



THE INTERNATIONAL RAINFOREST CHALLENGE

RULES AND REGULATIONS

(VERSION 2024)

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Any clarification or information required in regards to the rules and regulations laid down in the event can be obtained from:-

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1. Event Format and Regulating Body

1.1 The Rainforest Challenge of Malaysia is an event, designed to bring four wheel drive enthusiasts together from around the world, with the ultimate aim of successfully completing an off-road adventure, competition and expedition event over 10 days in Malaysia. Special Stages are included to test drivers and riders to their limits in extreme off-road conditions.

Event Stages are set out as below:-

- A – Prologue, these are situated in areas with “Spectator Access”**
- B – Predator Stages, has camping on the jungle fringe**
- C – Terminator Stages, jungle campsite**
- D – Twilight Zone is an “Expedition Stage” Special Stage**
- E – Finale Stages**

1.2 Entry Criteria is as published on the official RFC website <http://www.rfc-global.com> and competitors must qualify for eligibility of their respective classes by presenting it to Chief Scrutineer and obtain approval for the same. Teams must present their vehicle in a ready to start condition for Scrutineering. A Team Representative must be present at the time of Scrutinizing and must obtain a signed “Scrutinized Sticker” upon eligibility in order to collect their score book. Vehicles that are applied under **RFC Categories R3/R2/R1 & R4** will be scrutinized for integrity as per vehicle specified under section 2.0 The Driver & Co Driver must provide a medical certificate as outlined in Section 15 of the event medical policy. Any special conditions mentioned in the medical certificate, the teams must carry their own prescribed medication for the same.

1.3 This event is open to all 4-wheel drives, categorized under:

- a) RFC- Category R3 - Production Class Vehicles:** A Production class 4x4 Vehicle with Original Chassis and Body combination of the corresponding model.
- b) RFC Category R2 – Modified Production Class Vehicles:** A Production class 4x4 Vehicle with a combination of original Chassis and a Modified Body
- c) RFC Category R1- Modified Open Class Vehicles:** Chassis and Body Non Production (Prototype/Self Engineered)
- d) RFC Category R4 - Special Class Vehicles:** The event is also open to off-road motorbikes, UTV's, ATV's and other off-road vehicles (like 6x6), for competition aspects provided there are enough numbers to make up that particular class. Supplementary Rules and Regulation will be provided if entered in to competition, otherwise, they are allowed to participate as touring adventurers only.

Competition Vehicles that are not road legal needs to be transported on Vehicle Carriers between stages if such sections come under the Ministry of Transport (JPJ) roads & Highway Traffic Code

- 1.4 RFC Overall Champion Trophy** - SS results will determine the overall champions, 1st Runners up and 2nd Runners up in each class. Scoring will be a combination of elapsed time, less any penalties incurred by Teams, as specified, in the Competition Rules.
- 1.5** SS will be varied, with a major emphasis on safety. The competition sections will be designed to test 4 wheel driving and recovery skills first and foremost.
- 1.6** **“Team Spirit Award”** will be judged by the Competition Committee, with individual competitors earning points on a daily basis for exceptional motivation, leadership skills and the ability to act on ideas to assist others, during times other than the SS.
- 1.7** The **“Jungleman Award”**, is a prestigious individual award of the Rainforest Challenge of Malaysia. This award is given any participant who shows outstanding combination of teamwork, survival, mechanical, 4 wheel driving, and recovery and outdoors skills during all aspects of the adventure.
- 1.8** The **“Environment Award”** is given to any participant or group of participants who show the most care and attention to the preservation of the environment, to promote the 4 wheel drive and off-road movement as a responsible user of public land.
- 1.9** Other awards are **Most Unique 4x4, Ladies Team, Charlie Chandran Camaraderie Award and Special Awards.**
- 1.10** Governed by RFC Global Series. RFC is ranked #9 in the World’s 10 Toughest Motor Races in the world by <https://jalopnik.com/5974508/the-ten-toughest-motor-races-in-the-world> # 3 in the Top 5 off road races in the world. <https://www.skoda-motorsport.com/en/five-toughest-off-road-races-world/> The authority on running the event will be the **RFC Event Director and Competition Committee.**

2.0 Vehicle Class and Scrutineering-In order to conform to below categories, it is mandatory the image of the competition vehicle with specifications sent to be pre-scrutinized for approval of entry

R3: A Production class 4x4 Vehicle with Original Chassis and Body combination of the corresponding model

1. Portal Axles Not Allowed
2. Rear Steering Mechanism Not Allowed
3. Engine Relocation Restricted to Front Mounting Only. Any equipment that is relocated from the engine bay to other parts of the vehicle such as radiator/wet batteries which are installed behind driver or co-driver a protective wall must be fitted to the entire opening and sealed from the cabin. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.
4. After Market Full Hydraulic Steering System Not Allowed
5. After Market Dual Triangulation Heim Joint Link Suspension Not Allowed
6. Roll Cage incorporation into body in Not Allowed
7. Original Windscreen Frame to be retained
8. Chassis Modifications Restrictions As Per Section 3. 3 a
9. Petrol & Diesel that are available from regular Petrol Station and legally sold to the public to be used.

R2: A Production class 4x4 Vehicle with a combination of original Chassis and a Modified Body

1. Rear Steering Mechanism Allowed
2. Engine Relocation Restricted to Front Mounting Only. Any equipment that is relocated from the engine bay to other parts of the vehicle such as radiator/wet batteries which are installed behind driver or co-driver a protective wall must be fitted to the entire opening and sealed from the cabin. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.
3. Roll Cage incorporation into body is Allowed
4. Chassis Modifications Restrictions As Per Section 3. 3 b
5. Petrol, & Diesel that are available from regular Petrol Station and legally sold to the public to be used.

R1: Chassis and Body Non Production (Prototype/Self-Engineered)

1. Chassis/ Space Frame Reinforcement Guidelines as Per Section 3.3 c
2. Engine Relocation Allowed. Any equipment that is relocated from the engine bay to other parts of the vehicle such as radiator/wet batteries which are installed behind driver or co-driver a protective wall must be fitted to the entire opening and sealed from the cabin. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.
3. Non Standard Fuels such as F-Gas, Nitrous or Performance Gases are subject to be approved by chief scrutineer. Any teams using non-standard fuel will be ineligible for Petrol/Diesel Class category.

2.1 There will be Seven Classes and One (1) Overall Ranking as below:-

- Below 3050cc Diesel
- Below 3050cc Petrol
- Above 3051cc Diesel
- Above 3051cc Petrol
- Straight Axle
- Portal Axle
- Mixed Team
- Ladies Team
- Pick Up Truck /UTV/ATV
- Overall Ranking

Note: The organizer reserves the right to amalgamate classes when there is less than 3 Teams entered. Prior notice will be given. All classes will qualify for the Overall Ranking (winners). Points will be accumulated in all the SS for the Overall Ranking irrespective of the classes and the type of winch used.

2.2 Vehicles and all equipment are required to be available for Scrutineering at designated time and place in a ready to start condition including all compulsory equipment in a ready to start condition including all compulsory equipment. Driver and Co Driver must be present to sign and obtain the clearance to compete upon approval of eligibility under its classification.

2.3 The Organizer's emphasis is on the safety aspects of the vehicle and its condition to successfully complete the event. It is the competitor's responsibility that the compulsory equipment is in good working order and that they are self-sufficient to complete the event. Scrutinizing will again take place before the Twilight Zone. Any vehicle or equipment that is deemed not to be in good condition will be excluded from entering the Twilight Zone.

3. Vehicle Specifications

3 (a) A 3 tonne (rated) recovery point is required on the front and rear of the vehicle and must be securely mounted to the chassis by a minimum of two 12mm, or four 10mm, grade 8 (or equivalent) high tensile bolts. Recovery points must be painted red. Tow hooks must be secured by bolts. Hooks secured only by welding is NOT ALLOWED.

3 (b) A Safety Glass wind screen is to be fitted which is to remain upright at all times. The windscreen cannot have any holes of any shape cut or located anywhere on the screen.

3 (c) Vehicles must be fitted with an air intake snorkel.

3.1 – Compulsory Safety Requirements

- 3.1(a)** Malaysian Standard crash helmet (SIRIM Approved) or Specialized Helmet approved by Chief Scrutineer.
- 3.1 (b)** Full harnesses (4 point) must be fitted for all occupants, the minimum being a Four (4) Point Seat Belt Harness, and must comply with recognized European, American, Australian or FIA Standards. The full harness must not be frayed, torn or damaged in any way.

Examples of Harnesses as below:-



The lap part of the harness must be secured to the floor pan behind the line of the seat back. The shoulder harness must be secured no lower than 100mm below the top of the seat back. Mounting bolts must be 10mm high tensile. Backing plates are to be fitted under floor pan for seat belt bolts.

- 3.1 (c)** Vehicles shall carry one 1.8kg or two 0.9kg operable dry powder fire extinguishers, mounted securely, within easy reach of the driver and co-driver.
- 3.1 (d)** A comprehensive waterproof 'First Aid Kit' as per section 15 of Event Medical Policy

3.2. Body / Chassis – General Rules

- 3.2 (a)** All vehicles must have a fire wall between passenger compartment and the engine bay. All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle.
- 3.2(b)** Vehicles must have a covering for the engine and rotating pulleys.
- 3.2(c)** Doors must be fitted to all vehicles. Half doors are to be at least 150mm above the highest part of seat swab. All vehicles with operational doors must have positive locking mechanism.

3.2(d) Items carried in the vehicle must be secured adequately while the vehicle is in motion. All spare parts and extra equipment must be carried in a manner that minimizes the risk of injury to the vehicle occupants.

3.2 (e) All seats must comply for racing applications, and be of a type suitable for the event. Stock (OEM) production seats are prohibited. All seats must be securely mounted to frame of vehicle and mounts must be properly reinforced to keep seat from moving in relationship to the frame. Adjustable track-type seat mounts must be securely mounted to frame of vehicle to allow no lateral or vertical movement between seat and frame or mounting track and frame. Seats must have appropriate slots to properly accommodate driver restraint system.

3.2 (f) Some stages will be in the night such as TZ and 2 x Head Lights and 1 x reverse light is mandatory. Additional Lights can be fitted at own discretion provided that it does not conflict or obstruct any other vehicle specification ruling. Vehicle to have working lights, wipers and effective horn.

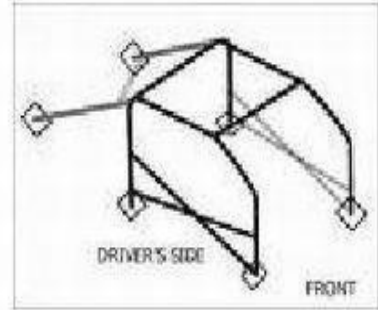
3.3 (a) Chassis, Body & Roll Cage – RFC R3

A Production class 4x4 Vehicle with Original Chassis and Body combination of the corresponding model. Body on Frame and can be separated.

1. Full Chassis of a production Class 4x4 Combined with the original Production Class 4x4 Body of the same model on Chassis frame is mandatory. An Original Production Class 4x4 with uni-body construction (Chassis & Body Combination) is Allowed
2. Non Standard Engines Allowed. Chassis can be strengthened and modified to allow fitting of non-standard engine only.
3. Suspension Upgrade Allowed. Chassis can be strengthened and modified to allow fitting of suspension upgrades only. Dual Triangulation, Aftermarket Heim-Joints Links Not Allowed.
4. Front and Rear Chassis overhang modifications past the furthest points of front and rear of the tires to improve approach and departure angles Allowed.
5. Roll cage either external or internal should follow the shape and structure of the body. Roll cage design Integrated with the body is Not Allowed.
6. On Soft Top Versions, the original Windscreen Assembly Frame must be retained. Roll cage design Integrated with the windscreen Not Allowed.
7. Vehicles shall be fitted with a 6 point internal or external roll cage starting at the "A" pillar. Tubing used in the manufacture of the roll cage must be a minimum of:-45mm OD seamless steam pipe with 2.5mm wall thickness
8. Internal roll cage will be mounted to the floor pan of the cabin in six places by 100mm square plates of 5mm thick, either welded or bolted to the floor pan with at least 2x10mm high tensile bolts per mounting plate. Backing plates of the same size and thickness shall be used on the underside of the floor pan.
9. Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.

10. All roll cage components must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded with high-density foam or equivalent, of at least 15mm thickness

Examples of Internal Roll Cage as below:-



3.3 (b) Chassis, Body & Roll Cage – RFC R2

Combination of A Production Class Chassis and A Production Class Body
Body and Frame and cannot be separated.

1. Full Chassis of a production Class 4x4 Combined with a Roll Cage Incorporated Body is allowed.
2. Non Standard Engines Allowed. Chassis can be strengthened and modified to allow fitting of non-standard engine only.
3. Suspension Upgrade Allowed. Chassis can be strengthened and modified to allow fitting of suspension upgrades only. Dual Triangulation After-Market Heim-Joints Links Allowed.
4. Chassis modifications Allowed passed the furthest point of front and rear suspension mounting. Chassis modification on the section between the front and rear spring mounting is Not Allowed.
5. Body and Roll Cage integration Allowed and should follow the shape and structure of the body.
6. Vehicles shall be fitted with a 6 point roll cage starting at the "A" pillar. Tubing used in the manufacture of the roll cage must be a minimum of:-45mm OD seamless steam pipe with 2.5mm wall thickness
7. Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.
8. All roll cage components must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded with high-density foam or equivalent, of at least 15mm thickness

3.3 (c) Chassis, Body & Roll Cage – RFC R1

Chassis and Body Non Production (Prototype/Self-Engineered)
Six (6) point mounting cages are required over the occupants.

1. Aftermarket and custom engineered frames allowed provided there is Proof of the vehicle is competition tested and an undertaking by the Competitor Teams to meet or exceed structural integrity as specified in Section 3.3 b) 6.
2. It is the competitor Teams ultimate responsibility to assert the safety of the aftermarket or custom engineered frames thus the organizer is indemnified against from any design failures.
3. The chief scrutineer reserves the right to reject an aftermarket or custom engineered framed vehicle if deemed unsafe prior or during the event.
4. No Aluminium or other non-ferrous materials are permitted for roll cage.
5. Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver
6. All roll cage components must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded with high-density foam or equivalent, of at least 15mm thickness

4 A. Compulsory Equipment

4A.1 Winch

- (a) Vehicle shall be fitted with a front recovery winch either Power Take Off (PTO) or Electric with minimum rating as recommended below: A rear winch is highly recommended.
- **Vehicle Under 1500kg. – Minimum 4000kg Rated**
 - **Vehicle 1501 kg. - 2000 Kg. –.Minimum 5000kg Rated**
 - **Vehicle Over 2000kg. –Minimum 6000kg Rated**
- (b) Winches shall be fitted with an operational brake.
- (c) Winch Rope Synthetic type mandatory for Special Stages – Steel Cable Not allowed.
- (d) Winch synthetic rope must be in a serviceable condition and fully spooled during transport sections.
- (e) Winch rope hooks, including double hooks must have a working safety catch, open hooks will not be allowed to start any stage.
- (f) Synthetic Ropes must be spliced to manufactures guidelines.
- (h) Synthetic rope is allowed to be wrapped or spooled onto horns on the winch bar at the finish of an SS. The protruding “horns” must not be pointy and be made of material and have a radius of 30mm.

- (i) The Rope Dampener is Mandatory for synthetic rope and it will be positioned in the third at the start of winching. It cannot be rolled up or attached to the rope.
- (j) Synthetic Rope Repair must be approved by the Chief Scrutineer or Competition Manager. Competitors will not be allowed to start an SS without approval.

4A.2 Compulsory Recovery Gear-

- Ground anchor
- Min 8000kg Rated Tree Trunk Protector
- Min 8000kg Rated 20 M Winch Extension Strap
- 1 Kg Damper
- 4 shackles or 2 x S Hooks rated at 3.25t or Higher
- Finger Enclosed Gloves

4B Recommended Equipment

- 4B.1** Shovel/hoe with fixed handle.
- 4B.2** Waffle boards/sand ladders.
- 4B.3** Comprehensive tool kit to effect running repairs for the duration of the event.
- 4B.4** Vehicle jack/ Hi Lift Jack and wheel brace.
- 4B.5** Spare parts etc: fan belts, radiator hoses, oil, wheel bearings and filters.
- 4B.6** Spare Dampener (Minimum size 500 x 900mm, 1kg dry).
- 4B.7** Camp equipment: stretcher, food, water, cooking equipment and tarp/tent.
- 4B.8** Spare winch synthetic rope, winch spares
- 4B.9** 10 x Garbage bags
- 4B.10** It is recommended that competition vehicles be fitted with a UHF FRS (477 MHz) radio.

5A. Fuel

- 5A1** Vehicles must carry supplementary fuel storage of 20 litres over and above normal capacity either in jerry cans or additional vehicle mounted fuel tanks. Jerry cans or fuel storage containers are not allowed to be stored on roof of vehicle. The Chief Scrutineer reserves the right to reject any fuel tank or fuel storage container that is deemed to be unsafe.
- 5A2** Petrol, & Diesel that are available from regular Petrol Station and legally sold to the public to be used. F-Gas, Nitrous or Performance Gases are not allowed. With exception for R1 Category, is subject to be approved by chief scrutineer. Any teams using non-standard fuel will be ineligible for Petrol/Diesel Class category.

5B. Wheels and Tires

- 5B(a)** Tire and wheel combinations are restricted to a maximum 40" diameter
- 5B(b)** Wheel-chains or wheel attachments of any type is not allowed.
- 5B(c)** Tires must be of a mud type tread pattern. Tread Pattern Modifications allowed but grooving or cutting without compromising the integrity of the same.
- 5B(d)** Tires must have at least 50% tread depth at the start of the event.
- 5B (e)** Wheel and tire combinations can protrude past the vehicle body, but must be covered by flare material, extending the whole length of the wheel arch.
- 5B(f)** One spare wheel is mandatory and securely mounted on or inside the vehicle. It is optional to carry spare wheel within the SS.
- 5B(g)** Competitors must complete the event and all SS, using the original tyres, as fitted to the vehicle at the time of scrutineering. Replacement tyre/tyres are allowed only with the approval of the Competition Manager and it must conform to the same specifications as per the pre event scrutiny.

5C. Electrical System

- 5C(a)** A mechanical battery isolation switch is to be fitted to the battery or batteries providing power to the competing vehicles electrics. This is to be placed within reach of the driver and co- driver whilst secured in vehicle. (Winch circuit is exempted).
- 5C(b)** External power sources are not allowed.
- 5C(c)** Adequate Lighting required for night stages, Twilight Zone and Transport. Minimum 2 Head Lights, 2 Reverse Lights mandatory and side lighting recommended. There is no limitation on maximum number of lights. Signal lights & Brake lights mandatory for road transport sections.

6. Environment

These rules have been included to ensure we all participate in a world class event that is at the forefront of environment conservation, by abiding with globally accepted environmental practices when travelling through and camping on public land.

Penalty points will be imposed on entrants for breach of any environment rules stated herein. Penalty points will be imposed on Teams whose support crew breach any environmental rules stated herein.

- 6a** Campsites, assembly, holding and work areas, are to be left clean. Take all of your own rubbish, and maybe that of other peoples. Do not bury any rubbish.
- 6b** Toilets may not available, ensure you dig a hole and bury "night soil" at least 100 meters away from camp sites and watercourses. Failure to comply with this requirement will be immediate disqualification from the event.

7. Advertising – Compulsory Stickers

- 7.1** Bonnet and Doors must have a reserved space of 600 x 450 , Organiser's Logo Event. Event Sticker with competition number must be stickered as a whole and Bonnet Stickers are allowed to be cut and sized to fit to shape.
- 7.2** Competitors are allowed to fix any kind of advertising to their vehicles provided that: It is non-conflicted to event partner branding, It is not offensive or deemed illegal in Malaysia law, and not encroach into areas reserved for event numbers and labels. It is recommended that prior written permission is addressed to the organizer for any clarification.
- 7.3** Blood Group of Driver and Co Driver to be stickered on the door after their names in the competition vehicle
- 7.4** All competition vehicles must not have any previous competition numbers other than the assigned official number.

8. Briefings

- 8.1** Event briefings are held to make participants aware of the event execution plan and scheduling. There are min 5 briefings, before each stage, competitor roll call will commence after Briefing "Welcome Message". and running order raffle will be drawn for the same.
- 8.2** At least one Team member will be required to attend. Any queries by competitor teams must be addressed only by Driver or Co-Driver or Appointed Team Manager and team proxy representatives will not be entertained
- 8.3** Appropriate clothing is to be worn to all briefings, and it is mandatory to wear the Competitor Identification Tag provided by the organizer.
- 8.4** Clarifications of supplementary rules, competition scoring / penalties and any penalties related to conform to event management logistics.

9. Regulations for Special Stages (SS)

- 9 (a)** Starting order for all stages are by Raffle Draw, and competitors must start in their designated order. The competition committee reserves the right to open the running order to first come first serve basis when multiple stages are opened simultaneously. It is mandatory that the competitor must commit to the 1st assigned special stage as per the raffle running order. Failure to comply will be enforced with a penalty and demoted the bottom of drawn raffle order of the 1st assigned special stage. Missing Starting Order will result in Penalty for that particular SS and will not carry forward to the following SS. The SS will close 30 minutes after the last car has run or at nominated time. Penalty will be based on Logistics enforcement Section 11B

The competition committee reserves the right to halt a special stage and continue the following day, in case of offering the benefit of daylight to competitors. This benefit is limited/priority to the competitors who duly completed their raffle order commitment of the particular stage.

A new batch of special stages will only commence when the previous batch of special stages is complete

- 9(b)** The Driver or the Co-Driver combination is mandatory from start to finish of a SS and will remain same for the entire event, alternating between driver and co-driver during any particular SS is allowed. The same ruling applies to Twilight Zone stage and any competition stages as well SS to SS within the controlled stage sector.

The registered Driver must complete the entire event. In case of a Co-Driver change due to any reason the competition committee will approve provided that:

- 1) A valid reason with evidence to prove unable to continue
- 2) A reserve co-driver is registered under the team at scrutining
- 3) Only 1 x reserve co-driver per team with a signed indemnity
- 4) Only 1 x time change and the decision cannot be reversed

Support crews need to be registered at the time of scrutining. Any support crew members authorised to drive the competition vehicles during non-competitive transport stage must have a signed indemnity. It is the Team's responsibility to enforce the event rules with their registered support crew, and Penalty for non-conformity will be based on Logistics enforcement Section 11B

- 9 (c)** Timing of the SS will cease when the vehicle has come to a complete stop in the finish box with all equipment stored and driver and co-driver secured in the vehicle. NOTE: Entry into finish is to be forward unless directed otherwise. Competitors shall not move from the finish box until directed by an official. Procedure on start and finish of a special stage will be clearly briefed on the main event briefing prior to the start of the event

- 9 (d)** Driver must have a current Driver's License issued by any motoring authority that is recognized under the Motor Traffic Act in country of origin. Driver and co-driver will wear fully enclosed footwear, sleeved shirt, long pants, RFC Event Bib, and crash helmet (SIRIM approved), or as approved by Chief Scrutineer. The competition committee has the right disallow to compete for non-compliance.
- 9.(e)** Twilight Zone Expedition SS will see Teams will be awarded 200 points on successful completion of the Twilight Zone in the allocated time. Teams that fail to complete in time or reach the DNF marker will receive 40 points. A pilot team will mark the route and a sweeper team will follow. It is mandatory the Teams exit the after the pilot and before the sweeper is out. Twilight Zone will stage will officially start when the pilot team enters and finish when the sweeper team exits.
- 9.(f)** The Competition Committee with the approval from the Event Director, reserves the right to modify or add Supplementary Rules and Regulations, allocate penalty for logistics enforcement, however that no penalties shall be imposed or rules changed retrospectively and no rules shall be amended without prior notice to all competitors. Maximum value of such penalty not exceeding Logistics enforcement Section 11B
- 9 (g)** Team SS: The Competition Committee will choose how and who the Teams will be made up of. Team SS points will not go to individual Team Scores.
- 9(h)** SS Manager will be in charge of any recovery operations during special stages by either controlling the recovery personally or by nominating an official as the Recovery Leader. In the interest of safety all competitors must abide by the Recovery Leader's instructions. Only one Recovery Leader will be nominated for any situation.
- 9(i)** In the event of a vehicle breakdown or disability, the event organizer will assist in getting the vehicle to the nearest accessible track whereupon it's the competitors' responsibility to arrange the necessary repairs and to re-join the event. If the repairs are not possible, they shall be deemed as non-finisher. No other assistance shall be expected from the organizer. Participants are to be self-reliance during the event.

10. Scoring

- 10A.** DNS = 0 Points - Teams that Did Not Start an SS will receive a DNS.
- 10B.** DNF =20 Points -Teams that Did Not Finish the SS will receive 20 points provided that the entire vehicle make it past the DNF marker. If NOT only 5 points will be awarded
- 10C.** When 4 wheels of the vehicle cross the course boundary the competitor will be considered as a DNF. Rule 10 B will determine the points
- 10C.** Teams that complete the SS will be allocated points in order of merit from fastest to slowest as follows: -

1st	100	11th	66	21st	45	31st	35
2nd	95	12th	63	22nd	44	32nd	34
3rd	90	13th	60	23rd	43	33rd	33
4th	87	14th	58	24th	42	34th	32
5th	84	15th	56	25th	41	35th	31
6th	81	16th	54	26th	40	36th	30
7th	78	17th	52	27th	39	37th	29
8th	75	18th	50	28th	38	38th	28
9th	72	19th	48	29th	37	39th	27
10th	69	20th	46	30th	36	40th	26

- 10E.** Timing will be scored to the 10th of a second.
- 10F.** If 2 or more competitors finish an SS with the same elapsed time, they shall be awarded equal points and placing in the SS. The competitor with the next fastest time shall be placed according to their own finishing positioning in that SS. The placing left vacant due to the tie will not be allocated.
- 10G.** In case of a tied score in Major Awards, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred. If this fails to break the tie, then both will be tied as winners in their placing.
- 10H.** Stage awards will be calculated on highest points scored after penalties are deducted.
- 10I.** The goal of Rainforest Challenge is to promote a respectable Adventure Sport and Sponsoring Companies in a professional light. If a competitor or team member (including support crew) promotes unsportsmanlike conduct, is rude or abusive to officials, landowners, fellow competitors, local authorities, sponsors, destroys property, displays drunken or disrespectful behaviour they and, or the entire team may be disqualified from the current event or future events.

11 A. Special Stage (SS) Penalties (10 points)

Each Marker Peg Broken or Uprooted is 10 points penalty

1. A broken peg-Is either uprooted or the top of the peg hits the ground
2. Discrepancy on Penalties should be notified for review when signing score. It is mandatory to sign score book non signed = SS timing is not accepted =DNS

Competition Control Penalty: Debit points awarded at Special Stages within the Elapsed time as follows: – 10 Debit Points each

- a) Failure to use a Tree Trunk Protector
- b) Handling Rope with No Gloves
- c) No Sanctioned Winch Rope Dampener or Improper Placement
- d) Handling /Stepping Over or Under a tensioned Rope
- e) Carrying Cable Inside the vehicle
- f) Lost or Unsecured recovery Equipment
- g) Failure to Wear Seat Belt Correctly
- h) Failure to Wear Helmet Correctly
- i) Riding Outside the vehicle when in motion
- j) Breaking Peg or Bunting as per number of each broken
- k) Driving over or Dragging Winch Rope on Track while driving.

Competition Control Penalty: Debit points awarded at Special Stages within the Elapsed time as follows: – 10 Debit Points each Imposed after 1 warning is given

- a) Excessive Wheel Spin and Failing to Resort to Recovery on Direction.
- b) Failure to Stop When Signalled to Stop by a Marshal
- c) Continuing to Stand in Front of Vehicle Whilst Winching
- d) Holding Bunting to Improve Line of Vehicle
- e) Continuing Unsafe Practice

11 B. Logistics Enforcement Penalties (-20 Debit points)

Logistics Control Penalty: Debit points enforced for Unacceptable Practices that interfere with the overall competition logistics:-20 Debit points each

- a) Verbal Abuse of Marshals, Spectators or Competitors (1 x Warning)
- b) Seek favour, influence or Interfering with marshal's duties (1 Warning)
- c) Littering the Campsite or Trail (1 x Warning)
- d) Missing Starting Order as Assigned by Raffle
- e) Failure to wear approved attire for Flag Off, Briefings and Stages
- f) Support Crew interference (1 x Warning)

11 C. Prohibited Behaviour: Disqualification after review

- a) Tampering with other competitor Vehicle.
- b) Using Alcohol or Narcotic Drugs during SS
- c) Outside Assistance from Support Crew or Spectators during SS
- d) Unsportsmanlike conduct as stipulated in section 10 : I
- e) Competitor Support Crew Misconduct.

11 D. Recovery Operations

SS Manager will be in charge of any recovery operations during special stages by either controlling the recovery personally or by nominating an official as the recovery Leader. In the interest of safety all competitors must abide by Recovery Leader's instructions. Only one Recovery Leader will be nominated for any situation.

12. Protest

- 12.1.** Written Protests will only be accepted from a competitor (Driver) handed directly to the Event Director or a Competition Committee Member within 2 hours a) of receiving the scores b) completion of the particular SS. All protests must be submitted with RM500.00 which shall be forfeited if the protest is dismissed. Any Protest related to 11 C must be lodged within 2 hours of the said incident
- 12.2.** Vehicle related protests must be received by the end of Scrutinizing and before the first day of Competition.
- 12.3.** The Event Director and Competition Committee and 2/3rd majority for the protest to be upheld. However, in the interest of the overall good of the event, the final say rests with the Event Director after hearing all the views.
- 12.3** A pre-selected representative from the event competitors will be allowed to sit in on any protest proceedings, but will have no voting rights.

13. Media Crisis Management

Preface:

The media has a right to report news that they see fit. It is important that anything we do reflects positively on our chosen recreation of off road activities and ensures we are viewed as a responsible organisation.

Potential adverse media or public interest generated by an incident at the event, which could threaten the reputation of the event or organisation in the future.

An incident is defined:

- A situation caused by a direct result of event activities.
- Affects the safety of any person engaged in event activities.
- A situation, which exposes any deficiency in safety or environment protection procedures.

General Procedures:

It is the Event Directors aim to ensure a safe and incident free event. However with any type of motor sport there is an element of danger and unplanned incidents are not unusual. Any incident has the potential to become a media crisis e.g.:- Personal injury, vehicle accident or environmental concerns. Competitors are advised to leave all media questions to the Event Director. After he has been briefed on all aspects of the crisis the Event Director will issue a statement on the incident and focus attention on the positive steps being taken to resolve the incident.

14. Rights of Organiser

- 14.1** The Organiser can refuse any entry, without giving any reason whatsoever.
- 14.2** The Organiser can abandon, cancel, postpone or shorten the event without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancelling, postponement or shortening of the event.
- 14.3** Exclude any person or vehicle, which fails to meet the event guidelines as set out in the Event Guide.
- 14.4** The Organiser can cancel any SS at any time including when some competitors have already completed the section for any reason whatsoever.
- 14.5** In the event of a breakdown or disabled vehicle, the event organizers will assist in getting the vehicle, where possible to a main road or track whereupon it is the competitor's responsibility to arrange the necessary repairs and to re-join the event. If repairs are not possible, they shall be deemed a non-finisher. No other assistance shall be expected from the organizers, remembering that participants are expected to be self-sufficient during the event.
- 14.6** The Organiser can disqualify any competitor who fails to abide by any rules set out in this event guide and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund of entry fee.

15. Indemnity

- 15.1** The Organizer (RFC International Sdn Bhd), its Founder/Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the organizer will not be held liable in any accident, causing injury or damage to the participants or their vehicles during the course of the event, including loss of personal belongings.
- 15.2** The Organizer (RFC International Sdn Bhd), its Founder/Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the organizer will not be held liable for any breach of any laws or regulations. The participants will be entirely responsible for any accidents or breach of laws in which liability may arise and shall indemnify the Organizer (Future Oracle Sdn Bhd), its Founder/Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the Organizer by signing the indemnity form.
- 15.3** Participants will have no claim whatsoever against the organizers or sponsors of the event. It is the participants own responsibility to have in force, a valid insurance coverage against third party liability.
- All event officials are covered by personal accident insurance for the duration of the event. This policy covers death and permanent disability, medical expenses up to RM50, 000 (subject to terms and conditions).
 - All participants are advised to take own additional insurance coverage for mishaps or illness for pre and post event days.
- 15.4** Participants must agree to and sign an indemnity form before the start of the event. Failure to do so renders the participant ineligible to start with no refund of the entry fee.

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16. Event Medical Policy

The following Guideline for competitors to provide information to Event Medic Team:

1. Medications Prescribed
2. Blood Group
3. Declaration of Allergies
4. Sugar to ensure in case of accident to determine any bleeding issue
5. Assure not epileptic
6. Heart condition

A Guide to Comprehensive Waterproof First Aid Kit Must Include :

Surgical Scissor, Gauze, Cotton Towel, Cotton Wool, Crape Bandage, Elastro Plaster, Regular Plaster, Surgical Spirit, Methyl Salicylate Spray, Paracetamol, Gaviscon, ORS (oral rehydration solution), Lactocalamine, Povidone – iodine