incompatible with fitness to race.

- (c) A biennial stress electrocardiogram for those over the age of 45 years.
- 6.9 Any patient who has had or suffers from any of the following conditions would be regarded as unfit to race:
- (a) Myocardial infarction.
 - (b) Myocardial ischaemia.
 - (c) Coronary artery by-pass surgery.
 - (d) Valvular disease of the heart or other abnormal cardiovascular condition, which has given rise to cardiopulmonary problems.
 - (e) Severe hypertension, which has given rise to cardiopulmonary problems.
 - (f) Other medical/surgical conditions not mentioned herein will require the sanction of the VMA Medical panel.
- 6.10 Amputations of any type, apart from minor amputations of one or two fingers where the normal function of the hand is unimpaired, are usually incompatible with fitness to race. The absence of a thumb from either hand would also usually be regarded as incompatible with such fitness. Where the functioning of the limbs is limited, free movement should not be less than 50%.
- 6.11 Any patient requiring the use of any orthopaedic appliance could be regarded as unfit to race.
- 6.12 Eyesight
- (a) Normal binocular vision is required with full visual fields, normal eye movements and normal stereoscopic vision.
 - (b) Drivers must have normal color vision. The relevant requirement for motor sport is to be able to distinguish the appropriate 3ft square flags in red and green.
 - (c) The vision must be 6/9 or better in each eye before correction. Corrected vision must be 6/9 or better with glasses or soft contact lenses in each eye. If unaided vision is worse than 6/9 it must be corrected to 6/9. If the vision cannot be corrected it must be referred to the Medical Commission who will decide on the drivers fitness to continue as a racing driver depending on his past racing experience.
 - (d) Contact lenses. Hard contact lenses, whether PIMA or Gas Permeable, are not permitted. Soft contact lenses can be used but the contact lens practitioner must provide a certificate annually giving unaided vision and vision with soft contact lenses for each eye.
- 6.13 It is strongly recommended that all applicants should be immunized against tetanus.
- 6.14 It is recommended that asthmatics should wear an identity tag (i.e. bracelet or necklace) declaring that they are asthmatic. Asthmatics should inform the Chief Medical Officer of their condition before competing. Those with other medical conditions that require regular and recurrent medication are also encouraged to wear an identity tag.
- 6.15 Competitors intending to drive on Rally Special Stages, or competing in Rallycross Events, must not suffer from any of the disabilities listed above.

6.16 International Medical Form.

Competitors with International licences must also hold a *VMA* Medical Form and produce same on request. The following additional medical tests are necessary for this form:

- (a) A recent stress electrocardiogram report for those over the age of 45 years.
- (b) In the event of any uncertainty as to whether or not the patient satisfies the Medical requirements, the examination form should not be signed but should be sent for the attention of the Medical panel at the *VMA*, with any additional information, which may be of assistance.

7. GRADES OF LICENCES

- 7.1 All drivers', riders', co-driver and navigators' licences also permit the holder to act as an entrant for himself (but not for anyone else).
- 7.2 The co-driver or navigator in a rally of Clubman or higher status must have either a Driver's or Navigator's Competition Licence.
- 7.3 An International driver's licence issued by the *VMA* shall be valid in all countries represented on the *FIA*. The holder is eligible to participate in all appropriate International events organised under another *ASN* permit (together with the approved release letter/visa from the *VMA*).
- 7.4 A driver's licence granted by the *VMA* does not constitute a certificate of the competency of the holder. No driver, though the holder of such a licence, who is suffering from any disability, whether permanent, or temporary, which prejudicially affects the normal control of his vehicle, shall take part in any event. Provided that where a driver is suffering from a disability the nature of which he has declared to the *VMA* who have nevertheless issued a licence, such disability shall not debar the driver from taking part in an event in compliance with any conditions endorsed on his licence.
- 7.5 Only the respective Commission shall recommend to *VMA* drivers grading licence.

8. ENTRANT

- (a) If it is desired to have an entry at an Automobile or Kart event in the name of an organisation, firm or sponsor, an Entrant's Licence must be obtained. Application for this must be on a separate form from a driver's licence.
- (b) The maximum number of words permitted in an Entrant's title is six. Competitors are restricted to one Entrant's licence only for any particular event (i.e. two separate licences may not be used for a Joint Entry).
- (c) Holders of any type of Entrant's licences need not be members of a club, but the driver must comply with the appropriate membership qualifications, and must have the appropriate licences etc.
- (d) Official programs and results must state the title or name of an entrant and/or driver exactly as it is stated on the appropriate competition licence.

9. GRADES OF EVENTS

Events are classified in five grades in ascending order:

- Club Event:** Open only to registered members of the organising club and invited clubs.
- National:** Open to any qualified competitor licensed by the *VMA* but not to holders of foreign licences.
- National (Invitational):** Open to any qualified competitor licensed by the *VMA* and at the discretion of *VMA*, open to the participation of licence-holders from other *ASNs*.
- International:** Open to all qualified competitors of any nationality holding a licence issued with the authority of the *FIA*.

10. UPGRADING/DOWNGRADING

- 10.1 *VMA* will upgrade or downgrade competitors' licences annually based on their performance for the year or the number of participations entered.
- 10.2 Upgrading of all *VMA* license shall be as follows:
 National 'C' to National 'B' Classified in 5 National Events.
 National 'B' to National 'A' Classified as Top 5 with a National 'B' license in National or International Events.
- 10.3 All upgrading to International License may be made in reference to the relevant Codes of *FIA*.
- 10.4 A National or International licence, once issued, may not be downgraded but may be upgraded during the period of its validity.
- 10.5 An upgrade or downgrade of license shall be vested by *VMA* through the recommendation of the Commission.

11. ADVERTISING

The following restrictions apply:

- 11.1 The Name of Entrant, once on each side of the car in letters not exceeding 12cm high.
- 11.2 The Name of Driver, once on each side of the car, or on the rear side windows, in letters not exceeding 10cm high.
- 11.3 The Make of the Car once on each side of the car in letters not exceeding 9cm high.
- 11.4 No display placed on a transparent surface may be more than 13cm deep.
- 11.5 No display may contain offensive, politically motivated or prejudicial to *VMA*.
- 11.6 No display may interfere with easy identification of the vehicle's competition number.
- 11.7 All displays to be carried by the competitor must be specified in the application for entry to the event and must be in place when the vehicle is scrutinised.
- 11.9 The competitor taking part in an event of a championship series must also make available a specified area of the vehicle on which the organiser may specify the championship and its sponsor(s). Failure to display the appropriate sticker may result in exclusion from race.
- 11.10 All entrant may be required to place and make visible the placement

of VMA logo at the vehicle or the racing suit.

12. INSPECTION OF LICENCES

- 12.1 Original licences must be produced for inspection at all events prior to a competitor taking part therein. Failure to produce a correct licence may lead to exclusion or a fine not exceeding RM500.00, which will be imposed by the Stewards at their discretion.
- 12.2 Photocopies or digital copies are acceptable provided the fine is paid.
- 12.3 One Entrant's licence covers all the entries at a meeting in the name of that Entrant.

13. INDEMNITY AND UNDERTAKINGS

- 13.1 In consideration of the *VMA* granting a Competition Licence, the holder binds himself to the following requirements and undertakings:
 - (a) To abide by the *NCRs* and any amendments or additions thereto which may be in force at any time that the licence is used for the purpose of taking part in a motor competition.
 - (b) To pay as liquidated damages for any breach of these Rules any sums awarded against him or the organisation, which he represents within the maxima set out in the Rules.
 - (c) To save harmless and keep indemnified the *VMA* and such Person, Persons or Body as may be authorised by the *VMA* to act on its behalf and/or to promote or organise the event in which he is participating and their respective officials, servants, representatives and agents together with other Competitors and their respective servants, representatives and agents, from and against all actions, claims, costs, expenses and demands in respect of death of or injury to or damage to the property of himself, his Driver(s), Rider(s), Passenger(s), Mechanic(s), or associated personnel arising out of or in connection with the entry or his taking part in the event.
 - (d) That to the best of the Licence holder's knowledge and belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which an entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds, which will be reached.
 - (e) That where appropriate, the use of the vehicle entered shall be covered by insurance as required by the law, which is valid for such part of the event as shall take place on roads as defined by the law.
 - (f) That any driver, if so required by the *NCRs*, undertakes to be in possession of a current certificate of Medical Fitness at the time of an event in which he is competing. Furthermore, should a driver at the time of any event be suffering from any disability whether permanent or temporary which is likely to affect his normal control of his vehicle at the time of the event, he will not take part unless he has previously declared such disability to the *VMA* and has received permission to compete.
 - (g) That any application form for a licence which is signed by a person under the age of 18 years shall be counter signed by

that person's Parent or Guardian in front of a Commissioner for Oaths, whose full name and address shall be given.

- (h) Competitors should abstain from the consumption of alcohol or drugs before or during a competition.

14. LICENCE FEES - See Appendix 'VF' for details, which may be amended from time to time.

15. ENTRIES.

Individual entries for an event must be made in writing on an appropriate entry form before the specified closing date of entries.

15.1 Acceptance of entries shall be at the discretion of the organisers, whether or not the number of entries submitted exceeds the maximum number to be accepted in the competition.

15.2 The organisers may:

- (a) at their discretion select entries as they wish.
- (b) refuse an entry. No event or championship organiser shall have the right to refuse an entry on unreasonable grounds and competitors may appeal to the *VMA* if they feel the grounds are unreasonable.
- (c) refund any entry fee or excuse a competitor from payment of any entry fee.
- (d) publicise in the SRs the method by which entries are to be selected.
- (e) require accepted entries to comply with some specific conditions prior to being permitted to start, but only provided such a condition is stated in the SRs.
- (f) abandon, cancel or postpone the competition or any class therein should insufficient entries be received, provided that a minimum number of entries are specified in the SRs or if the organizers is advised to do so by law or *VMA*.
- (g) amalgamate existing classes or create additional classes should the type and size of entry appear to warrant such action, provided that the intention so to act is notified in writing to all competitors affected not later than the closing date for entries.
- (h) permit the nomination of drivers to be delayed up to the time of issuing the official list of competitors.

15.3 Refund of Entry Fees.

An entrant shall have the right of a refund of the entry fee, only if:

- (a) The event is cancelled, or postponed for more than 12 hours, unless the SRs have provided for a specified part to be retained towards administrative expenses.
- (b) An otherwise eligible reserve entry is not permitted to take part in the event under Article 15.3 (b) above, or an entry is withdrawn as provided by Article 15.3 (f) above.
- (c) An entry is refused.
- (d) Provision is made in the SRs for full or partial refund to a competitor notifying the organisers in writing prior to a specified date that he wishes to withdraw his entry.

16. ENTRANT'S RESPONSIBILITIES

- 16.1 An entrant shall ensure that:
- (a) Only the nominated vehicle is used throughout the event.
 - (b) Only the nominated driver(s) use that vehicle.
 - (c) Only nominated persons are carried in that vehicle.
 - (d) An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and the competence of its driver.
 - (e) An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
 - (f) The act of presenting a vehicle for official scrutiny shall be deemed a declaration of its fitness and eligibility for the event and an acceptance of the consequences of such a declaration not being valid.
 - (g) Vehicles shall comply with the *VMA* Technical Regulations and any appropriate Approved Regulations. Vehicles participating in International events shall display the name of the driver and an illustration of the National flag of the entrant in a clearly visible manner.
 - (h) The entrant shall be responsible for all acts or omissions on the part of his driver(s), mechanics, passengers, and all other persons assisting in any capacity in connection with his entry, but each of these shall also be responsible for any infraction of the Rules.
 - (i) Notwithstanding the above, the driver of any vehicle excluded as a result of the actions of his Entrant, Mechanic, Engine or Body Builder, or any other person assisting in any capacity with his entry, may also be subject to any penalties associated with that exclusion.

17. COMPETITOR'S RESPONSIBILITIES

- 17.1 All Entrants, Drivers, Riders, Navigators and other passengers must 'sign-on' on a form to be made available by the organisers and undertake to comply with the declarations laid down in these Rules and shall not be allowed to take part in the event until they have produced the necessary documents to prove their eligibility for the event, whether this be by means of an approved Club Membership Card and/or an *VMA* Competition licence and Medical Certificate (as applicable).
- 17.2 Competitors must present their vehicle, in a clean condition, with any relevant paperwork, for scrutineering at the nominated time prior to taking part in the event
- 17.3 Competitors must attend any meeting or briefing where this is required by the SRs, by the Clerk of the Course, or by the Stewards of the Meeting.
- 17.4 Competitors and their service/pit assistants must at all times obey the instructions of an authorised official of the meeting.
- 17.5 Competitors and their service/pit assistants must at all times display means of identification (i.e. passes etc.) as provided by the organisers.

17.6 Competitors must remain available at an event until any protest period relating to their event has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

17.7 Successful Prosecution.

Any competitor who is successfully prosecuted as a result of his conduct in connection with a motor vehicle whilst taking part in an event may, at the discretion of the Stewards of the Meeting, be subsequently excluded from the results of that event and be required to forfeit or return any award. Details of any successful prosecution known to the organising club shall be passed to the VMA, who will endorse his licence and may exclude the person concerned from competing in other events.

17.8 Any competitor knowingly injuring a marshal, an official or spectator during an event must:

- (a) Ensure that adequate help is available.
- (b) Report the incident to a Senior Official as soon as possible.
- (c) Report personally to the Clerk of the Course, not later than the conclusion of the event, and remain at his disposal until released.
- (d) If the incident happened on the public roads, competitors are reminded of their obligations under the Laws of Vietnam.

17.9 Competition Numbers.

Any means of identifying individual cars during a competition must be removed at the finish of the event.

18. FOREIGN EVENTS

A competition licence holder proposing to compete in an event outside Vietnam is required to ensure that the event is inscribed on the FIA International Calendar. Permission by way of release letters must be granted by the VMA before the licence holder can participate in such event.

19. RESULTS AND AWARDS

19.1 Only competitors classified as finishers and who have produced the appropriate documents to prove their eligibility for a competition will be eligible for an award or an individual position in the results unless the SRs specify otherwise.

19.2 Any award, which is not specifically offered to a person other than the entrant will be given to the entrant.

19.3 No competitor may be a member of more than one team competing for the same award unless the SRs specify otherwise.

19.4 A 'novice' will be a driver who has not previously held any competition licensed, unless the SRs specify other conditions.

19.5 The results of a competition will be 'provisional' until all vehicles subject to Post- Event Scrutiny have been examined and a report submitted to the Clerk of the Course, every competitor has had an opportunity to protest and/or appeal in accordance with the Regulations, and such protest or appeal has been duly heard.

19.6 If no valid protest or appeal is received within the time limits specified, the results shall become Final once signed by the Stewards and may not be changed.

- 19.7 If the Provisional Results are amended for any reason, fresh Provisional Results must be published and these become subject to protest or appeal in accordance with Part XI.
- 19.8 If printed results sheets are available to all competitors on the day, copies of these results need not be posted to entrants. Any alteration to the Provisional Results must be notified to all entrants.

20. ADVERTISEMENT OF RESULTS OF COMPETITION

Any competitor or other persons or body advertising the results of a competition shall state the exact conditions of the performance referred to, the nature of the competition, the category, class, etc., of the vehicle, and the position and result obtained, and such additional information as the VMA may require.

21. INSURANCE

- 21.1 In respect of any event or part of an event held anywhere other than on a publicly adopted road, under a Permit issued by the VMA, the organisers shall take out a Public Liability Insurance, which will insure competitors in respect of third party legal liability.
- 21.2 Competitors are not insured under this policy in respect of legal liability to other competitors. It is the competitor's responsibility to ensure that he is properly insured, as required by the Law, whilst on public roads.

22. LOSS OF VIETNAMESE DRIVING LICENCE

Any competitor who has his Vietnamese driving licence suspended, must report this fact to the VMA.

23. VEHICLES

- 23.1 Vehicles competing in events will conform to the Technical Regulations as appropriate.

23.2 Categories of Vehicles.

Where the Supplementary Regulations leave any doubt as to the category in which a particular type of vehicle falls for the purposes of the Competition, the position shall be governed by the definitions set out in these Regulations.

23.3 Scrutineering

- (a) Before taking part in any competition, or practice for any competition, all vehicles must be presented to the event scrutineers for examination and approval.
- (b) The fact of obtaining a scrutineer's approval at pre-event scrutiny does not indicate that the scrutineer is accepting any responsibility for the safety or the road-worthiness of the vehicle, nor does it indicate that the vehicle complies in all respects with the Regulations.
- (c) Subsequent to pre-event scrutiny, any vehicle involved in an accident, or having been modified in any way, must be re-presented to the scrutineers for further examination.
- (d) At any time during an event, the Clerk of the Course, or the scrutineers may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst practicing or competing
- (e) At the conclusion of a competition, a number of vehicles, as

agreed by the Clerk of the Course and the scrutineers, or as ordered by the Stewards, or as laid down in the Regulations, may be required to be presented for Post-Event Scrutiny. No work may be done on such vehicles, after finishing the competition, except by permission or request of the scrutineers, until after the examination is completed and the vehicle released. It is the responsibility of the competitor to provide appropriate tools and personnel within an agreed time to carry out the work required.

- (f) The Post-Event Scrutiny will be mainly directed at the vehicle's eligibility and may involve parts of the vehicle being sealed for subsequent stripping and examination. This should normally be within a maximum of 30 days, although it can be extended by mutual agreement to 50 days. At the end of the season, series or championship it should never exceed 30 days.
- (g) Vehicles, or components, may be sealed on the instructions of the Clerk of the Course, Stewards of the Meeting, the Technical Commissioners, or following a protest. Sealing may be by wire seals, special reactive paint, or other suitable method. Such seals must not be broken except with the written permission of the person, who originally affixed the seal, or of the VMA, or by the person designated to examine the parts in question. The Technical Commissioner or scrutineer examining the vehicle or component will report his findings to the Clerk of the Course for his action.
- (h) Approval of a vehicle will only be in relation to those items of the vehicle, which have been examined and will only apply to the event, which the vehicle has just completed.

**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

PART VI - COMPETITION CIRCUITS AND VENUES

1. CIRCUIT LICENCES

- 1.1 **International Circuit Licence.** Application must be made through the *VMA* to the *FIA* for an International Circuit licence for a Race Circuit or Speed Event Venue. The *FIA* may licence a circuit for a stated period. The *FIA* may, after consultation with the *VMA*, refuse to grant or may withdraw an International Circuit licence in respect of a Circuit within the territory of the *VMA* as it may think fit and without giving any reason for so doing.
- 1.2 **National Circuit Licence.** The *VMA* may grant a National A or B circuit licence to a Race Circuit or Speed Event Venue (including Offroad Venues) for a Meeting or for a series of Meetings, or, if the circuit is a permanent one, until the 31st December next ensuing. The *VMA* may refuse to grant or may withdraw such a circuit licence as it may think fit without giving any reason.
- 1.3 Circuit licences are issued to the owner or operator of the course. Where the licence holder is not the owner, a written agreement shall exist between the owner and the Licence holder setting out the responsibilities of each to ensure that all requirements of the circuit licence are met.
- 1.4 As a general principle *VMA* may at all times, be guided by Appendix O of the *FIA* International Sporting guidelines in all matters relating to circuit/track.
- 1.5 Application for Circuit Licence. Before the proposed opening date of a new venue the minimum information normally required for the consideration of a circuit licence is:
- (a) Racing Circuits - Outline plans and *VMA* Inspectors approval.
 - (b) Other Speed Event Courses - Scale plan of 1:1000 (or A0 size whichever is larger) and *VMA* Inspector's approval.
 - (c) The following information must be supplied with the plan of the course and the circuit licence application:
 - (i) Length of course and position of start and finish and method of marking.
 - (ii) Position of paddock and pits (if any).
 - (iii) Siting of spectator and official enclosures and distance from course.
 - (iv) Type of fencing around enclosures.
 - (v) Type and siting of protective barriers between course and enclosures.
 - (vi) Siting of ambulance(s), rescue vehicles, first-aid headquarters and medical staff, and minimum number of staff and ambulances.
 - (vii) Siting of flag marshals and observers and minimum number of these officials.
 - (viii) Siting of fire equipment and breakdown vehicles and minimum provision.

- (ix) Siting of Race Control, timekeeping box and scrutineering area.
 - (x) Locations of and type of communications system around course available to officials.
 - (xi) Address and telephone number of nearest hospital available to receive casualties.
 - (xii) Number of starters and types of vehicle.
 - (xiii) Any special features of the course, including type of road surface and width.
 - (xiv) The run-off area (in the case of speed events).
 - (xv) An outline of the grounds on which the circuit or course is situated, marked with the position of any footpaths or Circuit, which may pass on or near the site.
 - (xvi) The location and operation of any Circuit side flashing yellow warning lights.
 - (xvii) Any structure or obstruction, including any advertising matter adjacent to the Circuit, which is in such a position that it could be the first object to be struck by a vehicle leaving the course, shall be subject to the prior approval of the *VMA*.
- 1.6 Circuit Licence Fees. The scale of fees payable on the grant of a circuit licence is laid down in Appendix 'VF'.
- 1.7 The organisation of an event shall not be announced or advertised until the issue of a circuit licence has been agreed by the *VMA*.
- 1.8 Display of Circuit Licence. A circuit licence (or photocopy thereof) must, so long as it is in force, be displayed in a prominent position at the Circuit, or be available for inspection in the case of a temporary circuit.
- 1.9 The Clerk of the Course shall always have full control of the course (including pits and paddock) and all areas between the course and enclosures from the commencement of practising till all competing vehicles have left the course at the conclusion of the meeting.
- 1.10 Should an unauthorised event be held on any licensed course, the licence shall automatically be revoked, and the *VMA* may decline to issue any further licence.

2. SAFETY REQUIREMENTS (RACE AND SPEED EVENTS)

- 2.1 The *VMA* will specify the types of vehicles, which may compete, and the maximum number of vehicles, which may start simultaneously in any one race.
- 2.2 The number of vehicles permitted on the circuit at any one time for practicing must not exceed the number permitted in a race by more than 20% unless specific approval has been granted in writing.
- 2.3 Except in the case of handicap events where each vehicle will be allocated a suitably safe area at the discretion of the *VMA* Timekeeper, the starting grid shall be laid out in accordance with the *VMA* circuit requirements. The start/finish line, and, where applicable, the grid positions, must be clearly marked upon the road surface. The course must not present any unreasonable hazards to either competitors or spectators. The width of the circuit normally

shall not be less than:

- (a) Race circuits - 9m.
 - (b) Sprints and hill climbs - 6m.
 - (c) Karting circuits - 7m.
- 2.4 When, as on airfields or car parks, there are no natural features defining corners, they must be marked out by marker boards indicating distance to the corner.
- 2.5 The Circuit shall be thoroughly swept and in good repair, and kept swept, as necessary during the meeting.
- 2.6 The sitting of all television cameras or tripod mounted cameras, other than in the enclosures referred to in Article 4 below, shall be subject to the approval of the VMA, or Stewards of the Meet.
- 2.7 Aircraft and drones which are being used or are under the control of the race organizers should never be allowed to operate below the height of 500ft and should not, at any time, be allowed to fly directly over the Circuit whilst racing is in progress.

3. COMMUNICATIONS (RACE AND SPEED EVENTS)

There shall be an efficient means of communication in full working order between the Clerk of the Course, Observers, First-Aid Staff, etc., either visually, by telephone or radio, unless otherwise specified by the circuit licence. There must be a separate radio frequency to the Emergency Vehicle(s).

4. ENCLOSURES (RACE AND SPEED EVENTS)

- 4.1 In general Special Safety precautions as set by VMA must be complied with before any licence is to be issued
- 4.2 In order to absorb a car's energy and/or provide conditions for the driver to regain control, various deceleration systems and energy-dissipating and stopping barriers may be installed to constitute a first line of protection. The installation may include grass or sealed surface run-off areas, deceleration beds filled with appropriate aggregate, stopping barriers, energy-absorbing barriers or a combination of these measures.
- 4.3 As a general principle, where the estimated impact angle is low a continuous, vertical barrier is required and where it is high energy-dissipating devices and/or stopping barriers. Where provided, run-off areas will be principally situated on the exterior of the corners and may typically have depths from around 30m to 100m, according to the approach and cornering speeds expected on the track
- 4.4 A run-off area is an area ground between the verge and the first line of protection. A run-off area should be graded to the verge. If they have a slope, this should not exceed 25% upwards (does not apply to gravel beds) or 3% downwards, with a smooth transition from track to run-off area.
- 4.5 All edges, verges and lateral areas should be level with the edge of the track and all areas behind kerbs filled in and level. Vegetation should be removed from gravel beds. All lateral areas, up to the first protection, should be kept clear of any obstruction.
- 4.3 Any place where spectators may congregate, such as at grandstands, at the start and finish line and opposite the pits shall be protected by a substantial barrier. Normally behind any barrier

there should be a clear space at least 6m in width between the barrier and the spectators. Where practicable, there should be a verge of at least 3m between the edge of the course and any safety barrier.

- 4.4 Where cars are parked in a spectator enclosure no car should be less than 10m from the front of the enclosure.
- 4.5 If unauthorised persons penetrate beyond the authorised enclosure the programme should be suspended until these persons have been removed.

5. SCRUTINEERING AREA

The minimum facilities for scrutineers are:

5.1 At Race meetings

- (a) Covered accommodation adequate for the inspection of two vehicles simultaneously and the handling of their relevant documentation.
- (b) Satisfactory facilities for inspecting the underside of a car.
- (c) Whenever vehicles with weight limitations are competing, weighing equipment must have annual Weights and Measures certification.
- (d) When weighing is carried out with portable electronic 'pad' scales, a current Weights and Measures certificate is not essential, but if such a certificate is not available the scales must be checked by means of certified weights, compatible with the range of vehicles to be weighed, prior to use at a venue, or upon request by the Stewards of the Meeting.

5.2 At all events

- (a) A clear flat area, large enough for one competing vehicle to stand on.
- (b) An area for noise tests.
- (c) A suitable area for Parc Ferme.

6. TIMING (RACE AND SPEED EVENTS)

At permanent race circuits, the timekeepers shall be provided with adequate covered accommodation, suitable to accommodate them and their equipment.

7. PITS

The pit lane, if any, shall be segregated from the course by means of a substantial barrier such as to protect the pits and personnel thereat from the Circuit proper and so as to provide a single vehicular entrance to and exit from the pit road.

- 7.1 Between the barrier and the pits the circulation and working area shall be at least 6.5m (and preferably 8m) in width. The working area in front of the pits shall be at least 2.5m in width defined by a white line of at least 10cm in width extending the length of the pits.
- 7.2 The front of the pits shall be of a substantial construction, and each pit shall be at least 4m long.
- 7.3 At any new circuit, the pits, and pit lane shall comply with the FIA requirements.

7.4 There shall be an adequate number of pits for the vehicles in a race.

8. DRAG STRIPS

All temporary drag strips must be approved by the *VMA* Circuit Safety Commission who shall define or specify the minimum requirements bearing in mind the location and facilities available.

Permanent drag strips must comply with the *FIA* Drag Racing requirements.

9. BRIDGES

All bridges over the Circuit shall be of substantial construction and both the bridge itself and its approaches shall be so shielded as to eliminate all view of the Circuit from these areas. No persons or vehicles shall be permitted to halt on a bridge while practice or racing is in progress. The flooring and sides of each bridge shall be such that it is impossible for any object to fall from the bridge to the Circuit. Care should be taken to ensure that the bridge has sufficient clearance above the Circuit to permit the passage of emergency service vehicles.

10. MARSHALS' POSTS (RACE AND SPEED EVENTS)

Officials' posts with fire, rescue and Circuit cleaning equipment, must be established at corners and at such other points as will ensure the whole of the course being kept under observation at all times and enable officials to reach the scene of an incident within 30 seconds of its occurrence. Posts must be visible from the preceding and following post and may never be more than 500m apart.

10.1 At race meetings there should be sufficient marshals at each post to carry out flagging, and to maintain surveillance, prior to the commencement of the competition.

10.2 At speed events there should be a minimum of two flag marshals at each post, in addition to the safety marshals stationed around the Circuit as prescribed in the Circuit licence.

10.3 At race circuits all posts for officials outside of the pits and normal enclosures shall be adequately protected and provide dry, hard standing. Each post should have an Observer's 'hut', from which to observe, write reports and communicate with Race Control. Ideally, there should also be a weatherproof area in which marshals can place their bags, etc., and which could be used for storing post equipment, brooms, cement etc.

The following equipment is recommended as appropriate at race meetings:

(a) **At each Marshals post:**

Two brooms	One blue flag
One ordinary shovel	Two yellow flags
One small shovel	One green flag
Two 4-litre containers of dry cement.	One white flag
Two portable 10kg fire extinguishers	One red flag
One yellow and vertical red striped flag	One safety car board (SC).
One 'Full Course Yellow' (FCY) board	

(b) **At the Start/Finish post:**

As above, plus the following boards and the following flags:

10 minutes board	National flag
5 minutes board	Black/white diagonal flag
3 minutes board	Black with orange disc flag
1 minute board	Black flag
30 seconds board	Black/white chequered flag
5 seconds board	Safety car (SC) board
Start delayed board	10-second penalty board
Wet race board	1-minute penalty board
Stop engines board	Rear lights "ON" board
"LIGHTS ON" board (for night racing events)	

Number board to show competitor's number (White on black, up to three figures)

(c) **The minimum equipment at speed events at each post shall be the following:**

- Two brooms
- One small shovel.
- Two 4-litre containers dry cement, or other approved absorbent material.
- Two 6kg dry powder extinguishers (preferable to foam), or acceptable alternatives.

One ordinary shovel

10.4 Signaling

In the supervision of the road/circuit, the Clerk of the Course (or his deputy) and the observation posts rely largely on the use of signals to contribute to the drivers' safety and enforce the regulations.

Signals are given in daylight by different colour flags which may be supplemented, or under some circumstances replaced by, lights.

Black and white signal boards of similar dimensions to the flags may also be used for certain signals: these should be clearly specified in the supplementary regulations of the event concerned.

At night the flags may be replaced by lights and reflective panels, but all drivers must be made aware of this at a briefing beforehand. Yellow lights at each post are obligatory for events run at night.

10.5 Flags

Dimensions - the minimum size of all flags is 60cm x 80cm except the red and chequered flags which should be at least 80cm x 100cm.

Colours - flag colours should correspond to the following references in the Pantone coding system:

Red: 186C

Yellow:	YellowC
Light blue:	298C
Green:	348C
Black:	BlackC
Orange:	151C

10.6 **Flag signals to be used by the Clerk of the Course or his deputy at the start line:**

a) **National flag:**

This flag is normally used to start the race. The starting signal should be given by lowering the flag which, for standing start events, should not be raised above the head until all vehicles are stationary and in no case for more than 10 seconds.

Should the national flag not be used for any reason, the colour of the flag (which should not cause confusion with any other flag described in this Chapter), should be specified in the Supplementary Regulations.

b) **Red flag:**

This flag should be waved at the start line when it has been decided to stop a practice session or the race. Simultaneously, each observer's post around the circuit should also wave a red flag.

The red flag may also be used by the Clerk of the Course or his nominee to close the circuit.

c) **Black and white chequered flag:**

This flag should be waved and signifies the end of a practice session or the race.

d) **Black flag:**

This flag should be used to inform the driver concerned that he must stop at his pit or at the place designated in the supplementary or championship regulations on the next approach to the pit entry. If a driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps.

The decision to show this flag rests solely with the Stewards of the Meeting, the team concerned will immediately be informed of the decision.

e) **Black flag with an orange disc 40cm in diameter:**

This flag should be used to inform the driver concerned that his vehicle has mechanical problems likely to endanger himself or others and means that he must stop at his pit on the next lap. When the mechanical problems have been rectified to the satisfaction of the chief scrutineer the vehicle may rejoin the race.

f) **Black and white flag divided diagonally:**

This flag should be shown once only and is a warning to the driver concerned that he has been reported for unsportsmanlike behaviour.

These last three flags (in d, e and f) should be accompanied by

a black board with a white number which should be shown to the driver of whose vehicle the number is displayed. The flag and number may be combined on a single board.

These flags may also be displayed at places other than the start line should the Clerk of the Course deem this necessary.

Normally the decision to show the last two flags [in (e) and (f)] rests with the Clerk of the Course, however it may be taken by the Stewards of the Meeting provided that this is stipulated in the supplementary or championship regulations. The team concerned will immediately be informed of the decision.

10.7 Flag signals to be used at observation posts:

a) Red flag:

This should be shown waved only on instruction from the Clerk of the Course when it becomes necessary to stop a practice session or the race. All drivers are required to slow down immediately and proceed to the pit lane (or the place foreseen by the regulations of the Event), and must be prepared to stop if necessary.

Overtaking is not permitted.

b) Yellow flag:

This is a signal of danger and should be shown to drivers in two ways with the following meanings:

- Single waved: Reduce your speed, do not overtake and be prepared to change direction. There is a hazard beside or partly on the Circuit.
- Double waved: Reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the Circuit.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard.

In some cases however the Clerk of the Course may order them to be shown at more than one marshals' post preceding an incident

Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

Yellow flags should not be shown in the pit lane unless there is an incident of which the driver should be made aware.

c) Yellow flag with red stripes:

This should be shown motionless to inform drivers that there is a deterioration of adhesion due to oil or water on the Circuit in the area beyond the flag. This flag should be displayed, for at least (depending on the circumstances) 4 laps unless the surface returns to normal beforehand.

d) Light Blue flag:

This should normally be waved, as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race.

At all times :

- A stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the Circuit.

During practice :

- Give way to a faster vehicle(s) which is about to overtake you.

During the race :

- The flag should normally be shown to a vehicle about to be lapped and, when shown, the driver concerned must allow the following vehicle(s) to pass at the earliest opportunity.

e) White flag:

This flag should be waved and is used to indicate to the driver that there is a much slower vehicle on the sector of Circuit controlled by that flag point.

f) Green flag:

This should be used to indicate that the Circuit is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

- It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session

10.8 Flashing yellow warning lights, subject to approval by the *VMA* Safety Commission may be installed to supplement the yellow flag signals. The location of these lights around the course will be subject to prior approval by the *VMA* Safety Commission. Where there is closed circuit TV surveillance of the course the lights may be installed in such a way that they are operated from Race Control. Where there is no closed circuit TV surveillance, the lights must be installed in such a way that they are operated from the Observers' posts.

10.9 Red lights, as approved by the *VMA*, may be installed around the circuit with the control switch in Race Control, to supplement the red flag.

11. NOTES ON DEALING WITH OIL

11.1 Oil on a motor racing Circuit generally falls into three categories:

- (a) A fine spray of oil caused by a leak on the pressure side of the oil system or from badly fitting oil tank caps when surge takes place on corners.
- (b) Accumulation of droppings from free flow oil systems used on motorcycle type engines or from over-flows.
- (c) A mass of oil caused by the sudden emptying of a sump or oil tank. This is usually restricted to a relatively small area.

11.2 In cases where there is only a film of oil on the surface of the Circuit, a fine dusting of cement or other approved absorbent should be applied to the affected area. This can be achieved by using a small shovelful, and with the wind behind, scatter the cement along the line of the oil, then brushing across the line. Discolouration of the cement will then occur within a minute or two so that officials can note the action taking place.

- 11.3 On no account should large amounts of cement be used, as this will clog the surface of the Circuit when it hardens, and in addition will cause a minor dust storm.
- 11.4 Where there is a mass of oil, this should be soaked up by using sawdust, suitable commercially produced or other approved absorbent agent. Since the object is to remove all trace of slip, the material must be carefully swept up and cement should then be brushed into the area to kill the film left after removal of the material.
- 11.5 It must be emphasised that the cement used should be dry and reasonably new. Lumpy, stale cement is of no use.

12. FIRE PRECAUTIONS AND EQUIPMENT

- 12.1 At all Race and Speed Events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.
- 12.2 At Race Meetings, manned Fire Posts, equipped with the requirements of *FIA*, shall be positioned at 300m intervals along both sides of the circuit. Should it be impossible or impractical to use both sides of the circuit, they may all be on one side but at a minimum distance of 150m. Other acceptable extinguishers may be deployed at 50m intervals.
- 12.3 All fire posts must be clearly marked.
- 12.4 In addition to the Fire equipment at each post there should be:
 - (a) Extinguishers at marked points in the paddock.
 - (b) Extinguishers in the pits area.
 - (c) Extinguishers in the Scrutineering Bay,
 - (d) Extinguishers in every medical room/centre.
- 12.5 In the case of events during which vehicles may be refuelled and more than twenty litres of fuel is held in any one pit, there shall be two fire tenders and crew in attendance, appropriately equipped and with immediate access to the pit area.

13. EMERGENCY RESCUE VEHICLES AND EQUIPMENT

The positioning of Emergency vehicles will be stated on the Circuit/Venue inspection report.

14. MEDICAL FACILITIES AT RACE CIRCUITS

- (a) A Committee shall be set up at each permanent circuit, which shall consist of a representative of the circuit management, a 'Fully Registered' medical practitioner (Doctor) appointed by the circuit, and a representative from the local First-Aid Organisation. The Committee shall be responsible for organising the Medical Center, and supervising the supply and safekeeping of medical equipment specified in these regulations.
- (b) At each circuit, this Committee should consider the necessary organization for a major accident and have a procedure laid down to be followed in case of such an accident.
- (c) The members of the Committee shall be notified to the *VMA*

together with the name of the person responsible for the medical arrangements.

- (d) The *VMA* has the overriding authority to approve Medical Centres and adjudicate on their compliance with the requirements of motor sport.

14.1 **Medical Centre - Building**

- (i) A Medical Centre should consist of a minimum of three rooms of sufficient size:
 - (a) A resuscitation room capable of taking at least two patients at the same time.
 - (b) An observation ward capable of containing two recumbent individuals with total security in the event of death.
 - (c) A treatment area for small dressings and other minor procedures.
 - (d) Adequate air-conditioning and lighting.
- (ii) There should also be an office/administration area, shower, washing facilities and toilet contained within the Medical Centre.

14.2 The requirements for the Medical Centre are:

- (a) Easy and level access for ambulance and stretchers.
- (b) Security from press and public.
- (c) To be situated in an area taking into account Civil Aviation regulations to enable helicopters to be used when necessary.

15. REQUIREMENTS FOR LONG DISTANCE OR BAD WEATHER RACING

15.1 **Conditions**

- (b) Organisers are free not to record individual lap times in practice or during a race. If individual lap times are not recorded for practice, starting grid positions may be based on engine capacity with the vehicles of the larger capacity at the front.
- (c) There must be proper liaison with local residents and authorities before any race extends into darkness.
- (d) There must be provision for the circuit to be crossed by means of a bridge or tunnel giving access to the pits and paddock as follows:
 - (i) For vehicles and pedestrians if any race is to run continually for more than six hours.
 - (ii) For pedestrians if any race is to be run continually for more than half an hour.
- (e) Accommodation for timekeepers must be suitably ventilated or air- conditioned and with provision so that full visibility is maintained through windows. There must be adjacent toilet accommodation if any race is to run continually for more than half an hour.
- (f) All Senior Officials must have named Deputies who can take the appropriate action in the absence of the official concerned.

15.2 Marshals

- (a) Must be relieved if period of continuous racing exceeds six hours.
- (b) For any period over six hours, marshals should operate in shifts of four hours maximum with one shift on and two off duty.
- (c) Marshals off duty awaiting a further on duty spell should be provided with at least one hot meal, kept dry, comfortable, and if appropriate, provided with rest accommodation with individual sleeping facilities for at least six hours out of their off duty period. Transport must be provided for marshals if it is necessary to walk more than 500m in order to reach rest and refreshment facilities.

15.3 Lighting at Night

- (a) An area of the circuit including the start and finish line, appropriate to the speed of competing vehicles at this point, to be lit to an intensity sufficient to enable the positive identification of each competing vehicle.
- (b) For safety there must be a build up to and run down from the area of maximum intensity of lighting.
- (c) In the area of maximum intensity, the lighting to be at least equal to that of the headlamps of competing vehicles.
- (d) All lighting installations to be such as to avoid dazzle.
- (e) The pit area and individual pits to be lit sufficiently to enable control and replenishment to proceed.
- (f) All offices to be adequately lit.
- (g) The paddock area to be lit sufficiently to enable safe movement and dispersal.
- (h) Spectator walkways, car parks, etc., to be lit to enable safe movement and dispersal.
- (i) The circuit itself to be identified by reflecting markers placed at intervals of 3m from the 60m-point before all corners to the end of the corner. Corner warning boards to carry reflecting marking.
- (j) All ambulances, breakdown vehicles and official cars to be identified by a reflective strip at the rear and a blue or yellow flashing beacon.
- (k) All flag marshals to have available two yellow signal lights (one as stand by). These lights to have a control giving steady or interrupted lighting.
- (l) The Clerk of the Course to have available a red signal light.
- (m) Each Observer to be equipped with two hand lamps unless there is permanent lighting.
- (n) Scrutineers to be provided with full lighting for the inspection of vehicles.
- (o) Timekeepers to be provided with suitable lighting.
- (p) Competing vehicles to have direction indicator lights in working order.

- (q) Competitors' identification numbers to be displayed in four places: on the forward, rear and each side of the vehicle. The rear number to be adequately illuminated and displayed.
- (r) The lighting installation and other equipment to be available in working order for inspection by the *VMA* at least one month before the date of the event. If not approved at this time, any further requirements to be completed and approved not less than two weeks before the event.

15.4 Bad Weather Racing

Rain. No specific requirement is established in regard to circuit drainage (though when a Circuit is re-surfaced sufficient camber should be incorporated to provide for water to run off), but any significant accumulation of water on the circuit surface will make the cancellation of racing probable.



**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

PART VII - STARTS, HEATS AND TIMING

1. STARTS

A. START OF COMPETITION

A Competition is considered to have begun as from the time scheduled for the beginning or administrative checking and/or scrutineering. A Competition shall end upon the expiry of one or the other of the following time limits, whichever is later:

- (a) time limit for protest or appeals or the end of any hearing;
- (b) end of the post-event scrutineering carried out in accordance with the ASR.

B. START PROCEDURE

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

There are two sorts of starts:

- (i) The Rolling Start
- (ii) The Standing Start
- (b) 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.
- (c) Start from the Pits
 - (i) Starting Line before the Pits

Once the starting signal is given, a driver will be considered as having completed one lap, the first time they pass the starting line.

- (ii) Starting Line after the Pits

Once the starting signal is given, a driver will be considered as having completed one lap the second time they pass the starting line.

2. ROLLING START

A rolling start occurs when the vehicles are moving at the moment when the timing commences. To achieve a rolling start, the competitors may be led by a starter in a pilot vehicle until the starting signal is given.

3. STANDING START

A Standing Start occurs when the vehicle is stationary at the moment when the order to start is given.

- (a) For a record attempt with standing Start, the vehicle must be stationary with that part which operates the timing not more than 10 cm behind the starting line. The engine of the vehicle shall be running before the start.

- (b) 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 drivers shall at the start be at some specified distance from their vehicles.

- (c) For vehicles starting singly or in line abreast
- If timing is done by automatic timing machines, the vehicle or vehicles shall be placed before the start as defined above for record attempts with standing starts.
 - If timing is done by means of a watch or with a timing apparatus without automatic action, the vehicle or vehicles shall be placed before the start with that part of the front wheels touching the ground placed on the starting line.
- (d) 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 check line drawn in front of the time-keepers post, unless the Supplementary Regulations decide otherwise.
- (e) 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.

4. 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. STARTING LINE

- (a) In all record attempts and in competitions with a Rolling Start, the starting line is the line on the crossing of which the timing commences.
- (b) In competitions with a Standing Start, the starting line is the line in relation to which the position of each vehicle (and if appropriate, each driver) is fixed prior to the start.

6. TIMING

- (a) In the case of a Standing Start the timing shall commence:-
- (i) If the timing apparatus is automatic, when it is operated,
 - (ii) If the timing is not automatic, at the start
- (b) In the case of a Rolling Start, when the leading vehicle crosses the starting line.
- (c) 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 Post, unless the Supplementary Regulations otherwise provide.

- (d) Timing procedures in road events shall be in accordance with procedures defined in the event's Supplementary Regulations.

7. CROSSING THE LINE

The timing of a vehicle crossing a control line shall be taken at the moment when the front body of the vehicle.

8. STARTERS ORDERS

- (a) Vehicles ready for the start are under the orders of the Starter from the moment when the starting flag is raised until the start or the red lights are turned on. The movements of the flag may be accompanied or replaced by any other appropriate signal provided for in the Supplementary Regulations, but in no case shall the starting signal be repeated.
- (b) Any driver or rider not coming under the starter's order shall be deemed a non-starter. All drivers will be considered as having started if under starter's orders at the start.
- (c) In any international speed event with a lined-up start, the starter shall be the Clerk of the Course or the Race Director unless either appoints another official to carry out this function.

9. FALSE START

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

- (i) In the case of a mass start the driver concerned shall be penalised by the addition of 30 seconds to the time taken by him to complete the course. This penalty shall as soon as practicable be notified to his pit, but failure so to notify, though in itself a breach of the *NCR's* shall nevertheless not expunge the 30 seconds 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 (e.g. stop/go, drive through, etc.) within the limits prescribed in such Supplementary Regulations.

10. HEATS

A competition may be started in heats, the composition of which must be determined by the Promoters and published in the Programme. The composition of heats may be modified or heats consolidated by, but only by, the Stewards of the Meeting.

11. DEAD-HEATS

In the case of a dead-heat the competitors concerned shall either share the prize allotted to their places in the results, or, if all such competitors agree the Stewards of the Meeting may authorize a re-run by such competitors only, and may impose conditions therefore. In no case whatsoever shall the whole competition be re-run.

PART VIII - OFFICIALS AND THEIR DUTIES

1. LIST OF OFFICIALS

The term "Official" comprises the following persons, who may have assistants:

- the Stewards of the Meeting
- the Clerk of the Course
- the Race Director
- the Secretary of the Meeting
- Timekeepers
- Scrutineers
- Pit Observers
- Circuit or Road Marshals
- Flag Marshals
- Finish Line Judges
- Judges of Fact
- Handicappers
- Starters

The following experienced licensed officials may be appointed for VMA Championship Competitions and their duties will be defined in the relevant sporting regulations:

- (a) sporting delegate
- (b) safety delegate
- (c) medical delegate
- (d) technical delegate
- (e) media delegate.

2. ESSENTIAL OFFICIALS

At a meeting there shall be at the minimum one Steward of the Meeting, a Clerk of the Course, a Chief Course or Safety Marshal, a Medical Officer, and, in the case of competitions decided wholly or partially by time, one or more Timekeepers.

The Stewards officiate as a body under the authority of a Chairman expressly designated in the Supplementary Regulations. The Chairman of the panel of the Stewards of the meeting is, in particular, responsible for planning the meetings and ensuring that arrangements are respected. They are also responsible for establishing agendas and drawing up the minutes of meetings.

In the event of a split ballot, the Chairman shall have the casting vote.

The Clerk of the Course shall remain in close contact with the Chairman of the Panel throughout the meeting in order to ensure the smooth running of the event.

3. NOMINATION OF OFFICIALS

One or more of the Stewards of the Meeting shall be nominated by the *VMA*. All Officials other than Stewards of the Meeting nominated by the *VMA*, shall be nominated by the Promoters/Organisers subject to approval by the *VMA*.

4. REQUISTE QUALIFICATION

The Timekeepers, Scrutineers, Assistant Scrutineers and Handicappers must have no connection with any particular trader's or manufacturer's business which might benefit in a direct or indirect way from the result of a competition. They shall be selected from amongst persons holding the annual appointments of the *VMA*.

5. CONFLICT OF INTEREST

In accordance with FIA code of ethics, no officer, in particular stewards, race directors, clerks of the Course, scrutineers, secretaries of the Event, chief timekeepers and, where appropriate, the technical delegates, shall have or appear to have, financial or personnel interests that may detract from his ability to perform his duties with integrity and in an independent and diligent manner.

6. SEPARATION OF DUTIES

An official shall not perform any duties other than those which they were appointed. They shall not be eligible to compete in any competition at any event at which they are acting as an official.

7. REMUNERATION OF OFFICIALS

The All officials listed in Article VIII (i) shall act in an honorary capacity, but their traveling expenses and all other expenses necessary for them to discharge their duties shall be a charge against the meeting and may be payable by the organisers of the meeting.

8. STEWARDS OF THE MEETING

8.1 The Stewards of the Meeting must be licensed officials and shall not be in any way responsible for the event organisation and shall not have any executive duty in connection therewith. It follows, therefore, that in the discharge of their duties they do not incur any responsibility except to the *VMA*. In a meeting comprising several events there may be different Stewards of the Meeting for each event. When the *VMA* has appointed one or more of the Stewards of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, will act as Chairman of the Stewards of the Meeting.

- (a) With the exception of Club Events, there shall always be three Stewards of the Meeting. Two of these Stewards shall be appointed by the *VMA*. If for any reason there are not three, the first duty of the remaining Stewards is to co-opt a suitable person so as to form a quorum. Only one Steward will be appointed by the *VMA* for Club events. There should never be more than three Stewards for any event.
- (b) Stewards should be present and are empowered to act from the moment scrutineering commences, and cease their duties when any appeals against decisions of the Clerk of the Course have been heard, and the time limit for any further appeals has expired. They may adjourn the hearing of any appeals until a

time and place suitable to all parties. The steward shall sign and send to the ASN a closing report as soon as practicable after the close of the Event.

- (c) At all times the Stewards of the Meeting should act through the Clerk of the Course.
- (d) The Stewards of the Meeting will satisfy themselves that the conditions of permit (and Circuit licence if appropriate) are complied with and have power to withdraw the permit in the event of non-compliance of any Rule of the *NCRs*.

Copies of all Rules, notices, etc., must be provided by the organising club for the use of the Stewards, as far as possible in advance of the event, but not later than after the end of registration of competitors.

- (e) The Stewards of the Meeting are the highest judicial body at any event, and are responsible for hearing and adjudicating protest against other competitors and officials. They are also responsible for the forwarding of any fines or protest fees that may have been collected, to the *VMA*.
- (f) The Stewards of a Meeting have another main function, that of preventing unnecessary danger. In fulfilling their duties concerning the safe conduct of an event, the Stewards should act as a body unless there are overriding considerations of urgency. However, the *VMA* Steward has overriding authority in matters of safety. Any individual Steward who is forced to take action should inform his fellow Stewards and the Clerk of the Course as soon as possible. No Steward should commit any act or give any order except as is required to give effect to the execution of the specific powers of the Stewards.
- (g) Stewards must cause to be investigated any incident, or breach of the Rules, that they may observe, or which is reported to them.
- (h) Organisers shall make available a private room for the Stewards' discussions.

- (i) The Stewards' room shall be furnished with the following:

- (i) Meeting table and chairs for up to six persons.
- (ii) Telephone and Internet services.
- (iii) TV monitor if closed circuit TV is available
- (iv) TV monitor for monitoring Timekeeping information
- (v) Refrigerator with drinks
- (vi) Event stationery

- (i) **Stewards Meeting:**

The organisers shall arrange for a meeting of the Stewards as follows:

- (i) After registration and scrutineering.
- (ii) Immediately after qualifying.
- (iii) At the end of each day and/or event.

- (k) All clubs registered to organise events for which a permit will be required, must supply the *VMA* annually with a list of up to three names of people to be registered as Club Stewards.

8.2 Powers of the Stewards of the Meeting

- (a) The Stewards of the Meeting shall have general power and authority to enforce compliance with the Rules, and to adjudicate upon any Appeal arising during the meeting, and in particular shall have power in accordance with these Rules to:
- (i) Modify the Supplementary Rules in exceptional circumstances.
 - (ii) In the case of force majeure or for reasons of safety, instruct the Clerk of the Course to either:
 - (a) postpone an event or
 - (b) abandon an event or
 - (c) stop an event indefinitely or temporarily. Any such instruction must be in writing

Provided that when an event is run in more than one heat or part, these powers may, if thought fit, be exercised in respect of one heat or part thereof.
- (b) Deal with any allegation of dangerous driving referred to them by the Clerk of the Course. In all cases where the Stewards are satisfied that there is a case of dangerous driving to be answered, details should be forwarded to the *VMA* for a full hearing. The Competitor's licence must be returned to the *VMA* pending this hearing.
- (c) Alter the composition of, or consolidate heats.
- (d) Authorise a re-run in the case of dead heats.
- (e) Accept a correction made by a judge of facts.
- (f) Inflict a penalty of reprimand, fine, time or position penalty, exclusion or suspension but not disqualification. Any such penalty must be recorded on the competitor's licence.
- (g) Amend the results of a competition.
- (h) Order the removal from the course and its precincts, or inflict a penalty upon any competitor who refuses to obey the order of a responsible official.
- (i) Amend the SR
 - (i) Impose penalties or fines, pronounce disqualifications and amend classifications and prohibit drivers which they consider dangerous.
- (k) may order technical checks to be carried out.
- (l) shall declare, by signing the classifications and results to be final.

8.3 Stewards of the Meeting to Report

As soon as practicable after the conclusion of a meeting the Stewards of the Meeting shall with the help of information provided by the Clerk of the Course, compile, sign, and send to the *VMA* a report giving the results of each competition together with particulars of all protests lodged, action taken thereon, penalties imposed together with any recommendations in respect of such cases. The report shall also contain the Stewards general comments on the organization of the meeting and the exercise of

their own powers in relation thereto, and any other observations as to the conduct of the meeting which they consider should be made to the *VMA* as the authority under whose permit the meeting was held. There shall be submitted with the report any notices of intention to appeal and appeal fees received in accordance with Part XI Article 1.4.

9. CLERK OF THE COURSE

All Clerks of the Course must be licensed officials.

The Clerk of the Course commences his duties at the opening date for receiving entries, and concludes them when the results have been finalised, the protest time having expired, all protests and appeals dealt with, and any post event inspections of vehicles or components have been completed and reported upon. He must be present throughout practicing and the competition in order to carry out his specified duties. In the case of a meeting comprising several competitions there may be a different Clerk of the Course for each competition.

The Clerk of the Course is responsible for the general conduct of the meeting in accordance with the Supplementary Regulations, Programme, and Organising Permit.

9.1 Responsibilities and Duties. He shall, either directly, or through his powers of delegation:

- (a) Ensure that all relevant Rules are complied with.
- (b) Keep order in conjunction with the officials appointed with special responsibility for public security.
- (c) Ensure that all officials are provided with the information necessary for carrying out their duties.
- (d) Ensure that the appropriate officials are at their posts, and report accordingly to the Stewards of the Meeting before any events commence.
- (e) control Competitors and the Automobiles and prevent any disqualified, suspended or excluded Competitor or Driver from taking part in a Competition for which they are not eligible.
- (h) Arrange for all vehicles to be routed to the scrutineering area or Parc Ferme (as appropriate).
- (i) Ensure that every accident or incident involving a competing vehicle is reported to the Stewards of the Meeting and the Chief Scrutineer, and that the Chief Medical Officer shall be informed if any competitor is injured. Ensure that the competitor's medical certificate/licence is returned to the *VMA* if the Chief Medical Officer considers it appropriate.
- (j) Ensure that each vehicle carries the proper identification marking in accordance with the programme.
- (l) Send the vehicles to the starting line in the right order, personally start all races or delegate this responsibility to a competent official. The same official shall start all races throughout a meeting except in the case of force majeure.
- (m) Convey to the Stewards of the Meeting any proposal to modify the programme or its contents.
- (n) Collect the reports of the Timekeepers, Scrutineers, Pit Observers, Observers and Judges of Fact together with such

other official information as may be necessary for the determination of the results.

- (o) collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results;
- (p) Relieve from duty any official or marshal who the Chief Medical Officer considers as possibly unfit by reason of health, consumption of alcohol or drugs (as per I.O.C. list of banned substances).
- (q) Ensure that any driver of a Safety Car during a Race (N.B. not including the driver of any car controlling a formation lap) holds a competition licence appropriate to the type and status of the event.
- (r) Transmits any protests from competitors to the Stewards.
- (s) Stop a race in accordance with these regulations.

9.2 Powers

The Clerk of the Course or his Deputy has the power to carry out the following:

- (a) Penalise any competitor reported for being in contravention of these Rules or the SRs.
- (b) Report to the Stewards of the Meeting any driver alleged to be guilty of dangerous driving during an event.
- (c) Impose a time penalty of up to 10 seconds for competitions 80 kilometers or less or up to one minute if over 80 kilometers, upon any competitor in a race meeting who he considers has gained an unfair advantage (whether inadvertently or not), unless otherwise specified in the SRs. This regulation does not preclude such a competitor being reported to the Stewards for alternative penalties. In untimed races, this penalty may be replaced by a position penalty.
- (g) Impose a fine not exceeding RM300 on any competitor who fails to attend, or who reports late at, a scheduled drivers' briefing, or on any driver who has not raced at the circuit before, and who fails to report for a pre-practice briefing.
- (h) All penalties applied must be recorded on the Driver's competition licence.
- (i) All exclusions, penalties or fines must be reported by the Clerk of the Course personally to the Stewards of the Meeting. Fines must be handed to the Stewards for onward transmission to the VMA.

10. SECRETARY OF THE MEETING

- 10.1 The Secretary of the Meeting must be licensed officials and will be responsible for the Organisation of the Meeting as regards all material and notices required in connection therewith.
- (a) He must be present throughout practice and the competition in order to assist the Clerk of the Course and the other officials in the correct running of the meeting.
 - (b) He shall be responsible for all administrative paperwork prior to the event including acceptance of entries, allocation of numbers etc., and for the submission of necessary documentation to the *VMA* after the event.
 - (c) He shall be responsible for the competitors' 'signing-on' sheet including examining licences, etc. He should maintain a list of novice drivers. Competitors who fail to produce the necessary documents to prove their eligibility for the meeting shall be reported to the Stewards of the Meeting.
 - (d) He shall have available, for the assistance of officials and competitors, a current copy of the National Competition Rules [with amendments, if any].
 - (e) He shall maintain the official notice board. All official bulletins, permits and authorisations, times and results, should be posted on this board.
 - (f) He shall be responsible for sending to the Stewards prior to the meeting all appropriate documents, including a copy of the SRs.
 - (g) He shall be responsible for receiving any Protests or Appeals from Competitors, noting time of receipt, and ensuring that all Protests are passed on to the Clerk of the Course, and all Appeals to the Stewards of the Meeting, as rapidly as possible.
 - (h) Protests or Appeals may also be received by the Assistant Secretary, the Clerk of the Course, or his Deputy. Protests received by the Assistant Secretary or the Deputy Clerk of the Course must be passed on to the Clerk of the Course, and all Appeals must be passed on to the Stewards, as rapidly as possible.
 - (i) In the absence of a Secretary to the Stewards, he shall assume their role and duties.
- 10.2 Publicity for any event can be arranged only after prior approval by the *VMA* has been obtained. Details of such publicity shall be sent to the *VMA*. If an event is cancelled the appropriate media services in addition to the *VMA* must be advised.
- 10.3 All documents and programmes issued for an event shall contain information as required under Part IV Section 1, 2 & 3.
- 10.4 All results bulletins etc. should be marked with the title of event, date and time of issue.
- 10.5 Numbers - Race organisers must not use three figured numbers unless previously agreed in writing by the *VMA*.

11. RACE DIRECTOR (Race Director, Rally Director etc.)

All Race Directors must be licensed officials.

A Race Director must be nominated by the organising committee for the entire duration of each major national Championships and their nomination must be approved by VMA.

No person should be nominated and appointed as a Race Director who is not thoroughly experienced in motor sport.

A Race Director is responsible for the overall planning of the meeting and for maintaining the timetable of the meeting and for the compliance of the meeting with the prescriptions and protocol of the *FIA* and the *VMA*.

The clerk of the *Course* shall work in permanent consultation with the race director.

11.1 The race director shall have overriding authority in the following matters and the clerk of the *Course* may give orders in respect thereof only with his express agreement:

- (a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the *Code* or sporting regulations;
- (b) The stopping of any *Automobile* in accordance with the *Code* or sporting regulations;
- (c) The stopping of practice or suspension of the race in accordance with the sporting regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- (d) The starting procedure;
- (e) The use of the safety car.

If it is necessary for his duties and responsibilities to differ from the above, these duties will be set out in the relevant sporting regulations.

In the absence of a Safety Delegate/Safety Officer, the Race Director shall assume their role and duties.

12. TIMEKEEPERS & HANDICAPPERS

12.1 Shall be appointed and licensed by the *VMA* and subject to an annual review of their ability, experience and record of active participation. The *VMA* reserves the right to revoke an appointment at any time.

12.2 All Special Stage Rallies must have *VMA* licensed Chief Timekeepers and Timekeepers.

12.3 The Chief Scrutineer and Chief Timekeeper are responsible for the staff to be employed, and their condition of employment. The organising club shall provide all information that may be required and shall be responsible for meeting all approved costs of these officials, and for providing adequate facilities for them to carry out their duties.

12.5 Duties of Timekeepers

The principal duties of Timekeepers shall be:

- (a) At the commencement of the event to report to the clerk of the *Course*, who will give them the necessary instructions.
- (b) to start the Competition, whenever instructed to do so by the

clerk of the Course

- (c) To register such times as are appropriate having regard to the conditions of the competition, or as required by the Clerk of the Course and to only use such apparatus as approved by the ASN .
- (e) If so requested they will send their original time sheets to the Clerk of the Course, the Stewards of the Meeting or to the VMA.
- (f) To communicate any times or results only to the Clerk of the Course, the Stewards of the Meeting or in accordance with their instructions.
- (g) Timekeepers at Speed Events must not accept responsibility for ensuring that the course is clear and that it is safe to permit the next competitor to start. (The Clerk of the Course must appoint a Starter whose duty it shall be to notify the Timekeeper when the course is ready for the next competitor).
- (h) The Timekeeper will prepare and sign a report relating to the timing and send it with all necessary supporting documents, to the Clerk of the Course or, in the case of an attempt at record, to the VMA.
- (j) The organisers must ensure that all time-sheets are kept for a minimum of one (1) year after an event.

12.6 Timing Requirements

- (a) When using any equipment which is manually operated, times may be given to not less than 0.1 second. Automatically operated apparatus (e.g. beam operated) is limited in its accuracy by the classification of the equipment.
- (b) When times are being read to increments of less than 1 second, they must be truncated to the accuracy required.
- (c) When calculating average speed, the result should be consistent with the accuracy of time and distance measured, and must be rounded down at all times.
- (d) No minimum standard of equipment applies where race and lap times are not published, and speeds are given to the nearest kilometers per hour.

12.7 Standing Start Speed events:

- (a) For hill climbs and sprints, timing up to an accuracy of 0.1 or 0.01 seconds only is permitted.
- (b) Where vehicle activated timing is used, the positional alignment shall be such that the time indicated as being the start is that at which a specific part of the vehicle is determined to have moved forward 100mm from rest. The permitted tolerance for this alignment is (+ 50mm or (+ -) 5mm for times issued to 0.1 sec or 0.01 sec respectively. For hill climbs, sprints and record attempts, the Chief Timekeeper will arrange for an appointed Timekeeper to be positioned at the start line to ensure that each vehicle is correctly aligned before being permitted to start.
- (c) For Speed Events (except Drag Races) the light beams shall be set parallel to, and between 280mm and 430mm above the road surface. The light beam at the finish must be set at the

same height as the start beam. Competitors must be positioned at the start so that the part of the vehicle, which will break the beam, is 100mm behind that beam.

12.8 Offroad events

The start of timing should be synchronous with the starting signal, and not activated by a light beam.

12.9 Ralles.

Where times are recorded to whole minutes, a timepiece with an accuracy validated against Vietnamese Standard Time is permitted.

12.10 Laser Equipment

- (a) It is mandatory for any Laser equipment to have the approval of the *VMA* before use. Full details and specifications must be submitted to the *VMA* in writing.
- (b) Adequate warning signs must be positioned to indicate a laser beam is being used, and precautions must be taken to prevent any person looking directly into the beam as this may cause serious eye damage.

13. SCRUTINEERS

At all events there shall be a Chief Scrutineer.

13.1 The *VMA* may nominate the Chief Scrutineer, or may appoint officials for specific duties in connection with the eligibility of vehicles, otherwise the organising club shall be responsible for appointing these Officials.

13.2 At the commencement of a meeting Scrutineers will report to the Chief Scrutineer.

13.3 Scrutineers appointed to an event by the *VMA* will report any findings to the Chief Scrutineer and Clerk of the Course, with a copy of their notes being supplied direct to the Stewards of the Meeting.

13.4 At all events the Chief Scrutineer shall make a written report to the Clerk of the Course in respect of all vehicles examined noting those approved and those rejected and reasons for rejection.

13.6 The Scrutineers are responsible for checking the mechanical state of vehicles both in regard to compliance with the requirements of these Rules, the SRs, and in the interests of safety.

13.7 In particular, Scrutineers shall:

- (a) Make inspections before or after an event at the request of the organisers or the *VMA*.
- (b) Make inspections during or after a competition or practice if so requested by the Clerk of the Course or the Chief Scrutineer.
- (d) Communicate official information only to the Clerk of the Course, the Stewards of the Meeting or the *VMA*.
- (e) Prepare and sign the reports of their inspections and hand them to the Clerk of the Course and the Stewards of the Meeting, if appropriate.

13.8 In addition to the Chief Scrutineer, there shall be not less than one Scrutineer for every 45 vehicles entered for the event.

The time allowed for scrutiny shall be such that not more than 10 vehicles per hour are required to be examined per Scrutineer.

- 13.9 The Chief Scrutineer and his Deputy shall remain on duty throughout the event and each Scrutineer who is responsible for finally approving any vehicle taking part in the event shall remain on duty until all vehicles he has approved have completed the competition (including any post-competition scrutineering period), or until released by the Chief Scrutineer.
- 13.10 Scrutineers, in checking vehicles will signify their approval of the vehicle by issuing a label, which must be clearly marked with the details of the event, and if the event is one that requires an *VMA* Scrutineer, it must bear an official *VMA* logo. This label must be attached to the vehicle for the duration of the event and made available on request.
- 13.11 When a Scrutineer rejects a vehicle, details should be put in writing, and a copy, timed and signed by the competitor, retained by the Scrutineer.
- Note: The SRs for meetings or events which are being run to Appendix 'J' of the FIA International Sporting Code, will require that the Entrant shall produce and make available throughout the event a copy of the Homologation Papers if appropriate to the type of vehicle participating.
- 13.12 **Trainee Scrutineers** will be detailed by the Chief Scrutineer, to assist in order to obtain on-the-job training and experience while progressing towards official appointment as Scrutineers.
- 13.13 **Scrutineers** are empowered to sign for vehicles in their own right, and may assist more senior grades at any type of meeting.
- 13.14 **Grade 3 Scrutineers** are empowered to take charge of scrutineering at events up to National status including race meetings, but excluding championship series.
- 13.15 **Grade 2 Scrutineers** are empowered to take charge of scrutineering at events up to National status including National and regional championship series.
- 13.16 **International Scrutineers** are empowered to take charge of scrutineering at any type of event up to International status including *FIA* championship events.

14. PIT OBSERVERS

Pit observers shall control all replenishment of vehicles during a competition and enforce the relevant prescriptions in the Supplementary Regulations.

The Pit Observers/Marshals at an event shall:

- (a) At the commencement of the meeting report to the Chief Pit Marshal, and act under his orders.
- (b) Report immediately any infringement of the Rules by a competitor to the Chief Pit Marshal, for communication to the Clerk of the Course.
- (c) At the conclusion of the event submit their reports to the Chief Pit Marshal for communication to the Clerk of the Course.

15. ROAD OBSERVERS, FLAG MARSHALS & MARSHALS

- 15.1 The track or road marshals shall occupy, along the Course, posts assigned to them by the Organising Committee.

- 15.2 Upon taking up their post, they will report to the Clerk of the Course on the equipment and manning of the Post. They will pass on to the other members of the post team any instructions they have received from the Chief Course Marshal. They will ensure that watches are synchronised with Official Timekeeper's time.
- 15.3 The Observer is responsible for the efficient operation of the post team, but should not personally become involved in dealing with incidents.
- 15.4 Each Observer is under the orders of the Clerk of the Course, to whom he shall immediately report, by telephone or radio, all incidents, which occur on the section of Circuit for which he is responsible. The time that an incident occurred should be verbally reported.
- 15.5 At the end of each competition or practice, or as required, the Chief Course Marshal must give to the Clerk of the Course a written report of all incidents or accidents which have occurred in their sector. Written reports should clearly show the official time that any incident occurred, the identities of all persons and vehicles involved in the incident, and include full details of the incident.
- 15.6 Should a vehicle stop in their sector, it should only be moved if the Marshal is satisfied that this can be done without unreasonable risk to marshals, otherwise he should report immediately to the Clerk of the Course that the vehicle cannot be moved.
- 15.7 The flag marshal is responsible for the use of the flashing yellow warning lights when the control of these lights is from the marshal post.
- 15.8 Flag Marshals are marshals appointed to give signals by flags to the competitors in accordance with these Rules. They may also act as light operators.
- 15.9 An adequate number of competent marshals must be on duty throughout the event.
Marshals appointed to control spectators or competitors should be on duty at least half an hour in advance of the expected time of arrival.

16. JUDGES

Judges may be appointed by an organising club or the VMA to adjudicate on any instantaneous factual occurrence, or question of eligibility.

- 16.1 A Protest or Appeal cannot be made against a judge in relation to a statement of fact, which shall be accepted as a fact and shall be final unless corrected as hereinafter provided.
- 16.2 The decision shall not constitute a statement of results, nor shall the judge be empowered to impose a penalty, since he will not necessarily have taken into account the conditions appertaining.
- 16.3 Every judge will report to the Clerk of the Course, for the necessary action to be taken.
- 16.4 A mistake by a judge may be corrected by him with the approval of the Stewards of the Meeting.
- 16.5 The SRs for an event will specify the facts to be judged, and the specific officials who will judge them.
- 16.6 The use of a camera or similar apparatus to facilitate a judge's

decision is allowed but only if the apparatus is under the control of the Organisers, and in such a case the judge may delay his decision until its evidence is obtained. Evidence from any other camera or like apparatus will in no case be taken into consideration.

- 16.7 The Chief Scrutineer of an event and members of the Technical Commission will be considered as judges in respect of Vehicle Eligibility.
- 16.8 Environmental Scrutineers and Officials in charge of Sound Meters will be considered as judges in respect of Sound.

17. DRIVING STANDARDS OBSERVERS

- 17.1 At all events wholly or partly held on the Public Highway, the Organisers or the VMA may appoint an Observer(s) to check on driving standards, (including excessive sound, excessive speed or driving likely to bring the sport into disrepute).
- 17.2 A Protest or Appeal may not be made against the decision of a Driving Standards Observer, whose decision shall be final.
- 17.3 The SRs for the event should state that such Observers are being appointed.
- 17.4 The names of the Observers should be given either in the Final Instructions, or should be posted on an Official Notice Board at signing on, not less than 30 minutes before the first car is due to start.
- 17.5 Driving Standards Observers are empowered to inform competitors that they will be penalised in accordance with the Rules, or that they must withdraw from the event if the Rules provide for such a penalty.
- 17.6 Driving Standards Observers must provide a full report, in writing, to the Clerk of the Course at the earliest possible opportunity prior to the publication of provisional results.
- 17.7 Details of any penalty applied by the Driving Standards Observer must be included in the published results.

18. INDEMNITIES

- 18.1 All officials and marshals must identify themselves by signing-on, to obtain the benefit of Personal Accident Insurance. In addition, all officials and marshals of events having any competitive element held on private land must sign the following undertaking:

'I agree to act in an official capacity at this meeting and in consideration of the organising club(s) having effected for my benefit, a Personal Accident Insurance Policy for death or benefits as prescribed more specifically by the VMA National Competition Rules, I further agree to save harmless and keep indemnified all persons having any connection with the promotion and/or Organisation and/or conduct of the meeting, including the VMA and their respective officials, servants, representatives and agents Organising Club(s), owners of the land, sponsors, drivers, riders and owners of vehicles from liability arising out of accidents, however caused resulting in damage and/or personal injury to my person and/or property. This indemnity shall not be deemed to apply to officials' cars, whose presence on a Special Stage Rally is required for purposes of safety, subject to such a car being parked in a place designated as suitable by the Stage Commander. I declare that I am

not suffering from any infirmity or physical disability likely to affect the performance of my duties as an official of the event. I agree to be bound by the National Competition Rules of The VMA'.

18.2 All officials, marshals and members of the press must be identified by armbands, tabards or badges, which are not transferable. They undertake their duties at their own risk and must not go nearer the course than is essential to the performance of their duties. No official under the age of 18 should be given duties which require him to be outside an enclosure unless he is under the direct supervision of an experienced adult official. Organising clubs should refrain from using any person under the age of 18 for any duty which may place him in a position of danger. Organisers should be in possession of the addresses of all marshals and officials.

18.3 Any person under the age of 18, 'signing-on' as laid down in Part III, Section 13 (g), must produce a letter of agreement from a parent or legal guardian.

18.4 All members of the press, (who must be at least 18 years of age) including photographers, must 'sign-on'. In addition, where any competitive element of the event takes place on private land, all members of the Press and photographers must sign the following undertaking:

'In accepting a pass which enables me to move outside of approved enclosures, I acknowledge the risk to myself involved in the use of this pass. Furthermore, in consideration of the facilities granted to me, I agree to save harmless and keep indemnified the organisers of the event for which this pass is valid, the VMA and their respective officials, servants, representatives and agents and drivers from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself. Further, I agree to act in accordance with the instructions of officials of this meeting. I declare that I am over 18 years of age. I also declare that I am not suffering from any infirmity or physical disability likely to affect my mobility.'

19. COMMENTATORS: The commentator is not an official of the meeting, but must nevertheless be very careful that any comment he might make should not imply that a regulation has been broken, or that action should be taken against a competitor or official. Any official statement must only be issued under the authority of the Clerk of the Course.

20. MEDICAL ARRANGEMENTS

- 20.1 All doctors attending motor sport meetings as medical officers must be fully registered with the Vietnamese Medical Council. Organisers must ensure that all doctors involved in an event are adequately covered with medical defence insurance.
- 20.2 Doctors must ensure that they are provided with such equipment, as they deem necessary for the proper performance of their duties.
- 20.3 It is recommended that Doctors should wear overalls for protection, which as with any tabard, should be readily identifiable in colour (preferably red). The back of the overalls or tabard should be labeled with the word "Doctor", legible from a distance.
- 20.4 Details of Equipment required and duties of Medical personnel shall be as provided in the respective International Sporting Codes for the particular discipline.
- 20.5 The Drug Control Officer, in conjunction with the Chief Steward, may carry out spot checks on competitors or officials, to ascertain whether they are using drugs or alcohol.

21. **OFFICIEL D'HONNEUR:** When certain officials have completed their active service, they may be invited by the *VMA* to become an Officiel d'Honneur, and will then be entitled to various privileges. Further, it is expected that their advice may be called upon to make optimum use of their wealth of experience.



**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

PART IX - PENALTIES

1. BREACH OF REGULATIONS

Any of the following offences, in addition to any other offence specifically referred to previously or hereafter, shall be deemed to be a breach of these Regulations.

- (a) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an event or employed in any manner in connection with an event; and the acceptance of or offer to accept a bribe by such official or employee.
- (b) Any action having as its object the entry or participation in an event of:
 - (i) A person or vehicle found to be ineligible therefore and/or,
 - (ii) A person who is not the holder of a licence appropriate to the event concerned.
- (c) Any fraudulent act or proceeding in connection with an event or motor sport generally.
- (d) Any proceeding or act prejudicial to the interest of the *VMA* or of motorsport generally.
- (e) Reckless or dangerous driving/riding in the course of a meeting.
- (f) Careless driving/riding in the course of a meeting.
- (g) The *VMA* may in its absolute discretion order that a hearing shall take place in respect of an allegation of careless, reckless or dangerous driving notwithstanding that the Stewards of the Meeting have taken no action.
- (h) Misbehaviour or Unfair Practice.
 - (i) Abusive language or behaviour, or assault, within the area under control of the organising or statements either through electronic or print made prejudicial towards *VMA*.
 - (ii) Failure to honour a cheque payable to *VMA*, or to an Affiliated club or Event Organiser, will result in suspension of Competition Licence until payment of the full amount, plus charges, has been made.
- (k) Any person or body who shall organise, advertise, enter for, drive in, officiate at, or in any manner whatsoever, take part in a competition, or championship, not organised in accordance in all respects with these Regulations or who shall become disqualified or suspended by the governing body of any other sport recognised by the *VMA*.

2. PENALTIES

Any Promoter, Organiser, Official, Competitor, Passenger, Driver, Mechanic or other Person committing a breach of The Regulations or of any conditions attached to an organising permit, or of any Instruction to Competitors, or of any special Circuit Rules may be penalised as hereinafter provided.

The penalties, which may be inflicted, are, in order of increasing severity, as follows:

- (a) Time Penalty (or Position Penalty).
- (b) Reprimand.

- (c) Fine
- (d) Exclusion
- (e) Suspension
- (f) Disqualification.

One or more of the above may be imposed as appropriate.

2.1 The VMA may also:

- (a) Declare the results of an event null and void.
- (b) Order the return of any awards, or annul championship points.
- (c) Order the return of all, or part of Entry Fees.
- (d) Impose such conditions on future events as it thinks fit.
- (e) Order the downgrading of any VMA licence. Once downgraded such licence may be upgraded by fresh signatures alone.

2.2 VMA may, at its sole discretion, order that any of the penalties detailed in Article 2 or 2.1 be held in suspension for a specified period of time.

Details of such suspended sentence will be recorded on the licence of the competitor concerned. Should the competitor be found guilty of a subsequent offence, VMA may impose any penalty imposed for the subsequent offence.

2.3 When a penalty is imposed by the Clerk of the Course, the Stewards of the Meeting, the details must be recorded on the competitor's licence.

2.4 Should a competitor receive three penalties during a period of 12 months, it may result in suspension of his licence for three months, in addition to any other penalty imposed.

2.5 Any competitor whose licence is suspended may request a hearing before VMA, to show why his licence should not be suspended, or should be suspended for a lesser period. Such request, containing a brief statement of the grounds for the request, together with the appropriate fee as set out in Appendix 'VF', must be submitted in writing to the VMA, within seven days of the confirmation of the suspension to VMA.

The VMA Tribunal shall have no jurisdiction to consider the competitor's guilt of the offence charged in respect of any of the endorsements. In relation to the requirement that the Competitor shows why his licence should not be suspended, it is necessary that the competitor proves that the consequences of a suspension will cause exceptional hardship meriting his licence not being suspended at all, or for a shorter period than three months.

2.6 **Time Penalty** - The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty of up to 30 seconds (or up to one minute in a race of more than 80 kilometers) on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race unless otherwise specified in the SRs. The penalty may be imposed after the race has finished.

2.7 **Sentence to a Reprimand or a Fine.** A reprimand or a fine may be imposed by the Stewards of the VMA, provided that any fine imposed shall not exceed the amount specified in Appendix 'VF'.

- 2.8 **Time Limit for Payment of Fines.** Fines or Costs shall be paid within 48 hours of their being ordered. Any delay in making payment may entail suspension of licence for the period during which the amount remains unpaid plus a period equal to the delay in payment.
- 2.9 **Liability to Pay Fine and/or Costs.** An Entrant shall, if called upon to do so, be responsible for the payment of any fine and/or costs imposed and, in such circumstances in the event of non-payment, be suspended equally and simultaneously with the person on whom the fine and/or costs has been levied.
- 2.10 **Sentence of Exclusion.** A sentence of exclusion from an event, or part thereof, may be pronounced by the Stewards of the *VMA*. It may be made retrospective.
- 2.12 **Suspension.** A person, body, vehicle or make of vehicle shall be said to be suspended when forbidden, the Stewards of the *VMA*, and exceptionally under Article 2(e) above by the Stewards of the Meeting, to take part in any competition for a stated period. The *VMA* may, at its discretion, restrict the suspension to certain categories or types of event.
- (a) Suspension shall render void any entry made for an event taking place during such suspension and any entry fee paid or payable shall be forfeited to the Organising Club, unless the SRs for the specific event stipulate otherwise.
- (b) For an offence of reckless driving, or abusive language or behaviour, the Stewards of the Meeting are empowered to impose an immediate sentence of suspension, for a period not exceeding 30 days. If the Stewards of the Meeting, after enquiry, are satisfied that a physical assault, or threat of physical assault, occurred, that suspension will not be subject to appeal.
- On imposing such a sentence, the Stewards of the Meeting shall have the power to require the competitor concerned to deliver to them his Competition Licence which will immediately be forwarded to the *VMA*, together with a report on the enquiry leading to the suspension. The matter will then be considered by a *VMA* Tribunal, who may impose such further penalty, as they think fit.
- (c) Delay in handing in a licence in accordance with Article 2.12 (b) above will automatically result in the extension of the suspension by a period equal to the delay.
- 2.13 **Disqualification.** A person, body, vehicle or make of vehicle shall be subject to disqualification when permanently forbidden the Stewards of the *VMA* to take part in any competition whatsoever.
- (a) Disqualification will always have International effect and shall be notified to the *FIA*.
- (b) Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the Organising Clubs, unless the SRs for the specific event stipulate otherwise.
- (c) A sentence of disqualification shall be reserved for exceptionally grave offences.

- (d) Where the sentence of disqualification relates to a competitor or driver, he shall immediately return his licence to the *VMA*.
- 2.14 **Suspension or Disqualification of a Make of Vehicle.** The *VMA* may suspend a make of vehicle within its own territory for a breach of the Regulations by the manufacturer or his accredited representative, or for reasons of safety. If the *VMA* wishes a suspension of a make to apply internationally or if it is desired to disqualify a make of vehicle, the question shall be decided by an arbitration committee of the *FIA*, which will be appointed by either one, and act in accordance with the respective International Sporting Code.
- 2.15 **Loss of Award.** Any competitor who may be excluded, suspended or disqualified in any event shall thereby forfeit all right to any award in that event.
- 2.16 **Amendment of Placing and Awards.** In such cases the Stewards of the Meeting will declare the resulting amendment to the placings and awards, and they will decide whether the next competitor in order (after those placed) shall be advanced.
- 2.17 **Publication of Penalty** The *FIA*, or the *VMA* shall have the right to publish or cause to be published a notice stating that it has penalised any person, body, vehicle or make of vehicle, and if it so desires, the reasons therefore.
- The person, persons or body referred to in such notice shall have no right of action against the *FIA* or the *VMA* or against any person publishing or printing the notice and may incur disqualification if such action is taken.
- 2.18 **Remission of Penalty** - The *VMA* shall have the right to remit the unexpired term of a sentence of suspension or disqualification on such conditions (if any) as it may think fit. Requests for remission of sentence must be in writing, accompanied by a non-returnable fee as specified in Appendix "VF".
- The same level of Tribunal which applied the original penalty will deal with the application entirely in writing. However, in the case of a suspension or disqualification confirmed on appeal by the Stewards of the *VMA* such right of remission shall be exercised only by the Stewards of the *VMA*.
- 2.19 **Judgement.** All parties concerned shall be bound by the decision given, subject only to appeal as provided in these Regulations.
- 2.20 The *VMA* may make such order as to costs as they may think fit including any ruling under Article 2.9 above.

PART X - PROTESTS

1. RIGHT OF PROTEST

- (a) The right to protest lies solely with any competitor or driver who may consider himself aggrieved by any decision, act or omission of a Promoter, Official, Competitor, Driver, Rider or other person connected with any Competition in which he is or has been taking part, except that there shall be no right of protest against a refusal of entry under Part IV Article 5.9 (a) or (c) of the *NCRs* or against the decision of a judge of fact under Part VIII, Article 16.1.
- (b) A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned separately.
- (c) 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.

2. LODGING A PROTEST

- (a) Every protest shall be in writing stating the grounds for the protest, be signed by the competitor making the protest, and be accompanied by the fee laid down in Appendix 'VF'. It must be lodged with the Secretary of the Meeting, or the Clerk of the Course, or their deputies within the appropriate time limit.
- (b) In the event of a protest against the eligibility of a vehicle or any part of the vehicle, the Clerk of the Course shall order that the vehicle or component to immediately be examined or, on the request of the competitor protested against, or the Chief Scrutineers, sealed for subsequent examination.
 - (i) The Scrutineer sealing the vehicle or component shall furnish the Clerk of the Course with details of the seals used, their number and position.
 - (ii) All protests against eligibility must be submitted together with the appropriate protest fee as well as stripping fee as prescribed in Appendix 'VF'. Unless the vehicle/component can be examined immediately, this amount must be deposited with the Clerk of the Course. Failure to lodge the fees within the time limit will result in the protest lapsing.
 - (iii) The Clerk of the Course will ensure that arrangements are made for the vehicle/component to be examined with the least possible delay. The competitor making the protest is not entitled to be present at this examination.
 - (iv) The Scrutineer will report his findings to the Clerk of the Course, who will forward their report to the Stewards of the Meeting who will adjudicate on any contraventions of the Technical Regulations. The Stewards of the Meeting, after giving the parties the opportunity to be heard, will apply the penalties prescribed by the Regulations. If dismantling has been involved and the protest has proved unfounded, the Stewards of the Meeting will, unless there are special reasons to the contrary, order the competitor who lodged the protest to pay the reasonable costs of preparing the car or parts for examination, dismantling and reassembly, and the Scrutineer's

Fees. The amount deposited as 'stripping fee' may be used as a contribution towards these costs.

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.

4. TIME LIMIT FOR PROTESTS

- 4.1 A protest against another competitor - within 30 minutes of the protester finishing the competition.
- 4.2 A protest against the eligibility of any vehicle, or part of vehicle; - within 30 minutes of the performance that gives rise to the protest.
- 4.3 A protest against the acceptance of an entry, Instructions to Drivers or the length of the course; Race and Speed Events - not less than one hour before the start of practice for the event in question; Other events - not less than one hour before the start of the competition in question.
- 4.4 A protest against handicap, make up of a heat, or qualification for a heat or final - not less than one hour before the time laid down for the start of the competition, heat, or final.
- 4.5 A protest against a decision of a Scrutineer or Technical Commissioner, by the competitor directly concerned - within 30 minutes of that decision being notified to that competitor.
- 4.6 A protest against any mistake or irregularity occurring whilst the competition is taking place - within 30 minutes of the protester finishing the competition.
- 4.7 A protest concerning the results of a competition - within 30 minutes of the publication of provisional results or any amendments thereto, or, if results are published in accordance with Part IV, Article (c) or (d) - within seven days of the date of dispatch.
- 4.8 The Stewards of the Meeting may amend the above time limits if they think that the circumstances make the lodging of an appeal physically impossible within the time quoted. If they decide to deal with an appeal 'out of time', by doing so they will be deemed to have extended the time limit.

5. HEARING OF PROTESTS

Only Stewards are allowed to hear protests. The Stewards of the Meeting shall hear any protest as soon as practicable. All parties shall be given notice of the hearing. They shall be entitled to call witnesses, but shall state their case in person. Advocates may not be present at any hearing of the Stewards. Parties, and their witnesses, shall be given the opportunity to be heard. In their absence or in the absence of their witnesses, judgement may be by default providing that the Stewards are satisfied that the party concerned is aware of the time and place of hearing or has left the event in contravention of Part V, Article 17.6. If judgement cannot be given immediately after the hearing, all parties must be advised of the time and place at which the decision will be given.

6. INADMISSABLE PROTESTS

Protests against decisions made by the finish line judges and judges of fact in the exercise of their duties, as laid down in Part IV, Article 16.1 will not be admitted.

A single protest against more than one competitor will not be accepted.

7. PUBLICATION OF AWARDS AND PRIZE GIVING

- (a) The prize-giving shall not begin until at least half an hour has elapsed after the official publication of the results.
- (b) A prize won by a competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest.
- (c) In the event of any protest being lodged whose outcome might modify the classification of the competition, the organisers shall only publish a provisional classification and shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Chapter XIII) has been reached.
- (d) When a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.
- (e) If after the distribution of prizes a decision is made pursuant to these Regulations, which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore must return such prize to the Organisers on demand.

8. JUDGMENT

- 8.1 All parties concerned shall be bound by the decision given, subject only to appeal as provided in the *NCRs*.
- 8.2 Neither the Stewards of the Meeting nor the *VMA* shall have the power to order a competition to be re-run.

9. ILL FOUNDED AND VEXATIOUS PROTESTS

- 9.1 If the protest is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.
- 9.2 If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.
- 9.3 If it is proved that the author of the protest has acted in bad faith, the *VMA* may inflict upon them any one of the penalties laid down in the *NCRs*.

10. FORFEITURE OF PROTEST FEE

- 10.1 Unless otherwise decided by the Stewards of the Meeting for special reasons, the protest fee shall normally be forfeit if the protest is not upheld.
- 10.2 A protest, once made, may be withdrawn before the hearing but the protest fee will only be refunded at the discretion of Stewards of the Meeting.
- 10.3 If it is proved to the satisfaction of the Stewards of the Meeting that the author of the protest has acted in bad faith, he shall be deemed guilty of breach of these Regulations and may be penalised accordingly.

- 10.4 Protests arising out of a Championship classification, or points, will be adjudicated upon by the Championship Stewards appointed for that purpose by the Championship Organisers.
- 10.5 A protest against points awarded (or not awarded) in a Championship must be lodged within seven days of the first publication of the points in dispute in an official document (i.e. interim championship results, programme, etc).



***VIETNAMESE MOTORSPORTS
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PART XI - APPEALS

1. RIGHT OF APPEAL

- 1.1 An Appeal against the decision of the Stewards of the Meeting can only be made by any person (or body) affected by the decision, in accordance with Article 1.4 below.
- 1.2 The following are the only grounds for lodging an Appeal against a decision of the Stewards of a Meeting or the Stewards of a Championship:
 - (a) Where it is alleged that a gross miscarriage of justice has occurred, or
 - (b) Where it is claimed that the penalty is wholly inappropriate for the offence.
- 1.3 Notice of Intention to Appeal and Confirmation of Appeal must be lodged in accordance with these Regulations.
- 1.4 A written Notice of Intention to Appeal against a decision of the Stewards of the Meeting, accompanied by the correct fee [see Appendix 'VF'] must be lodged with Stewards within 30 minutes of their decision being verbally announced.
- 1.5 Within ten days of the Notice of the Intention, written Confirmation of the Appeal must be received. This Confirmation, must include the Grounds of Appeal (Article 4.2) and also a skeleton argument of the points to be raised and should be addressed to VMA upon which VMA will arrange for an Appeal Tribunal to be convened.

2. SKELETON ARGUMENTS

- 2.1 In respect of all Appeals admitted to the VMA, the Appellant must, not later than 14 days before the appeal hearing date, submit to the VMA, an argument in writing.
- 2.2 This skeleton argument must:
 - (a) Identify all regulations relied upon.
 - (b) Indicate the number, and identity, of all witnesses on behalf of the appellant.
 - (c) State with particularity the factual basis of the appeal, including the evidence to be given by the witnesses on behalf of the appellant. Evidences shall also include physical evidence required.

this regulation applies to all parties to the Appeal.

- 2.3 An Appeal against the decision of Stewards of a Championship, or against Stewards of the Meeting shall be heard and judgement given thereon by a Tribunal appointed by the VMA.
- 2.4 For all intents and purposes, VMA may only appoint VMA license holder to form part of the Tribunal.

4. LEAVE TO APPEALS TO THE VMA

- 4.1 Leave to appeal to the VMA will only be granted in cases where it is considered:
- (a) That there may have been a miscarriage of justice, or
 - (b) That the penalty imposed may have been wholly disproportionate to the gravity of the offence committed.
 - (c) That the matter may be considered fundamental to the future of motor sport.
- 4.2 Application for leave to Appeal to the Stewards must be lodged to VMA within 24 hours of the verbal announcement of the decision being appealed against. The application must be in writing, must be accompanied by the appropriate fee, and must set out the grounds under which the application is made, together with brief facts in support. VMA, will consider the application within seven days and forward his decision to the applicant within a further seven days at the latest. In making the decision, VMA shall grant or refuse leave to the Applicant to Appeal to the Stewards of the VMA.
- 4.3 The VMA shall recommend the quorum and personnel which shall constitute the final Court of Appeal, empowered to settle finally any dispute referred to them in accordance with Article 4.2 above, by allowing or dismissing an Appeal in whole or in part. VMA may make any order as to costs as they think fit in accordance with the FIA rules.

5. EFFECT OF GIVING NOTICE OF APPEAL

- 5.1 The lodging of a protest against a decision of the Clerk of the Course or the giving of Notice of intention to Appeal against a decision of the Stewards of the Meeting does not affect or suspend any penalty that they have applied, or endorsed, during the event out of which the decision has arisen. Thus no competitor may continue to compete 'under protest or appeal'.
- 5.2 After the conclusion of the event out of which the decision has arisen, if Notice of Intention to appeal the Stewards decision has been given, the operation of such sentence or decision shall be suspended until the disposal of the Appeal by the VMA. If a sentence of suspension is upheld, the competitor concerned shall be excluded from the results of any competition in which he has competed pending the hearing of the appeal. Moreover, the Tribunal to which the appeal is directed may take into account any benefit or advantage the appellant may have gained through appealing, and may make such order as it considers appropriate in the circumstances
- 5.3 If leave to Appeal is granted under Article 4.2 above, any sentence or penalty imposed prior to the Appeal will NOT be suspended pending hearing of the Appeal.

6. HEARING OF APPEAL

All parties concerned shall be given adequate notice of the hearing of any appeal, and they shall be entitled to call witnesses. The hearing may proceed to judgement in default of appearance by any party or witness. In the case of an appeal to the VMA or to the Stewards of the VMA the parties concerned shall state their cases personally (in the case of a company, by an officer of the company) unless there has been prior

notification of a wish to be represented by an advocate, and such request for representation has been approved by the *VMA*. The hearing of an appeal should take place within 60 days of the notice of appeal.

Parties represented by Advocates must bear their own costs except where all the parties agree beforehand that the costs be apportioned by the *VMA*.

7. 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, but they shall not order any competition to be re-run.

8. PUBLICATION OF JUDGMENT

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



**VIETNAMESE MOTORSPORTS
ASSOCIATION LLC**

NATIONAL COMPETITION RULES

PART XII - NOMENCLATURE AND DEFINITIONS

1. PHRASEOLOGY

The following nomenclature, definitions, and abbreviations shall be adopted and used in all Supplementary Regulations and for general use.

1.1 **FIA** - Federation Internationale de l'Automobile.

1.2 **THE CODE** - Code Sportif International

International Sporting Code of the *FIA* including any Appendices to the Code which may be in force.

1.3 **Recognised National Sporting Authority - ASN.**

ASN - A national governing body of automobile competitions, recognized as such by the FIA.

The Rules made by such a body for the control of competitions shall be referred to as the National Competition Rules of the country concerned.

In this document, the term "motorsport" is used to refer to automobile activities and ASN.

1.4 **VMA** - Vietnamese Motorsports Association - The recognized ASN

1.5 **Club**: Any registered entity recognised by the *VMA* as a club to organise motorsports activities.

1.6 **Affiliated Clubs**: Affiliate clubs which is affiliated with *VMA*.

1.7 **Vehicle**: Automobile.

1.7.1 **Automobile**: A land vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

1.7.2 **Land Vehicle**: Vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or Indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.

1.7.3 **Special Vehicle**: Vehicle on at least four wheels which are propelled otherwise than through their wheels.

1.7.4 **Ground Effect Vehicle**: Vehicle whose bearing on the ground is maintained by means of a pressurised air cushion.

1.8 **Cylinder Capacity**: Volume generated in cylinder (or cylinders) by the upward or downward movement of the pistons. This volume is expressed in cubic centimeters and for all calculations relating to cylinder capacity the symbol Pi will be regarded as equivalent to 3.1416.

1.9 **Classification**: Grouping of vehicles according to their engine cylinder capacity or by any other means of distinction.

NATIONAL COMPETITION RULES

2. COMPETITION, RACE OR SPORTING EVENT

- (a) **Competition:** An event in which automobiles take part and which has a competitive nature or is given a competitive nature by the publication of results.

Competitions are "International" or "National". Moreover, they may be "Restricted" or "Closed".

A National or International Championship is considered as a competition.

- (b) **Event:** A single event with its own results. It may comprise of free practice and qualifying practice sessions, heats and final, or be divided in some similar manner, but must be completed by the end of the meeting.

An event is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutineering and shall include practice and the competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearings;
- end of administrative checking and post event scrutineering carried out in accordance with the *NCRs*.

- (i) **Circuit Race:** An event held on a closed circuit between two or more vehicles, running at the same time on the same course, in which speed or the distance covered in a given time is the determining factor.

- (ii) **Drag Race:** An acceleration contest between two vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.

- (iii) **Hill Climb:** An event in which each vehicle takes the start individually to cover the same course ending with a finish line situated at a higher altitude than the start line. The time taken to cover the distance between the start and finish lines is the determining factor for establishing the classifications.

- (iv) **Drifting:** An activity undertaken at relatively low speeds through a series of corners wherein the object is to produce as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction and speed of the vehicle.

- (v) **Test:** An authorized competition in which each competitor may select his own time for carrying it out within a period determined by the regulations.

- (vi) **Autotest:** A meeting including only events designed to test the acceleration, braking and general maneuverability of the automobiles and the skill and judgment of the crew members. Autotests may be conducted on sealed or unsealed surface, and shall not be or include, a speed event. The term Autotest, shall include the terms "autokhana", "gymkhana", "motorkhana" and the like.

- (vii) **Race:** A competition in which speed is the essential factor for classification.

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- (viii) **Autocross:** A speed event on a grass or unsealed surface in which several automobiles start simultaneously.
- (ix) **Speed Event:** An event in which vehicles run individually (even though two or more individual runs may be taking place simultaneously) and in which the relative performance of the competitors are assessed by timing them over a given distance.
- (x) **Cross Country Event:** An event intended for cross country vehicles, which may be defined as follows:
 - (a) **Cross Country Vehicle Timed Trial:** A trial taking place on one area of private ground in which the marking during the event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, but where the results are decided predominantly by the time taken to traverse those sections.
 - (b) **Cross Country Vehicle Trial:** A trial in which the marking for the event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, and in which the mileage upon a public highway does not exceed 50 miles.
 - (c) **Point-to-Point:** An event the object of which is for a team of vehicles to seek and visit points spread out on open ground. The points must be accessible by vehicle(s) and it may require team effort to reach and pass through the points. Public highways must not be used.
 - (d) **Team Recovery:** An event, the object of which is for a team of vehicles, by self-recovery or team effort, to proceed through an observed section in the shortest possible time.

3. **International Event:** An event is International when it is open to competitors and drivers of various nationalities. The "Nationality" of a competitor is that of the *ASN* which issued him with his licence. It is compulsory that an International Competition be entered on the International Sporting Calendar of the FIA.

4. **National Status Competition:** An event is National when it is open only to competitors and drivers holding an appropriate licence issued by the *VMA* under whose organising permit such event is held. A National Competition held under the National Competition Rules of the *VMA* must be entered on the annual *VMA* Sporting Calendar.

5. **Restricted Competition:** A competition is 'Restricted' when the competitors or drivers who take part in the competition have to comply with particular conditions of eligibility for instance:

- (a) membership of an invited club or championship.
- (b) a competition confined to vehicles of a particular make.

It is compulsory that an International Restricted Event be entered on the International Sporting Calendar.

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6. **Closed Event:** A competition is called closed when it is confined solely to members of a Club. Such a competition must be authorised by the *VMA*, which may, in exceptional circumstances, grant its agreement to several clubs jointly promoting the competition. No prize money is to be awarded in such events.

7. Rallies:

7.1 All motoring events utilising public roads in Vietnam are subject to the Road Traffic Ordinance of Vietnam. A Rally will comply with at least one of the following categories and must meet the organisational requirements laid down by the *VMA*. The Regulations must clearly indicate the category of Rally that is being organised.

(a) **Rally of the first category, sporting event:** Road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A "rally" consists either of a single itinerary which must be followed by all cars, or of several itineraries converging on a same rallying-point fixed beforehand and followed or not by a common itinerary.

The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together determine the general classification of the rally. The itineraries which are not used for special stages are called road sections. Speed must never constitute a factor determining the classification on these road sections.

Rallies of the first category must be listed on the International Sporting Calendar in the section "Regularity Events". Rallies of the first category may admit FIA "Grand Prix graded drivers". However, if a rally includes special stages on permanent or semi-permanent circuits for more than 10% of the total mileage of the rally, the participation of Grand Prix graded drivers is subject to the entry of the event on the speed events Calendar as a "Full International Event". The simultaneous entry on the rallies Calendar may be maintained if the organisers so desire.

Events partly using roads open to normal traffic, but including special stages on permanent or semi-permanent circuits for more than 20% of the total mileage of the rally, cannot be entered in the Regularity Events section of the International Sporting Calendar, and must be considered, for all questions of procedure, as speed events.

Cars authorised in international rallies of the first category:

The power of all cars is restricted to approximately 300 hp in all international rallies. The FIA shall, at all times and under all circumstances, take all the measures necessary for the enforcement of this power restriction.

Only the following may participate in international rallies:

- Touring cars (Group A) unless there is an indication to the contrary on the homologation form excluding certain evolutions.
- Production cars (Group N).

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A

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and N cars are permitted, during a further period of four years following the expiry of their homologation, to participate in international rallies other than those of the World Rally Championship on the following conditions:

- the FIA homologation papers are produced at administrative checking and at scrutineering.
- the cars are in conformity with the technical regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the scrutineers.

The size of turbo restrictors used on these cars and the minimum weight must be those currently valid.

- (b) **Rally of the second category, touring assembly:** Events organised with the sole aim of assembling participants at a point determined beforehand.

To distinguish these from first category rallies, second category rallies must bear as a subtitle the words 'Touring Assembly'.

The itinerary(ies) of a second category rally may be compulsory, but only with simple passage controls and without any average speeds being enforced on participants during the run.

One or several additional events, except speed events, can be included in the programme of a 2nd category rally, but these additional events may only take place at the point of arrival. These 2nd category rallies must not be allotted any prize money.

A second category rally is exempt from entry on the International Sporting Calendar even if the participants therein are of different nationalities, but it cannot be organised in a country without the agreement of the ASN who must approve the regulations. The regulations must be drawn up in the same spirit as those for competitions.

If the route(s) of a second category rally runs through the territory of one ASN only, the participants in the said rally are not obliged to have licences.

In the opposite case, the rally must conform to the prescriptions of Article 81 (International courses) of the FIA International Sporting Code and the participants therein must possess the necessary licences.

- (c) **Economy Rally:** Designed to assess the fuel economy of competitors' cars and in which the overall results are based on the relative fuel consumption of these cars.
- (d) **Navigational Rally:** A Rally designed to test the navigational skill of the crew.
- (e) **Road Rally:** A Rally in which the competition on the Public Highway does not qualify for an alternative category and in which marking for maintaining a time schedule forms a substantial part of the competition.
- (f) **Special Stage Rally:** A Rally containing Special Stages joined by linking sections which may utilise the Public Highway.

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- (g) **Vintage Rally (or Run):** A Rally complying with one of the above categories and restricted to vehicles built prior to 1st January 1941 (including Post-Vintage).
 - (h) **Veteran Rally (or Run):** A Rally or Run restricted to vehicles built before 1st January 1919.
 - (i) **Historic Special Stage Rally:** As (e) above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.
 - (i) **Historic Road Rally:** As (c) above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Road Rally Vehicles.
 - (k) **Hill Rally:** An event of which the main portion of the route is cross- country, and in which the marking for maintaining a set time schedule shall form a substantial part of the competition. A Hill Rally may include tests or observed sections.
 - (l) **Rallycross:** An event with several cars starting simultaneously which takes place on a closed circuit with a combination of sealed and unsealed surfaces.
8. **Meeting or Competition:** An assembly of competitors and officials including either one or more competitions or several record attempts.
9. **Test:** An authorised competition held on private ground, in which a competitor is required to complete a manoeuvre, or series thereof, as laid down by the relevant instructions (see also Autotest).
10. **Race:** A competition in which speed is the determining factor for classification.
11. **Organising Committee:** A committee authorised by the organising club to act on their behalf. The organising committee will take the place of such club for the purpose of these Regulations except that the club will be responsible for the acts and omissions of such organising committee as if such acts and omissions were their own.
12. **Organising Permit:** The documentary authority to organise and hold a competition, granted solely by the *VMA*.
13. **Supplementary Regulations:** Compulsory official document issued by the organisers of a sporting competition with the object of laying down the details of a competition.
14. **Programme:** A compulsory document prepared by the Organisers of a meeting for the purpose of giving information to the participants and spectators about such meeting.
15. **Course:** The route to be followed by a competitor in a competition.
16. **Circuit:** A permanent or temporary course used for competitions or record attempts.
17. **Autodromes:** Certain permanent Circuits, especially those having raised bends, and facilitating high speeds, are called autodromes.

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18. **Mile and Kilometer:** For all conversions of Imperial to Metric measurements, and vice versa, the mile shall be taken as 1.609344 kilometers, and the kilometer shall be taken as 0.62137 miles.
19. **Record:** A best result obtained in particular conditions prescribed by the regulations.
20. **Local Record:** A record established on a permanent or temporary Circuit approved by the *ASN* whatever the nationality of the competitor.
21. **National Record:** A record established or broken in conformity with the rules established by an *ASN* on its territory or on the territory of another *ASN* with the prior authorisation of the latter. A national record is said to be a class record if it is the best result obtained in one of the classes into which the types of cars eligible for the attempt are subdivided, or an absolute record if it is the best result, not taking the classes into account.
22. **International Record:** The best performance accomplished in a determined class or group. There are International Records for Automobile.
23. **World Record:** A record recognised by the *FIA* as the best performance achieved by a vehicle irrespective of category, of class or group, or any other means of subdivision.
24. **Holder of Record:** If the record is one established in the course of an individual attempt, the holder is the person to whom permission to make the attempt was granted and who made a formal application for such permission.

If the record is one established in the course of a meeting, the holder is the competitor in whose name the vehicle with which the performance was achieved was entered.
25. **Start:** The start is the moment when the order to start is given to a competitor or to several competitors starting together.
26. **Control line:** Is a line, at the crossing of which a vehicle is timed.
 - 26.1 Starting line: Is the first control line, with or without timing.
 - 26.2 Finishing line: Is the final control line, with or without timing.
27. **Parc Ferme:** This is the place to which the competitors are obliged to bring their vehicles as foreseen by the Supplementary Regulations
 - 27.1 Inside the parc ferme, only the officials assigned for surveillance may enter. No operation, checking, tuning or repair is allowed unless authorised by the same officials.
 - 27.2 The parc ferme is compulsory in those competitions in which scrutineering is provided for.
 - 27.3 The Supplementary Regulations of the competition shall specify the place where the parc(s) ferme(s) will be set up.
 - 27.4 The parc ferme must be in close proximity to the finishing/starting line, if such is provided for. At the end of the special stage covered, the area between the finishing line and the parc ferme entrance shall be placed under the parc ferme regulations.
 - 27.5 The parc ferme shall be of adequate dimensions and well closed off to ensure that no unauthorised persons may gain access while vehicles are in the enclosure.

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- 27.6 The surveillance shall be carried out by officials appointed by the organisers.
- 27.7 These officials are responsible for the operation of the parc ferme and only they are authorised to give orders to the competitors.
- 27.8 The control areas of rallies will be considered as a parc ferme. No repairs or assistance may take place within the control area.
28. **Handicap:** A method laid down in the Supplementary Regulations of a competition with the object of equalising as far as possible the chances of the competitors.
29. **Competitor:** Any person or body accepted for any competition whatsoever, and necessarily holding a competitor's licence issued by an *ASN*.
30. **Entrant:** The person or body responsible for making an Entry into a Competition and responsible for all matters pertaining to that Entry, and holding an entrant's licence issued by an *ASN*.
31. **Driver:** A person nominated as the driver of a vehicle in any event.
32. **Co-Driver:** The second member of each crew competing in Special Stage Rallies.
33. **Passenger:** A person, (not less than 18 years old) other than the driver, conveyed on a vehicle and weighing with personal equipment not less than 60 kg.
34. **Navigator:** The second member of each crew competing in Rallies, or other events, held on public highway or private land.
35. **Licence:** A certificate of registration issued under the *NCRs* to any person or body wishing to participate in competitions held under the *NCRs*. The holder of a licence is presumed to know and abide by the Codes and these *NCRs*.
- 35.1 No one can take part in a sporting event, set or break a record, if he does not possess a licence issued by an *ASN*.
- 35.2 The licence must be renewed annually from the 1st of January of each year.
- 35.3 Each *ASN* shall issue Licences to its countrymen in compliance with the FIA regulations.
- 35.4 The licence can be issued under a pseudonym, but no one may make use of two pseudonyms.
- 35.5 A charge may be made for the issue or the renewal of a licence.
- 35.6 An *ASN* can issue a licence to a foreigner belonging to a country not yet represented on the FIA with the prior agreement from FIA.
- 35.7 Each *ASN* must, at the time of its admission to the FIA, undertake to recognise and keep a register of licences thus issued.
36. **Licence Holders' Register:** The list held by *VMA* of those persons to whom the *VMA* has issued a licence.
37. **Licence Number:** The numbers allotted annually by *VMA* to the competitors or to drivers entered on its register.
38. **Exclusion:** Exclusion forbids the person concerned to take part in any

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particular competition, or in several sporting competitions of the same meeting.

39. **Suspension:** A person or body shall be said to be suspended when they have for a certain period been forbidden to take part in any competition either within the territory of the *ASV* which has pronounced the sentence of suspension or in that of any country acknowledging the authority of the FIA.
40. **Disqualification:** A person or body shall be said to be disqualified when they have been permanently forbidden to take part in any competition whatsoever.
41. **Pace Notes:** Any information, in any recorded form, relating to a Special Stage, which has not been provided to all competitors by the organisers of that event.
42. **Special Stage:** A section of a Rally, on road or private land for which the event has exclusive excess, or on public roads closed by Government legislation specially permitting closure for motor sporting purposes where the marking for maintaining a schedule forms a part of the competition.
43. **Sponsor:** A person or body making contribution, financially or in kind, towards the promotion of a competition, or of a competitor.
44. **Advertisement:** Any lettering, additional trademark or symbol appearing on a vehicle including any border or background which is distinguishable from the underlying surface on which it appears.
45. **Championship:** An event or series of events organised for the purpose of establishing the right to an individual or collective title.
46. **Competition Numbers:** Numbers displayed on vehicles in competition for identification purposes.
47. **Control or Check:** Any point, which competitors must visit during an event. A Control will be manned by officials; a Check may or may not be manned. If the term Time Control is used this will imply that the competitor's time of arrival at or departure from this point is recorded.
48. **Course:** The route to be followed by a competitor in a competition.
49. **Cross Country Vehicle (CCV/4X4):** Four wheeled drive or similar vehicle intended to traverse rough terrain.
50. **Open Car:** Any vehicle having not less than two seats and which is not classified as a Saloon or Closed car.
51. **Organising Club:** A club registered with the *VMA* and responsible in all respects for the organisation of an event.
52. **Paddock:** An area provided by the organisers for the parking of competing and support vehicles, and for the purpose of servicing competing vehicles.
53. **Pit Lane:** That part of the Circuit, which provides competing vehicles with access to and from the pits, subject to all the regulations governing the event.
54. **Pits:** An area which may be provided by the organisers for competitors and their authorised personnel, for the purpose of servicing competing vehicles, in accordance with the SR's, and which has direct access to the Pit Lane.

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- 55. Practice:** That part of an event intended to enable a competitor to familiarize himself with the course. In certain events, performance during practice may be used by the organisers to determine starting order or position. Practice is subject to all the regulations governing the event.
- 56. Practicing/Training Event:** An event organised for the purpose of enabling drivers to gain experience of their vehicles. To qualify as a practicing/training event there must be no element of competition, no awards, times may be recorded but not published and cars may start simultaneously. There may be no revenue other than from entry fees.
- 57. Production Car:** Any car, which is or has been in series production and on general catalogued sale, available from stock through normal retail dealer outlets.
- 58. Road Book or Route Card:** A document supplied to competitors, containing such information as to the controls and checks which they are to visit during the event, how they will establish that they have visited checks not manned by officials, details of tests, etc. The term, Route Card, is reserved for a document, which also instructs competitors in detail as to how to proceed from one point to another, and may or may not contain other information appropriate to a road book.
- 59. Road Section:** Any section of the route of a Special Stage Rally (excluding control and service areas) whether on the public highway or not, which links Special Stages.
- 60. Saloon/Touring Car:** A vehicle equipped to seat at least four normal size adults in comfort, fitted with a non-detachable roof integral with the body, and having a windscreen, side and rear windows. The door windows must be integral with the doors and must be equipped with close fitting safety glass or plastic. Drophead or convertible coachwork if permanently attached to the main bodywork, falls within the definition of a saloon/touring car and must be erected whilst in competition.
- 61. Scheduled Speed:** The average speed calculated from the time allowed to competitors to cover a certain distance.
- 62. Section:** That portion of the route of a competition between two controls, or that portion of a route of a competition to which specific requirements apply.
- 62.1 Competitive Section:** Any section of a Rally where a penalty is imposed for late arrival or arrival before Scheduled Time.
- 62.2 Non-Competitive Section:** Any section of a Rally which does not qualify as a competitive section or on which the requirements for a competitive section do not apply, but where the organiser must impose an early arrival penalty and, where applicable, a maximum lateness penalty, or any section where a competitor is supplied with supplementary information by the organizer which requires the crew to observe special restrictions as to their driving behaviour.
- 62.3 Observed Section:** A section of a Trial, which has to be traversed non-stop to avoid penalty.
- 62.4 Regularity Section:** A section of a rally in which competitors are required at all times to adhere to a set speed and in which adherence to that speed may be checked at intervals during the section. The start and finish must be clearly defined.
- 63. Servicing:** Work carried out on the car by any person, other than the

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competing crew, or the use of any part or tools not carried in the competing car.

64. **Shortest Route:** The shortest route between two points using only Public highways, unless specific permission has been obtained for the use of private property and all competitors so informed.
65. **Special Test:** A test, which takes place off the public highway, in which a competitor is required to perform a maneuver or series of maneuvers set by the organisers. If timed, the competitor shall not be required to exceed an average speed of 50 km/h. No benefit shall accrue to any competitor exceeding the set average speed.

TECHNICAL DEFINITIONS

66. **Adequate Strength:** That the component concerned is of sufficient strength to fulfill the function for which it was intended.
67. **Aerofoll:** Any device or part of a vehicle (excepting normal and conventional styled bodywork), which has a principal effect of creating aerodynamic downforce. Within this definition should be included forward facing gaps or openings in the bodywork, but will not include spoilers in the form of raised surfaces continuous with the body surface and not wider than the body surface. It is not permitted to mount aerofoils on unsprung parts of the vehicle.
68. **Approved Formulae:** A set of Regulations, approved by the *VMA*, providing the parameters for a vehicle to be used in a specific competition or series of competitions.
69. **Ballast:** Non-functional material added to increase vehicle weight. Any ballast must be permanently fixed to the structure of the vehicle and sealed by Scrutineers' seals.
70. **Bodywork/Coachwork:** Fixed External: side, front, rear and top surfaces of the vehicle licked by the air stream, excluding the underside.
71. **Drag Racing/Sprint Vehicle:** Vehicle designed and prepared to obtain maximum acceleration over a straight course.
72. **Forced Induction:** Any device capable of augmenting atmospheric pressure to increase the induction of air or fuel/air mixture into the combustion chamber (Superchargers, Turbochargers etc.). Any means of artificially reducing induction air temperature (e.g. packing with solid CO₂ etc) is prohibited. Ram effects entirely due to the forward motion of the vehicle or tuning of induction or exhaust pipe length are not included within this definition.
73. **Fuel:** (see Pump Fuel). All substances fed into the combustion chambers of an engine excepting only:
 - (a) Atmospheric air and water vapor contained naturally therein,
 - (b) Lubricating oil exceeding in viscosity 5 cS (centistokes) at 100 ° C,
 - (c) Anything recommended in the relevant vehicle manufacturer's instruction manual as normal treatment for the specific type of recognized production car.
74. **Ground Clearance:** Under no circumstances can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 4cm

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above the ground, the car being in normal racing trim with the driver aboard. A gauge of 4cm may be used by scrutineers before or after races or practice to check the ground clearance.

75. **Hard Top:** An accessory manufactured in rigid material used in place of or to replace collapsible fabric cockpit hoods on open cars. When a hard top is fitted to a vehicle (even temporarily) the vehicle is then defined as closed and must have a rear window installed, unless otherwise stated in SR's.
76. **Light Alloy:** Any alloy containing more than 10% aluminum, magnesium or titanium.
77. **Main Chassis Structure:**
- (a) Single seater racing cars - the fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension mounting on the chassis to the rearmost one at the rear.
 - (b) Other vehicles - the entire original shell supporting chassis frame of the original body/chassis structure from which nothing may be removed except by normal removal of nuts and/or bolts. No part may be removed by cutting, fracturing or deriveting.
78. **Modification:** Any change in the design, material, shape, dimensions and/or surface finish of a component, except for basic manufacturing processes, normal wear and published service or repair procedures.
79. **Number Plate:** The plate that would normally carry the registration number of the vehicle, were it to be run on public roads.
80. **Original Equipment:** Parts fitted to new vehicles within the selling specification excluding alternatives.
81. **Period Defined Vehicles:**
- (a) Veteran Cars - built prior to 1905.
 - (b) Edwardian Cars - built prior to 1919.
 - (c) Vintage Cars - built prior to 1931.
 - (d) Post Vintage Thoroughbred Cars - built prior to 1941.
 - (e) Historic Racing Cars - Formula 1 cars built 1939 to 1965.
 - (f) Historic Single Seater - built to comply with International Grand Prix, Voiturette, Formula 2, Formula 3, Formula Junior, Regulations, 1931-1965.
 - (g) Historic Sports Racing Cars - cars must have proven international competition history and be built after 1939 and before 1961.
 - (h) Thoroughbred Sports Cars - built 1946 to 1959.
 - (i) Post Historic Sports and Sports Racing Cars - less than 500 built or imported and used in International competition after 1960 and before 1965.
 - (i) Historic Group 4 Sports and Sports Racing Cars - less than 500 built or imported and used in International competition after 1964 and currently over seven years old.
 - (k) Historic Production Sports Cars - more than 500 built or imported, more than twelve years old and out of production for seven years.

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82. Ports: Openings and passages in components forming or housing the combustion chambers and/or cylinders through which ingoing and exhaust gases pass.

83. Pump Fuel

- (a) Petrol: Gasoline of the type on sale to the general public at roadside filling stations in Vietnam.
- (b) LPG: Liquefied Petroleum Gas. The main constituent being propane and butane.
- (c) Diesel: Automotive Gas Oil on general sale to the public at roadside filling stations in Vietnam. The *VMA* reserves the right to amend these details to reflect any change occurring in the quality of fuel on general sale to the public in Vietnam.
- (d) NGV/CNG: Compressed Natural Gas. The main constituent being methane.

Notes:

- 1. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. Some power/octane boosters cause cancer.
- 2. Avgas is not 'Pump Fuel'.
- 3. The octane number scale is the standard method for quoting anti-knock quality of gasoline. Research Octane Number (RON) is derived from a test simulating acceleration from relatively slow speeds, Motor Octane Number (MON), on the other hand, is derived from a test which simulates driving at high speed and is therefore particularly appropriate for Motor Sport.

84. Radiator: For cooling engine coolants or lubricants (cooler). NOT a tank or reservoir.

85. Restrictor: Any device with stated orifice and minimum thickness 3mm of non-porous material, imposed or inserted in an inlet tract for the purpose of controlling the passage of air/fuel mixture into the induction system and/or combustion chamber.

86. Silhouette: The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs.

87. Single Seater

- (a) The construction of the vehicle must be symmetrical, i.e. when the vehicle is lifted laterally and weighed without the driver, the half weight on either side must be equal to half the overall weight +5%.
- (b) It must be possible to enter or leave the driver's seat without it being necessary to remove or detach any part of the vehicle, other than the steering wheel or seat belts/harness.
- (c) The driver, sitting in the driving position, must face forward.

88. Spare Wheel: A wheel with tyre suitable to be used as a direct replacement for one in use on the vehicle.

89. Spoiler: Any device (splitter, trim tab, etc.) other than an aerofoil, fixed as an extra to a vehicle to divert airflow to create an aerodynamic advantage.

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- 90. Suspension:** The system(s) by which sprung movement is provided between the main chassis structure and the road wheels. Suspension will be deemed to consist of all the partly sprung components which move relative to the main chassis structure for the purpose of making connection between it and the entirely unsprung parts but not including components exclusively concerned with steering, braking and power transmission.
- (a) Suspension mounting: the member or component attached to the chassis on which the moving element(s) of the suspension is mounted.
 - (b) Suspension mounting points - the point(s) on the chassis and the mounting, which forms the centers of attachment to the chassis.
 - (c) Suspension locating point - the point in the mounting about which the suspension articulates.
 - (d) Suspension bush - considered in relation to a suspension mounting or another suspension member it may have one of two forms:
 - (i) A lining of an external element which rubs directly upon an inner element,
 - (ii) A pre-manufactured and catalogued unit within which all articulation is provided.
 - (e) Suspension bush housing - the aperture in the suspension member, which supports and locates the suspension bush. In the case of the MacPherson strut top mountings the bush housing is considered to be the suspension mounting.
 - (f) Sprung suspension - a suspension system with the weight of the car supported by discrete springing media none of which may come within the definition of a 'Temporary Part'. Flexible mounting bushes are unacceptable as springing media.
- 91. Temporary Part:** A part which differs in type or material from that normally used on Standard Production cars or which has a short useful life expectancy.
- 92. Windscreen:** A transparent shield located in front of vehicle occupants to protect from the wind and airborne particles. The requirement can be waived for single seater and open sports cars.

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APPENDICES

LOCAL APPENDIX

VF	Scale of Fees (TBD)
VK	Karting Regulations
VD	Drifting Regulations



***VIETNAMESE MOTORSPORTS
ASSOCIATION LLC***

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APPENDIX VF FEES

1.	AFFILIATION FEE (Payable on 1st January)	FEES (VND)
1.1	Club	
1.2	Circuit	
1.3	Promoter	
2.	CALENDAR (Inscription Fees)	
2.1	International and Zone Event	
2.2	National or National by Invitation Event	
2.3	Club Event	
2.4	Other Inscription Fees	
2.4.1	After 30th June of proceeding year	
2.4.2	After 31st October of proceeding year	
2.4.3	Less than 2 months' notice	
2.5	Change of date after 31st October	
2.6	Change of venue after 31st October	
2.7	Cancellation	
3.	PERMIT FEE	
3.1	FIA International (per event / round)	
3.2	FIA Zone International (per event /round)	
3.3	CIK-FIA International (per event / round)	
3.4	International	
3.5	Zone	
3.6	National by Invitation	
3.7	National (per event / round)	
3.8	Club (per event / round)	
4.	CHAMPIONSHIP FEE	
4.1	World Championship (FIA / CIK-FIA)	
4.2	Regional Championship (FIA / CIK-FIA)	
4.3	National Championship	
4.4	Other Championship	
4.5	Series	
5.	LATE SUBMISSION OF SUPPLEMENTARY REGULATION	
5.1	International Event (3 months before event)	
5.2	National Event (2 months before event)	
5.3	Club Event (45 days before event)	
6.	STEWARDS FEES*	
6.1	World Championship Event	
6.2	All other event (per steward per day)	

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6.4	Accommodation (per steward per day) with receipt.	
7.	CIRCUIT INSPECTION FEES	
7.1	Track inspection fees	
7.2	Track inspector's mileage	
8.	CIRCUIT LICENSE FEES	
8.1	Permanent track license (per year)	
8.2	Temporary track license - (car / karting) per event	
9.	PROTEST FEES	
9.1	Kart	
9.1.1	Kart - Stripping Fees	
9.2	Car	
9.2.1	Car - Stripping Fees	
10.	APPEAL FEE	
10.1	FOR ALL EVENT / CATEGORY	
11.	FINES	
11.1	By stewards of the meeting (maximum)	
11.2	By VMA (maximum)	
12.	INSURANCE	
12.1	Public Liability Insurance Cover for Events	
12.2	Personal Accident Insurance Cover for Officials and Marshals	
13.	NATIONAL HOMOLOGATION	
13.1	Kart (valid for 3 years)	
13.2	Car (valid for 3 years)	

***Steward fees above in Item 6 are referred to the fees required to be made by organizer and NOT steward remuneration fees**

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• APPENDIX VK

KARTING REGULATIONS

1. GENERAL

Modifications

Any modification is forbidden if it is not explicitly authorized by an article of these Regulations or for safety reasons decided by the CIK-FIA. By modification are meant any operations likely to change the initial aspect, the dimensions, the drawings or the photographs of an original homologated part.

2. KART

2.1 General Description

A kart is composed of the chassis-frame (with or without the bodywork), the tyres and the engine. It must comply with the following general conditions:

- (i) Driving position: on the seat, the feet to the front.
- (ii) Number of wheels: 4.
- (iii) Equipment: the use of titanium on the chassis is banned.

2.2 Chassis

2.2.1 Chassis frame

"Magnetic" steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled.

(a) Material

Magnetic structural steel or structural steel alloy.

(b) Function

Transmission of the Circuit forces to the chassis frame only through the tyres.

All the parts which transmit the Circuit forces to the chassis frame only through the tyres:

- rims with support
- rear axle
- steering knuckle
- king pin
- front and rear axles supports.

(c) Requirements

- (i) All the chassis main parts must be solidly attached to one another or to the chassis frame. A rigid construction is necessary.
- (ii) Articulated connections are only authorised for the conventional support of the steering knuckle and for steering.

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- (iii) Any hydraulic or pneumatic absorbing device against oscillations is banned.
- (iv) The rear shaft (axle) must have a maximum external diameter of 50 mm and a minimum wall thickness of 1.9 mm at all points. The rear shaft thickness must at all points (except in key housings) be as a minimum.

Equivalence of thickness / external diameters

Max. external diameter (mm) Min. thickness (mm)

50	1.9
49	2.0
48	2.0
47	2.1
46	2.2
45	2.3
44	2.4
43	2.5
42	2.6
41	2.8
40	2.9
39	3.1
38	3.2
37	3.4
36	3.6
35	3.8
34	4.0
33	4.2
32	4.4
31	4.7
30	4.9
29	5.2
25 - 28	Solid

For the Superkart categories, the rear shaft (axle) must have a maximum external diameter of 40 mm and a minimum wall thickness at all points of 2.5 mm.

- (v) Auxiliary Parts
 - (i) Auxiliary parts must not have the function of transmitting forces from the Circuit to the chassis frame.

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- (ii) Auxiliary parts must be solidly fixed. Flexible connections are authorised. These parts must be mounted such that they do not fall off while the kart is in motion.

2.2.2 Dimensions and Weight

- (a) Wheelbase: minimum: 101 cm (except in Superkart: 106 cm) maximum: 107 cm (except in Superkart: 127 cm)
- (b) Circuit: at least 2/3 of the wheelbase used.
- (c) Overall length: 182 cm maximum without a front and/or rear fairing except for long circuits: 210 cm maximum).
- (d) Overall width: 140 cm maximum, except for Junior classes 135 cm maximum.
- (e) Height: 65 cm maximum from the ground, excluding the seat. No part may project beyond the quadrilateral formed by the front fairing, rear bumper and the wheels.
- (f) Weight

The weights for each class are given as absolute minima and it must be possible to check them at any moment of a competition and read on the display of the scales whatever their measuring precision, the Driver being normally equipped for the race (helmet, goggles, gloves and shoes). Any infringement found during a random check during or at the end of an event shall result in the Driver and/or Entrant being excluded from that particular Heat, Qualifying Practice or Race.

- (g) Ballast

It is authorised to adjust the weight of the kart with one or several ballasts subject to their being solid blocks, fixed to the chassis or to the seat by means of tools with at least two bolts of a minimum diameter of 6 mm.

2.2.3 Bumpers

They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel. For all categories except in Superkart, they must be homologated with the bodyworks.

- (a) Front bumper

- (i) Short circuits

- * The front bumper must consist in at least 2 steel elements.
- * A steel upper bar with a minimum diameter of 16 mm and a steel lower bar with a minimum diameter of 20 mm, both bars being connected together.
- * These 2 elements must be independent from the attachment of the pedals.
- * The front bumper must permit the attachment of the mandatory front fairing.

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- * It must be attached to the chassis-frame by 4 points.
- * Front overhang: 350 mm minimum.
- * Width of the lower bar: straight and 300 mm minimum in relation to the longitudinal axis of the kart.
- * The attachments of the lower bar must be parallel (in both horizontal and vertical planes) to the axis of the chassis and permit a fitting (system of attachment to the chassis-frame) of 50 mm of the bumpers; they must be 450 mm apart and centred in relation to the longitudinal axis of the kart at a height of 90 +/- 20 mm from the ground.
- * Width of the upper bar: straight and 400 mm minimum in relation to the longitudinal axis of the kart.
- * Height of the upper bar: 200 mm minimum and 250 mm maximum from the ground.
- * The attachments of the upper bar must be 550 mm apart and centred in relation to the longitudinal axis of the kart.
- * The attachments of the upper bar and the lower bar must be welded to the chassis-frame.

(ii) Long circuits

- * Height from ground: 150 mm minimum. To be mounted in parallel above the chassis front member. The bumper must consist in one or several tubes of minimum 15 mm diameter welded together. It must allow the attachment of the compulsory front fairing.

(b) Rear bumper

(i) Shorts circuits

- * Composed as a minimum of an anti-interlocking bar with a minimum diameter of 16 mm and of a top bar with a minimum diameter of 16 mm. The whole unit must be fastened to the frame in at least 2 points (possibly by means of a flexible system) on the 2 main tubes of the chassis.
- * Height: the plane through the top of the front and rear wheels as a maximum; 200 mm from the ground as a minimum for the upper bar and 80 mm +/- 20 mm from the ground for the anti-interlocking bar.
- * Minimum width: 600 mm.
- * Rear overhang: 400 mm maximum.

(ii) Long circuits

- * Mandatory and composed of at least one bar with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, located at a height to ground of 150 +/-20

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mm. The unit must be fixed to the frame in at least 2 points, possibly by a supple system, and must be 1,100 mm wide as a minimum; its maximum width is equal to the rear Circuit of the kart. Its ends may not have any angular part and shall comprise a bending with a minimum radius of 60 mm.

(c) Side bumpers

- * They must be composed of an upper bar and of a lower bar.
- * They must allow the attachment of the mandatory side bodywork.
- * They must have a diameter of 20 mm.
- * They must be attached to the chassis-frame by 2 points. These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis; they must allow a fitting (system of attachment to the chassis-frame) of the bumpers of 50 mm minimum, and they must be 500 mm apart.
- * Minimum straight length of the bars:
400 mm for the lower bar
300 mm for the upper bar.
- * Height of the upper bar: minimum 160 mm from the ground.
- * Their external width must be in relation to the longitudinal axis of the kart:
500 +/- 20 mm for the lower bar
500 +100/-20 mm for the upper bar.

These side bumpers are not mandatory in Superkart, except if there is a side fuel tank.

2.2.4 Floor Tray

There must be a floor tray made of rigid material that stretches only from the central strut of the chassis frame to the front of the chassis frame. It must be laterally edged by a tube or a rim preventing the Driver's feet from sliding off the platform. If it is perforated, the holes must not have a diameter of more than 10 mm and as a minimum they must be apart by four times their diameter.

2.3 Bodywork

2.3.1 Bodywork for all categories on short circuits

(a) Definition

The bodywork is made up of all parts of the kart that are in contact with air, other than mechanical parts as defined under Article 2.3, the fuel tank and number plates. The bodywork must be impeccably finished, in no way of a make-shift nature and without any sharp angles. The minimum radius of any angles or corners is 5 mm.

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(b) Bodywork

For all categories, it must be made up of two side bodyworks, one front fairing, one front panel and one possible rear wheel protection

The bodywork must be homologated by the CIK-FIA.

No element of the bodywork may be used as fuel tank or for the attachment of ballast. No cutting of bodywork elements is allowed.

(c) Materials

Non-metallic; carbon fibre, Kevlar and glass fibre are forbidden, except in Superkart. In all categories, if plastic is used, it must not be possible to splinter it and it shall not have any sharp angles as a result of a possible breakage.

(d) Side bodyworks

(i) They must under no circumstances be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position). In the case of a "Wet race", the side bodywork may not be located outside the plane passing through the outer edge of the rear wheels.

(ii) They may not be located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight ahead position) by more than 40 mm.

(iii) They must have a ground clearance of 25 mm minimum and of 60 mm maximum.

(iv) The surface of the side bodyworks must be uniform and smooth; it must not comprise holes or cuttings other than those necessary for their attachment and, if permitted in the SRs, for the passage of the external starter shaft.

(v) Gap between the front of the side bodyworks and the front wheels: 150 mm maximum.

(vi) Gap between the back of the side bodyworks and the rear wheels: 60 mm maximum.

(vii) No part of the side bodyworks may cover any part of the Driver seated in his normal driving position.

(viii) The side bodyworks must not overlap the chassis-frame seen from underneath.

(ix) On their outer side they must comprise a vertical surface (with a tolerance of $\pm 5^\circ$ in relation to the theoretical vertical plane) with a minimum height of 100 mm and a minimum length of 400 mm located immediately above the ground clearance.

(x) They must not be able to hold back water, gravel or any other substance.

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- (xi) They must be solidly attached to the side bumpers.
 - (xii) On their rear vertical surface close to the wheels there must be a space for competition numbers.
- (e) Front fairing
- (i) It may under no circumstances be located above the plane through the top of the front wheels.
 - (ii) It must not comprise any sharp edges.
 - (iii) Its minimum width is 1,000 mm and its maximum width is the external width of the front wheel/axle unit.
 - (iv) Maximum gap between the front wheels and the back of the fairing: 150 mm.
 - (v) Front overhang: 650 mm maximum.
 - (vi) The fairing must comprise on its front side a vertical surface (with a tolerance of +/- 5° in relation to the theoretical vertical plane) with a minimum height of 80 mm and a minimum length of 300 mm located immediately above the ground clearance.
 - (vii) The fairing must not be able to hold back water, gravel or any other substance.
- (f) Front panel
- (i) It must not be located above the horizontal plane through the top of the steering wheel.
 - (ii) It must allow a gap of at least 50 mm between it and the steering wheel and it must not protrude beyond the front fairing.
 - (iii) It must neither impede the normal functioning of the pedals nor cover any part of the feet in the normal driving position.
 - (iv) Its width is 250 mm minimum and 300 mm maximum.
 - (v) Its lower part must be solidly attached to the front part of the chassis-frame directly or indirectly. Its top part must be solidly attached to the steering column support with one or several independent bar(s).
 - (vi) A space for competition numbers must be provided for on the front panel.

2.3.2 Bodywork for Superkart and Shifter karts on long circuits

No part of the bodywork including wings and end plates shall:

- (i) be higher than 60 cm from the ground (except for structures solely designed as head-rests with no possible aerodynamic effect),
- (ii) extend beyond the rear bumper,
- (iii) be nearer the ground than the floor tray,
- (iv) extend laterally beyond the outside of the rear and

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front wheels (with the front wheels in the straight ahead position), except in the case of a wet race,

- have a width of more than 140 cm,
- have a gap of less than 25 mm between any part of the bodywork and the tyres.

- (v) Bodywork, bubble-shield and wing must be of a nonmetallic material. Should a complete bodywork and bubble-shield be used, the bubble-shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device. Should the bubble-shield be a separate structure, its maximum width shall be 50 cm and the maximum width of its fixing frame 25 cm.

The bubble-shield must neither be located above the horizontal plane passing through the top of the steering wheel nor be less than 5 cm from any part of the steering wheel. At the bottom the bubble-shield shall end symmetrically 15 cm minimum from the pedals in the normal resting position and shall expose the feet and the ankles.

In all cases, when the bubble-shield is removed, no part of the bodywork shall cover any part of the Driver seated in the normal position seen from the above. The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20 mm.

Front fairings must be such that it is possible for the front bumper to comply with the requirements of this article and must not be wider than the front wheels when in a straight ahead position.

The floor tray shall be of flat construction and must have a curved beading edge. From 23 cm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt.

It shall not extend beyond either front or rear bumpers.

Its width shall conform to and not exceed the dimensions of the bodywork including wings and end plates.

It is not allowed to cut lightening holes in the floor tray.

2.4 Transmission

Shall always be to the rear wheels. The method is free but any type of differential, whether through the axle, the wheel mounting hub or by any other means, is prohibited.

Any device for chain lubrication is forbidden

2.4.1 Chain Guard / Driving Belt

It is compulsory and must efficiently cover the sprocket and the crown- wheel down to the centre of the crownwheel axis.

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In addition, it must incorporate efficient side protection.

2.5 Suspension

All suspension devices, either elastic or hinged, are prohibited.

Hydraulic, pneumatic or mechanical suspension devices are forbidden on all the kart.

2.6 Brakes

All brakes must be homologated by the CIK-FIA (except in specific formulae designated by the CIK)

(a) Except for the Cadet class, all brakes must be hydraulic. The brake control [the link between the pedal and the calipers (Cadet class) or pump(s)] must be doubled (if a cable is used, it must have a minimum \varnothing of 1.8 mm and be blocked with a cable clip of the flat clip type). Manually operated front brakes are reserved for categories without gearboxes.

(b) For non-gearbox categories, they must work on at least both rear wheels simultaneously.

For the Junior categories, any brake system working on the front wheels is banned.

(c) For gearbox categories, they must work on all four wheels and must have independent front and rear operating systems. Should one of the systems fail, the other must guarantee braking on two front or rear wheels. In Superkart classes cable operated braking devices are prohibited and a brake light is recommended.

(d) Carbon brake discs are forbidden.

2.7 Steering

Must be controlled by a steering wheel which a continuous rim not incorporating any reflex angles in its basic shape. The upper and lower 1/3 of the circumference may be straight or of a different radius to the rest of the wheel. Any device mounted on the steering wheel must not protrude by more than 20 mm from the plane forward of the steering wheel and must not have sharp edges.

Flexible steering controls by cable or chain are banned.

All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burred bolts).

The steering column must have a minimum diameter of 18 mm and a minimum wall thickness of 1.8 mm.

It must be mounted with a safety clip system for the lower bearing restraint nut. In Superkart and Shifter classes, stub axles must not be chromeplated or galvanised.

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2.8 Seat

- (a) The Driver's seat must be so designed that it is located to prevent the Driver from moving towards the sides or front when cornering or braking.
- (b) Seats for Superkarts must incorporate a head-rest.
- (c) In all categories other than Superkarts, seat support reinforcement plates are mandatory for the upper part of the seat. Reinforcement must have a minimum thickness of 1.5 mm, a minimum surface of 13 sq cm or a minimum diameter of 40 mm.

All supports must be bolted or welded at each end and if these supports are not used they must be removed from the frame and from the seat.

2.9 Pedals

- (a) Whatever the position of the pedals, they must never protrude forward of the chassis including the bumper.
- (b) Pedals must be placed in front of the brake master cylinder.
- (c) In Superkart classes, the brake pedal and all the parts operating the brake master cylinder must be made of steel and must be strong enough to withstand the forces applied.

2.10 Accelerator

The accelerator must be triggered off by a pedal equipped with a return spring. A mechanical link is compulsory between the pedal and the carburetor.

2.11 Engine

(a) General

By engine is meant the propelling unit of the vehicle in running order, including a cylinder block, sump and possibly a gearbox, ignition system, carburetor(s) and exhaust silencer.

All systems of fuel injection are banned. The spraying of products other than fuel is forbidden.

The engine shall not comprise a compressor or any supercharging system.

(b) Scrutineering

At Scrutineering the chassis, main parts of engines (1/2 lower engine sumps and cylinder) and tyres will be marked. It is the responsibility of the Competitor to produce the relevant Homologation Forms when requested to do so at Scrutineering.

(c) Cylinders

For all 100 cc engines the cylinder or sleeve must be in cast iron without surface treatment (chroming, nickasil, etc, are forbidden).

For unsleeved engines, repairing cylinders is allowed by addition of material but not of parts.

It is allowed to replace the spark plug thread by a heli-coil.

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(d) **Water cooling**

Limited to the cylinder, to the cylinder head, and one single radiator for 100 cc engines, and limited to one single pump and one single circuit excluding any other possible combination. An additional inner circuit for the normal functioning of thermostats is allowed.

For all categories using water cooling, radiators must be placed above the chassis frame, at a maximum height of 50 cm from the ground, at a maximum distance of 55 cm ahead of the rear wheels axle (or behind the front wheels axis for the Superkart and ICE categories), and they must not interfere with the seat. In Superkart and Shifter classes, any radiator placed at the rear must not be located less than 150 mm from the lateral extremities of the kart. All the tubing must be of a material designed to withstand the heat (150 °C) and pressure (10 Bar). To control the temperature, it is allowed to place at the front or at the rear of the radiator a system of masks (excluding adhesive tapes). This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and it must not comprise dangerous elements. Mechanical by-pass (thermostat type) systems, including by-pass lines, are allowed.

(e) **Water pump**

In all classes the water pump must be independent from the engine and be mechanically controlled by the rear wheels axle.

(f) **Carburetors**

Any injection system is forbidden. Any spraying of products other than fuel is forbidden. For all categories without gearboxes, an extra manual mechanical adjustment device working with adjusting screws is allowed (without modifications to the carburetor, if the latter must be homologated). The addition of a valve, a butterfly or a slide manually controlled from the steering wheel is allowed at the level of the connection between the carburetor and the intake silencer.

(g) **Ignition**

All ignition systems used must be homologated by the CIK-FIA. Any variable ignition system (progressive advancing and retarding system) is forbidden.

For KF4, KF3, KF2 and KF1 engines, the ignition must be digital and homologated with the integrated rev limiter.

Any electronic system allowing an auto-control of the parameters of functioning of the engine while the kart is in motion is forbidden.

On decision of the Stewards, it will be authorised to interchange Entrants' ignition systems for the system supplied by the CIK or the ASN concerned (same homologated models).

(h) **Inlet Silencer**

An inlet silencer homologated by the CIK-FIA appropriate to the engine class is mandatory,

In Superkart, variable volume air boxes are forbidden.

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(i) Exhaust

- (i) In all classes except Superkart and ICE the exhaust must be homologated.
- (ii) The exhaust system shall discharge behind the Driver and shall not operate at a height of more than 45 cm from the ground.
- (iii) The exhaust silencer outlet, the external diameter of which must be more than 3 cm, must not exceed the limits defined under Articles 2.4 and 2.5 and must be transversal and angled downwards (except in Superkart and ICE).
- (iv) It is forbidden for the exhaust in any way to pass forward and across the plane in which the Driver is seated in his normal driving position.
- (v) All systems of « power valve » are forbidden except in KF4, KF2, & KF1

(i) Engine Starting

- (i) The engine starting system is free. The clutch must be of the "dry" type in Junior classes. In Junior classes the electric starter may be on-board and fed by a dry battery reserved for this use.
- (ii) The starter ring shall be made of magnetic steel.

2.12 Noise

(a) Decibel checks

In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 100 dB/A maximum, including all tolerances and the influence of the environment. The noise will be measured at an engine rotation of 10,000 rpm +/- 500 rpm (7,500 t/min, +/- 500 rpm in Superkart Division 2 and ICE), with the kart placed on a support made according to CIK instructions. Checks may be carried out at any moment during the event. Any infringement ascertained during a check in an event shall be notified to the Stewards.

(b) Prescriptions for the measurement of decibels

(i) Measuring equipment

The measuring equipment shall be able to measure sound level and engine rotational speed simultaneously. The measuring system can be PC-based or stand-alone.

For sound pressure measurements, a 1/2 inch free field microphone, complying with IEC 651 (EN 60651) Class 1 shall be used. The pressure level will be weighted according to the A scale as defined in IEC 651 (EN 60651) or an equivalent standard; instantaneous levels will be calculated with a time constant of 500 ms. The frequency range shall be 20 Hz-20 kHz and the amplitude range shall be at least 60-135 dB.

- (ii) The rotational speed of the engine shall be measured by means of a clamp or an equivalent equipment. The signal of rotational speed shall be measured with the same time constant as the sound level signal (500 ms). Both sound

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and engine speed signals will thus refer to the same phenomenon. In case of Rpm measuring devices with a DC output directly proportional to engine speed (Rpm), a suitable calibration shall be performed.

(c) Results calculations

Levels to be compared to limits shall be calculated as a logarithmic average over a 1,000 rpm wide band. All data collected during the test within the fixed band shall be included in calculations with a minimum of 10 data.

Unwanted events (e.g. another kart being tested too close or similar) can be removed from calculations. Such removals shall be stated in measuring reports.

The band shall be either 9,500-10,500 rpm or 7,000-8,000 rpm according to the type of race and Division.

(d) Calibration

The calibration of the system shall be performed before every measuring session, according to the Manufacturer's indications. Calibration of sound measuring chain (end-to-end) shall be performed with a 1 kHz calibrator, with 94 or 104 dB nominal level.

For rpm sensors connected to a digital or software counter (i.e. a device that counts spark plug sparks for rpm calculations) no calibration is required.

(e) Measuring system requirements

The measuring system shall be able to:

- perform real time analyses of signals;
- allow signal editing for unwanted events removal;
- display on a graph or a similar support the real-time levels compared to rpm simultaneously with limit rpm and sound level limits;
- immediately print measurement results.

2.13 Fuel Tank

(a) It must be securely fixed to the chassis and be designed in such a way that neither it nor the fuel pipes (which must be flexible) present any danger of leakage during the competition. A quick attachment to the chassis is strongly recommended. The tank shall in no way be shaped to act as an aerodynamic device. The tank must supply the engine only under normal atmospheric pressure (this means that, apart from the fuel pump located between the fuel tank and the carburetor, any principle or system, mechanical or not, which may have an influence on the internal pressure of the fuel tank is forbidden).

(b) Its capacity must be 8 litres minimum (except in Superkart).

(c) In Superkart, the total fuel tank capacity must be 19 litres maximum. The exit aperture must not be more than 5 mm. For side tanks, a side bumper with a minimum outer diameter of 15 mm is mandatory; it must be situated at a height of 180 +/- 30 mm, on a minimum length of 300 mm.

2.14 Fuel

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2.14.1 Solely a mixture of commercial fuel and oil on sale commercially. By commercial fuel it is meant a motor fuel produced by an oil company and currently distributed at roadside refilling stations throughout the country, on sale commercially and including no other additives. Any infringement of this rule will entail disqualification from the event. The Organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base.

2.14.2 Mixture used in 2-stroke engines

The fuel will be mixed with a CIK-FIA approved 2-stroke lubricant on current sale.

Modification of the basic fuel composition by the addition of any compound is strictly forbidden. This restriction also applies to the lubricant, which must not change the composition of the fuel fraction when added to the fuel.

The lubricant must not contain any nitro-compounds, peroxides or any other engine power boosting additives.

2.14.3 Test procedure

The test procedure shall be as follows:

(a) Digatron DT- 47FT Fuel Meter Test

(i) The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).

(ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.

(iii) The result of the test should be zero or a - ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.

(b) Ceric Nitrate Reagent Testing

(i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.

(ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

Any competitor failing any of the above tests will be disqualified from the event and his/her results deleted from the records.

2.15 **Wheels: Rims and Tyres**

The rims must be fitted with pneumatic tyres (with or without tubes). The number of wheels is set at four. Only the tyres may come in contact with the ground when the Driver is on board.

By set of tyres is meant 2 front tyres and 2 rear tyres. All other combinations are forbidden. The simultaneous use of tyres of different makes or of "slick" and "wet weather" tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

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(a) Rims

The use of rims complying with the CIK-FIA technical drawing No. 4 is compulsory:

- (i) Diameter of coupling for tyres:
for 5 inch rims: 126.2 mm with a tolerance of +/-1.2 for the circumference with the hump and a tolerance of -1 for the diameter of rims with screws.
- (ii) Width of the tyre housing: 10 mm minimum.
- (iii) External diameter for 5 inch rims: 136.2 mm minimum.
- (iv) Radius to facilitate the balance of the tyre in its housing: 8 mm.
- (v) Maximum pressure for assembly: 4 Bar.
- (vi) Tyre burst resistance test with fluid at an 8 Bar pressure.
- (vii) This rim must be manufactured in accordance with the CIK-FIA technical drawing No. 4. The diameter of the rim must be 5" maximum.
- (viii) In Superkart and ICE the diameter of the rim is 6".

2.16 Tyres

Any modification of a tyre is forbidden. In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden. Tyres of the radial or asymmetric type are forbidden in all categories. However, the symmetry between the left and right sides of the tread may be displaced in relation to the central part of the tyre.

(a) 5" Tyres

The maximum exterior diameter of the front wheel is 280 mm and of the rear tyres 300 mm.

The maximum width of a rear wheel is 215 mm and the maximum width of a front wheel is 135 mm.

In Junior classes the maximum width of a rear wheel is 185 mm.

(b) 6" Tyres

The maximum width of the wheel is 250 mm; the maximum overall diameter is 350 mm.

(c) Bead retention

The front and rear wheels must have some form of bead retention with 3 pegs minimum in the outside rim.

2.17 Racing Numbers

- (a) Racing numbers and their backgrounds shall be determined by the classes that are being run and shall be contrasting.
- (b) They shall be at least 15 cm high and have a 2 cm thick stroke (on long circuits: 20 cm and 3 cm) and represented with an Arial type or similar font. The competition number shall be bordered by the background of 1 cm minimum. They must be fitted before Scrutineering, on both front and rear and on both sides towards the rear of the bodywork.
- (c) The number plates fitted at the back of the kart shall be flat and have rounded corners (diameter of rounded corners 15 to

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25 mm) with 22 cm sides be visible.

- (d) Advertising on number plates is only permitted by the Organisers. This advertising must not be more than 5 cm in height and may only be affixed to the lower part of the plate.
- (e) The Driver is responsible at all times for ensuring that the required numbers are clearly visible to Timekeepers and Officials.

2.18 Kart safety

Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the Regulations. They must be designed and maintained in such a way as to allow respect of the Regulations and as not to represent a danger for the Driver and other participants.

2.19 Safety Equipment

- (a) The Driver must wear:
 - (i) A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
 - Snell Foundation K98, SA2000, K2005 and SA2005 (USA)
 - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
 - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
 - (ii) The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors.
 - (iii) Please note that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.
 - (iv) A pair of gloves covering the hands completely.
 - (v) Fabric overalls must have a minimum « Level 1 » homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included.

Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
 - (vi) Leather overalls complying with the standards defined by the *FIM* are allowed. For events on long circuits, leather overalls are mandatory, complying with the *FIM* standards (motorbikes, 1.2 mm thickness), without an internal lining or, should there be one, only with a silk, cotton or Nomex internal lining.
 - (vii) Boots must cover and protect the ankles.

3. SPECIFIC REGULATIONS FOR VIETNAMESE KARTING CLASSES

3.1 Formula Cadet

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3.1.1 Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fiber (other than seats), magnesium, and titanium.

(a) Wheelbase: Maximum 1010 mm

(b) Transmission

Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket.

(c) Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 40 mm.

(d) Brakes

Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.

(e) Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 10.00 x 4.00 - 5

Rear: 11.00 x 5.00 - 5

Wet: Front: 10.00 x 4.00 - 5

Rear: 11.00 x 5.00 - 5

3.1.2 Engine

(a) Comer K60 or W60 equipped with recoil starter, ignition, centrifugal clutch, carburetor, air filter and exhaust silencer. The engine must run in "out of the box" condition and no addition of, or other change of material is permitted, up to and including cleaning with emery paper. No other modifications or tuning of whatever purpose are allowed. The only replacement parts which will be allowed are those supplied by and listed on the manufacturer's parts list (except for spark plug and plug cap).

An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident. All specifications must comply with the Comer K60 and W60 Specification Sheet.

Maximum engine capacity shall be 61 c.c.

(b) Carburetor shall be Tillotson HL 166 with a maximum venturi diameter of 16 mm.

Choke must not be removed. An extension may be fixed on the choke lever to facilitate its operation.

3.1.3 Weight

Minimum 95 kg. including the driver

3.1.4 Number Plate

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White with black numbers

3.2 Formula Junior

3.2.1 Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fibre (other than seats).

(a) Transmission

Drive must be direct by means of a single length of chain from the engine sprocket to the rear axle sprocket.

(b) Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 50 mm.

(c) Brakes

Hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.

(d) Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 80/250 - 5
 Rear: 150/270 - 5
 Wet: Front: 80/250 - 5
 Rear: 150/270 - 5

3.2.2 Engine

Yamaha KT 100 SEJ.

All engines to be factory stock and using a centrifugal dry clutch. All engine specifications must comply with the following Yamaha Homologation Documents:

3.2.3 Weight

Minimum 135 kg. including the driver

3.2.4 Age

12th birthday till 31st December of year of 16th birthday.

3.2.5 Number Plate

Green with white numbers

3.3 Formula 125 Open

3.3.1 Chassis

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fiber (other than seats).

(a) Transmission

Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle

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sprocket. Clutch is free but oil clutches are not permitted.

(b) Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 50 mm.

(c) Brakes

Hydraulic only and operating on only the rear axle.

(d) Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres: Dry: Front: 80/250 - 5

Rear: 150/270 - 5

Wet: Front: 80/250 - 5

Rear: 150/270 - 5

3.3.2 Engine

(a) Maximum capacity of 125 c.c. two stroke single cylinder with reed valve intake, water cooling and electric start. All components of the electric start system must be operating and no components may be removed.

(b) Modifications are permitted as long as the original bore and stroke remain within tolerances.

(c) An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.

(d) Engine management systems are prohibited.

(e) No engines homologated for the KF classes are permitted to be used.

3.3.3 Weight

Minimum 160 kg. including the driver

3.3.4 Age

At least 15 on the 1st of January of the competing year.

3.3.5 Number Plate

Black with white numbers

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APPENDIX VD

STANDING REGULATIONS FOR DRIFTING

Definition

Drifting is an activity undertaken at relatively low speed through a series of corners wherein the object of the exercise is to produce as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction and speed of the vehicle around a predetermined course.

Preface

The discipline of drifting is governed by the National Competition Rules of the Motorsports Association of Vietnam and the Standing Regulations for Drifting.

Additionally each event will be subject to Supplementary Regulations and Additional Supplementary Regulations.

Supplementary Regulations may not contravene the requirements of the Standing Regulations for Drifting unless specific approval has been granted by the Commission of the *VMA*.

There are two sections containing information on drifting:

1. General Regulations for Drifting Competition
Containing general information on definition, operation and judging of drifting competitions
2. General Requirements for Vehicles and Safety Gear.
Contains information relating to vehicle and equipment standards

1. Authority

Drifting competitions shall be held under the International Sporting Code of the FIA and the National Competition Rules (*NCR*) of the Motorsports Association of Vietnam.

The General Regulations for Drifting shall apply to drifting events in conjunction with the *NCRs* of the *VMA*, Supplementary Regulations and any Additional Supplementary Regulations issued by the Organisers.

2. Definitions

- 2.1 **Drifting:** An activity designed to be undertaken by driving a car through a series of corners with the object of producing as much yaw rate as possible from the vehicle whilst demonstrating the driver's ability to control the direction of the vehicle in a fluid type motion.
- 2.2 **Drift Battle:** A competition where two cars battle against one another and are judged according to the judging criteria for Drift Battles. Each battle consists of two passes through the judged area, with each car taking a turn to lead.

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- 2.3 Judging:** A judge or panel of judges will establish the order of merit of competitors as they traverse the judged area. Assessment will be made according to car control competence based on the judging criteria. Judges will be appointed as "Judges of Fact" in accordance with the *NCR*.
- 2.4 Judged Area:** The portion of the course where judging will take place. Activities occurring outside the judged area will not be taken into account by the judges. Activities occurring outside the judged area may be taken into account by the Stewards and Clerk of Course as appropriate.
- 2.5 Yaw Angle:** The degree of maintained angle at which the vehicle moves along a set line or course relative to the vehicle's direction of travel.
- 2.6 Team Drifting:** A competition between teams of drivers, with 3-4 competitors in each team. Each team passes through the judged area individually (i.e. one team at a time) and is assessed by the judge or judges against a number of criteria which may include speed, line, angle, emulation and proximity. Teams compete for the highest point score. There are no elimination battles between teams. There is no competition between team members.

3. The Competition

The object of the competition is to drive the vehicle so as to reach and maintain the highest possible yaw angle without losing control of the vehicle in a forward direction and to achieve that yaw angle according to the criteria set down for judging.

4. Programme

4.1 Practice

Practice sessions will be scheduled by the Organisers. Practice runs will not be judged, and thus mistakes or good performances by competitors will not count towards their order of merit. Practice, is strictly an opportunity for competitors to familiarise themselves with the layout of the course and to appropriately tune their cars and test their driving ability. The area established for practice must always include the entire judged area, and may also include additional areas.

4.2 Qualifying

Organisers may rank competitors into any qualifying order. This may for instance be determined by subjective assessment, performance in previous competitions or current championship standings. Qualifying order may also be determined by a judged a qualifying session(s) or run(s). Practice and qualifying sessions may be combined, in which case judges will be advised by the start line personnel if a competitor is about to commence a qualifying (as opposed to a practice run). A qualifying run is an opportunity for competitors to demonstrate their abilities within the criteria laid down for judging. Judges will view qualifying and rank competitors according to the criteria as set down. The amount of qualifying time and the number of qualifying runs given to each competitor will be determined by the Organisers of each event. The process for

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determining qualifying order will be defined in the Supplementary or Additional Supplementary Regulations for the event. Organisers have the right to use qualifying as a method of determining which competitors will progress to drift battles. The number of competitors that will be allowed to compete in drift battles (for example whether the competition will start with a round of 32, a round of 16, a round of 8, etc) will be defined in the Supplementary or Additional Supplementary Regulations for the event.

4.3 Drift Battle

A judged two car run as per the definition in Section 2.3 above. Each competitor will take a turn in leading in the drift battle and at the conclusion of the first run, the vehicles will swap positions only in the designated changeover area. Overtaking between pairs is not permitted unless the driver of the lead car has slowed significantly or the passing manoeuvre takes place while both cars are demonstrating a significant yaw angle.

4.4 Changeover areas

The location of the changeover area must be communicated to competitors prior to drift battle commencing. The changeover area is to be a minimum of 35m in length and must be visually marked by e.g. cones on the side of the Circuit at the start and finish of the changeover area.

5. Vehicle Identification

Vehicles in competition must have a number as advised by the Organisers which is clearly visible from a distance, located on front and/or side of the vehicle.

6. Classes

The organisers may allocate classes within a particular event to delineate groups appropriate of competitors. Competitors will be advised if any classes apply to an event in the Supplementary Regulations.

7. Supplementary Regulations

Supplementary Regulations and Entry Form must be made available to all competitors before the Event.

8. Entries

Drivers in drift events must hold as a minimum a current *VMA* Novice Competition Licence.

9. Drivers

9.1 Directions and requests by officials must be obeyed. All drivers are required to behave in a safe and responsible manner at all times.

9.2 A speed limit of 10 km/h shall apply in the pit and paddock area. Failure by any driver to respect this limit may lead to exclusion from the competition. The imposition of this penalty shall be at the discretion of the Clerk of the Course.

9.3 All drivers must attend all notified drivers briefings and site induction at each event. Failure to attend compulsory driver's briefings/site induction may result in exclusion from the event or other disciplinary action being taken.

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10. Briefings

All drivers and officials must be briefed prior to any practice or competition:

- 10.1 A driver's briefing will include information which the Organisers believe is necessary to explain or reinforce to drivers. Drivers' Briefings must include information on the physical layout of the course, including the judged area and the changeover area and precise details in regard to the way in which the event will be conducted. The briefing may also include any other information the Clerk of Course feels necessary to explain.
- 10.2 Officials must also be briefed as to their specific roles.
This may be done on a 'one on one' basis or in a group briefing. All officials must sign the appropriate indemnity.

11. Event Layout

- 11.1 Drifting shall be conducted on a sealed surface within the confines of either a Race Circuit holding a current and valid *VMA* Circuit Licence or a venue specifically licensed for the activity by the *VMA*.
- 11.2 Certain parts of the layout will be designated "no drift zones". In addition to the change-over area, these areas may include entry/exit areas and other areas at the discretion of the Organisers.

12. Driver Behaviour

- 12.1 It is the driver's responsibility to understand the course and the judging criteria.
- 12.2 Placing the wheels of the car outside the competition surface will not be tolerated and may incur penalty.
- 12.3 Burnouts are prohibited, save for designated areas as defined by the Clerk of Course. The Clerk of Course is the judge of fact for determining whether a burnout has been conducted.
- 12.4 The layout of the Circuit is not subject to restriction based on weather conditions
 - it may be wet or dry depending on requirements for the event and environmental conditions.
- 12.5 Competitors demonstrating behaviour that, in the eyes of the Clerk of Course, provides them with an undue competitive advantage will be deemed as "Unsporting Conduct" and may result in a driver being penalised or disqualified from the competition.
- 12.6 Drivers are not permitted to extend any part of their person outside the body work of the vehicle.
This includes actions such as hands/arms out windows, or opening of doors whilst the vehicle is in motion. The Clerk of the Course will adjudicate on dangerous or unacceptable conduct. The Clerk of Course may exclude offenders from the event or impose some other penalty at their discretion.

13. Method of scoring

- 13.1 For each event a judge or panel of judges will be appointed by the Organisers. If there is more than one judge, the Organisers will nominate one judge as the head judge. The head judge will use this position only to adjudicate on tied scores.
- 13.2 Scores shall be based upon the qualitative assessment of judges.

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- 13.3 Given the subjective nature of the judging, the judges' decision shall be final, and no protest may be made to the Stewards regarding the decision of the judges of an event.
- 13.4 Scoring will take place according to criteria set by the Organisers. Such criteria will be made available to competitors prior to an event commencing.
- 13.5 The judges are the only persons who may advise competitors on interpretations on the judging criteria.

14. Judging Criteria

Judging criteria will differ between Qualifying and Drift Battle. The judge's decisions will be final and no protest or appeal will be permitted. For all drift events, the criteria for judging will include the following:

14.1 Qualifying

During qualifying judges will assess drivers against at least three criteria - speed, line and angle.

14.1.1 SPEED

The speed that the competitor's vehicle maintains;

- Entering a corner
- Through a corner
- Through the entire judged area.
- Maximum points will be awarded to the competitor whose vehicle maintains a consistent high speed yaw angle. (Relative to the radius of the corner).

14.1.2 LINE

How closely a competitor's vehicle is able to follow what would be a traditional racing line in racing. Maximum points will be awarded to competitors who 'clip the apex' of each corner, following a traditional racing line through the entry and exit of turns. Points will be deducted from competitors who fail to keep within the Circuit edges while drifting.

14.1.3 YAW ANGLE

The angle of rotation of the vehicle relative to its direction of travel, as well as the competitor's ability to sustain this angle for as long as possible. Particular emphasis is placed on the competitor's ability to:

- Yaw entry angle into a corner
- Link corners using a consistent series of drifting motions.
- Generate angle during entry into corners, from as great a distance possible prior to reaching the apex of the corner.
- Maintaining a wide angle of drift for long periods.
- Ability to control vehicle when maximum amount of opposite lock is used.

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14.2 Drift Battles

During Drift Battles judges may assess drivers against - Speed, Line, Angle Proximity and Emulation. Consideration will also be given during drift battles to factors such as overtaking, spins, collisions, accident avoidance and unsporting behaviour.

14.2.1 PROXIMITY.

Additional points may be awarded to competitors who, when chasing the lead car, are able to attain and maintain close proximity to the lead car.

14.2.2 EMULATION.

Additional points may be awarded to competitors who, when chasing the lead car, are able to emulate the speed, line and angle of the lead car. Higher points will be awarded however, if the driver of the lead car demonstrates superior speed, line and angle.

14.2.3 OVERTAKING.

The chase car may only overtake the lead car under drift conditions, i.e. where the chase car is able to demonstrate superior speed, line and angle, or when the lead car spins and the chase car is forced to overtake to avoid collision. In such circumstances the car that has been overtaken may be penalised for that run. If the car that has been overtaken subsequently regains its position with another legitimate overtaking manoeuvre, the point's penalty will be negated.

14.2.4 Overtaking under non-drift conditions will be penalised.

14.2.5 SPIN DURING BATTLE.

If the lead car spins during a tandem battle run and the chase car fails to overtake, the lead car may score low points for that run. If a spin by the lead car forces the chase car to spin or take evasive action to avoid a collision the lead car may be penalized for that run. If the chase car spins during a battle then it may be penalized for the run.

14.2.6 ACCIDENT AVOIDANCE.

If the driver of the lead car makes a mistake which causes the driver of the following car to take avoiding action or abandon the drift, points are deducted from the lead car. If the following car is using a cornering line, which will achieve a higher assessment (is closer to the inside of the corner) while achieving the same yaw angle as the lead car, and is forced to abandon its drift because of imminent collision with lead car, points may be penalized from lead car.

14.2.7 COLLISIONS.

Judges may deduct points from the driver who is in their opinion responsible for a collision. Incidents which result in collisions, either between cars or between cars and barriers may be referred to the Clerk of Course.

14.2.8 UNSPORTING BEHAVIOUR. Competitors demonstrating behaviour that, in the eyes of the judges, provides them with an undue competitive advantage may be penalised. This applies whether the advantage is as a result of deliberate actions on the part of the competitor, or simply

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an incident or circumstances that might unjustly influence the results of competition.

15. Penalties

- 15.1 Actions contrary to the Regulations, any Supplementary or Additional Supplementary Regulations, the directions of officials or any other inappropriate behaviour outside of applicable general competition procedures may result in penalties being applied in accordance with *NCRs*.
- 15.2 The penalty of exclusion from the event may be imposed upon competitors. Other, lesser, penalties may be imposed such as loss of a qualifying run, percentage of point loss for day, loss of a practice run or reprimand, at the discretion of the Stewards, or where applicable, the Clerk of the Course.

16. Passengers

Passengers will not be allowed in vehicles except under the following circumstances:

- 16.1 If the vehicle is fitted with a FIA compliant roll over protection structure, and
- 16.2 If there is no competition component of the activity, and
- 16.3 The Clerk of Course must give express permission for passengers in vehicles, taking into account the experience of the driver and other factors subject to their discretion.

17. Safety equipment

- 17.1 Fire extinguishers shall be present at the start finish area and at observers/flag marshal's points around the circuit.
- 17.2 A medical plan must be submitted by the Organisers, appropriate for the level of event being run.

18. Spectators

The Clerk of the Course must ensure all spectators remain in designated areas behind established first lines of protection as per *NCRs*.

19. Protests

Protests will only be accepted by the Stewards for reasons of vehicle eligibility or application of these Regulations.

20. General Requirements of Automobiles In Drifting Competitions

20.1 Eligible Vehicles

Drifting events are generally restricted to series production automobiles with at least two seats. The nature of the event generally renders front wheel drive and all-wheel drive vehicles unsuitable.

Imported vehicles, including LHD are acceptable, and vehicles need not be registered.

20.2 Fuel

Competitors must only use commercial fuel available from any roadside filling station.

20.3 General Safety Requirements

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All automobiles shall:

1. Comply with the definition of an automobile;
2. Be fitted with some form of protection between engine and driver's compartment suitable and sufficient for preventing the passage of flame;
3. Be so constructed that the driver is protected from the entry of foreign matter into the driving compartment from the road or road wheels; and
4. Be equipped with a transmission system so arranged that the propeller shaft and universal or Cardan joints, if passing through or beneath the passenger compartment, shall be under the floor, or fitted in tubes or casings. Such floor, tubes or casings shall not be of a temporary nature, but shall be joined together and firmly fixed to the coachwork or chassis. Any chains used in the transmission of power or driving any auxiliary component shall be effectively guarded;
5. Have all fuel tanks vented externally to the bodywork;
6. Have any steering column locking device removed or disabled;
7. If required to be fitted with roll-over protection, be equipped with such protection in accordance with the provisions of "Roll Over Protection" in this document;
8. Unless specifically approved by the *VMA*, use fuel only as defined in this document;
9. Where required, be fitted with windows (including windscreens) which, if of other than glass, are clear, transparent and free of colouring production;
10. Be fitted with safety harness or seat belts;
11. Be permitted to have factory fitted ABS (anti-lock brake) systems and SRS (supplementary restraint systems - airbags) disconnected or deactivated;
12. Be fitted with steering wheels which do not incorporate components made from wood, unless such a steering wheel is an original component;
13. Where fitted with any storage vessel located within the cockpit containing more than 500ml of hot liquid (other than that fitted by a series car manufacturer), have such vessel enclosed in a fully sealed, externally vented compartment;
14. Where fitted with rigid brake pipes have such rigid brake pipes made of steel, and must be installed in a manner which protects them against vibration and damage.

21. Safety Gear

21.1 Headgear

- (a) It is compulsory in all drifting competitions, that drivers wear helmets of a standard, design, construction and fitting approved by the *VMA*. Helmets bearing any of the following marks are approved for use in drifting competitions:
- AS1698 Australian standard
 - Snell SA95, SA2000 or SA2005 USA standard SFI Spec 31.1, 31.2, 31.1A, 31.2A USA standard

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- E22 (with 02, 03, 04 or 05 amendments) European standard
 - BS 6658-85 Type A and A/FR (incl. amendments) British standard FIA 8860 - 2004 FIA Standard
- (b) No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organizations listed above, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.

Drivers are cautioned against using helmets which have been damaged or involved in accidents.

21.2 Clothing

In drifting events clothing for drivers and crew members must cover from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

No driver shall participate in any competition unless wearing suitable and appropriate footwear. Prohibited are for example: slippers, Roman sandals and high-heeled shoes.

Drivers shall continue to comply with these requirements until such time as they leave their automobiles.

22. Fuel

Unless expressly permitted otherwise by the *VMA*, all fuel used in any drifting competition or practice must comply with the prescriptions listed here. It must be used without any additives. The only fuels permitted in drifting competition are fuels supplied from any roadside filling station.

23. Rollover Protection

- (a) All open cars (i.e. cars without a supporting structure between the top of the A-

Pillars and rear window) must be fitted with Roll Over Protection

- (b) Whilst not mandatory for closed cars, an approved Rollover Protection Structure is highly desirable.

24. Seat Belts / Harnesses

- (a) Safety belts or harnesses must be worn at all times whilst the vehicle is in motion both on and off the competition surface. Only a standard seat belt is required for drifting but if a harness is fitted to a vehicle it must be of an approved type.
- (b) Safety harnesses or seat belts must be complete units sourced from a recognized manufacturer. It is not permitted to mix parts of seat belts/harnesses of different types or manufacturers. Safety harnesses or seat belts must be fitted and worn in accordance with any manufacturer's instructions or limitations.
- (c) It should be noted that some belts and harnesses have "used by dates" that have been set by the manufacturer or certifying body. In order to be considered both safe and legal, these expiry dates **MUST** be observed.