



JORDAN
الأردنية لرياضة السيارات
MOTORSPORT

JORDAN MOTOR SPORT

NATIONAL SPORTING AUTHORITY

Al-Hussein Rumman Hill Climb
REGULATIONS

Friday, July 11th 2008

2008
ALHUSSEIN
سباق الحسين
RUMMAN HILLCLIMB
FIA SANCTIONED
EVENT

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2 PROGRAM

Day	Date	Time	Program
Monday	23/6/2008	09:00	Entries open and Supplementary Regulations is published
Sunday	6/7/2008	16:00	Entries closed
		18:00	Entry List published on the Official Notice Board
Tuesday	8/7/2008	10:00-18:00	Free practice for Jordanian entrants ONLY
Wednesday	9/7/2008	10:00-18:00	Free practice for Foreign entrants ONLY
Thursday	10/7/2008	10:00-14:00	Administrative checks and Scrutineering at RACJ and issuing of Competition numbers
		18:00	First Stewards meeting
		19:00	List of Eligible Starters and their Classification is published
Friday	11/7/2008	07:00-09:00	Service Park open
		09:30	Latest time for cars to enter Parc Fermé
		09:35	Compulsory general briefing for all competitors at the Control Tower
		10:00	First Round
		13:00 approx.	Second Round
		16:00 approx.	Third Round for the Best 10
		17:00	Stewards second meeting at site. Provisional results published at site
		17:00-17:30	Protest time
		17:30	Final Official Results Published
		20:00	Prize Giving and Award Ceremony (venue to be announced)
Sunday	13/7/2008	18:00	Closing time for Appeals

All Cars Must Pass Safety Scrutineering before they are allowed to practice. A Scrutineer will be on site to do the proper checks. Safety requirements are the same for practice and race. The requirements apply for car, driver and passenger (during practice).

3 ORGANISATION

3.1 DEFINITION

Jordan Motor Sport will organize Al-Hussein Rumman Hill Climb.

The Hill Climb will be run in compliance with the International Sporting Code (and its appendices), the FIA International Hill Climb Challenge Regulations, the Provisions of the National Sporting Regulations that comply with the FIA Regulations, these Regulations and any Bulletins that will be issued by the Race Director or the Panel of Stewards.

3.1.1 DEFINITION OF THE EVENT

Name of the Event: Al-Hussein Rumman Hill Climb

National Sporting Authority: Jordan Motor Sport
ASN visa №: 1H/2008
Issued on: February 19th 2008

3.2 CHARACTERISTICS OF THE RACE

Competitors are permitted to participate in ONE car only.

Total distance: 3.00km

Minimum slope average: 5%

Each competitor must complete at least one round.

The Hill Climb race will consist of two (2) runs with a third run for the best 10 overall results. The classification will be drawn from the best run.

3.3 ADDRESS OF THE PERMANENT SECRETARIAT

Jordan Motor Sport
PO Box 143222
Bayader Wadi Seer
Amman 11814 Jordan
Tel. + 962 6 5850626
Fax + 962 6 5885999
Email: info@jordan-motorsport.com
Web: www.jordan-motorsport.com

3.4 ORGANIZING COMMITTEE AND OFFICIALS OF THE EVENT

3.4.1 ORGANIZING COMMITTEE

Mamoun Shalabi, Omar Zarour, Ihab Bate

3.4.2 OFFICIALS OF THE EVENT

Stewards of the meeting:	Hasan Ala' Eddin	(Chairman)
	Othman Nashashibi	
	Fawzi Sawalha	
Race Director:	Omar Zarour	
Safety Officer:	Issa Qaqish	
Race Operations & Comm.:	Mohammed Daboubi	
Chief Marshal:	Ihab Bate	
Start Official:	Assem Quneibi	
Service Park Manager:	Issa Khair	
Parc Fermé – SP Timing Official:	George Barhoumeh.	

ASN Scrutineers:	Imad Yared, Bassem Tarazi
Asst. Scrutineers:	Nasser Qadoumi, Hatem Almnayyer, Tarek Ashhab, Husam Maqableh
Time Keepers & Results:	Nadim Hamzeh, George Tabello
Competitors' Relations Officer:	Burhan Abu Qoura
Press Officers:	David Williams and Mohammed Farawati
Chief Medical Officer:	Dr. Hashem Abdallat
Track Supervisor:	Mohammed Askalan
Equipment Officer:	Mohammad Daboubi
Logistics Officer:	Ibrahim Sheikh
Secretary to the Stewards:	Luma Khrisheh

4 ELIGIBLE CARS

4.1 ELIGIBILITY

This hill climb counts for the following titles:

- Al-Hussein Rumman Hill Climb Challenge – Trophy Overall
- Al-Hussein Rumman Hill Climb Challenge – Trophy for Group N
- Al-Hussein Rumman Hill Climb Challenge – Trophy for Group A
- Al-Hussein Rumman Hill Climb Challenge – Trophy for Rear Wheel Drive
- Al-Hussein Rumman Hill Climb Challenge – Trophy for Front Wheel Drive

4.2 STANDARD CATEGORY – M1 (GROUP 1 – STANDARD CARS)

- Standard production cars.
- Turbo- Supercharged standard production cars with a restrictor up to 38mm, not homologated for competition with standard nonprogrammable Electronic Control Unit.

C1 - up to 1600 cc

C2 - >1600cc up to 2000cc

C3 - >2000cc up to 3000cc

C4 - >3000cc

Permitted Modifications:

- Free flow exhausts system.
- Free material type brake pads.
- Front seats must be replaced by sports, racing bucket seats FIA homologated.
- Original seat belts must be replaced by an approved type from a recognized manufacturer provided the mountings comply with FIA regulations.
- Slick Tyres.
- Free flow air filter.
- Stiffer heavy-duty springs and dampers provided they do not change the original ride height of the car.

- Engine transplant, provided the installed engine comes as standard in the same series model or chassis type, in the same location, using original mountings, but without any modifications of any type except those permitted in the regulations of the group.

4.3 MODIFIED CATEGORY – M2 (GROUP 2 – MODIFIED CARS)

All modifications permitted in the Standard group plus the following:

- Homologated Group N Rally-Cars naturally aspirated
- Homologated Group N Rally-Cars Turbo- Supercharged with a restrictor up to 38mm.
- Modified normally aspirated standard production cars
- Modified Turbo-Supercharged standard production cars with a restrictor up to 38mm, not homologated for competition, but with modifications exceeding those permitted in the regulations of group S.

C5 - up to 1600 cc

C6 - >1600cc up to 2000cc

C7 - >2000cc up to 3000cc

C8 - >3000cc

Permitted Modifications:

- Homologated Group N modifications as in homologation papers.
- Modified standard production cars with modifications that exceed those allowed in group S.

4.4 SUPER MODIFIED CATEGORY – M3 (GROUP 3 – SUPER MODIFIED CARS)

- Homologated Group A Rally-Cars naturally aspirated
- Homologated Group A Rally-Cars Turbo- supercharged with a restrictor up to 38mm.
- Super Modified cars, with modifications exceeding those allowed in the Modified group

C9 - up to 1600 cc

C10 - >1600cc up to 2000cc

C11 - >2000cc up to 3000cc

C12 - >3000cc

4.5 SPECIAL CATEGORY 1– M4 (GROUP 4 – SPECIALLY PREPARED COMPETITION CARS)

Special Competition Prepared Cars and Prototype Cars.

- Cars with engine transplant that does not fit the description applicable to S, M, and subject to these cars passing Scrutineering checks with regard to safety and sound engineering principles.
- Specially built hill-climb-racing cars, specialist cars, and Prototype cars, not mass-produced, i.e. built in small numbers (< 2500 cars annually and serially).
- Cars that are built partly or fully from fibreglass or plastic according to appendix J of the FIA sporting code, unless it was mentioned in that code plastic glass are allowed only for the rear windows.
- Cars fitted partially or completely with any type of composite bodywork replacing the original, (e.g. GRP, CFRP etc.), except if the parts are homologated.

C13 - up to and including 2000cc

C14 - >2000 and up to and including 3000cc

C15 - >3000

Note:

- All the above cars if Turbo/Supercharged must have a restrictor up to 38mm.
- The FIA Sporting Code appendix J must be applied for the fitting of all turbo restrictors.
- The windscreen and the Driver's window must be made from "Securite" or "Laminated" glass only.
- Any car that does not fit any of the above classes and modified in a manner, considered by the Scrutineers, to give extra performance advantage to the car, and is not stated in the group regulations, will be classified at the recommendation of the Scrutineers, with consultation with the Race Director and the approval of the Panel of Stewards.
- If more than two cars do not populate a class, they will be moved into competitive classes at the recommendation of the Scrutineers, with consultation with the Race Director and the approval of the Panel of Stewards.
- All cars must be equipped with a roll cage as per paragraph 6.1 below.
- There will be no change of car classes after posting the list of eligible starters. The Panel of Stewards may approve any change upon the advice of the Race Director and the recommendation of the Scrutineers.

5 CONSENT, ENTRANTS AND DRIVERS

- Any person or legal entity holding a competitor's licence valid for the current year by his/her ASN is accepted and eligible recognized.
- Foreign competitors and drivers must be in possession of a written authorisation to take part in the event from the ASN which issued them with their licence(s).

6 SAFETY MEASURES

6.1 The safety equipment of all cars must comply with the FIA International Sporting Code, Appendix J and H, for the year 2008.

6.2 Any car with insufficient safety features or not complying with the Regulations in force shall not be admitted to or shall be excluded from the Event.

6.3 Wearing a homologated safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during practice and race.

6.4 Drivers are strictly obliged to wear a homologated fire-resistant overalls (including a mask or balaclava, gloves, boots, underwear) complying with the current FIA standard during the practice heats and the race.

6.5 Drivers' seat must be FIA homologated racing seat.

6.6 The installation of the following elements in the cars must comply with the FIA International Sporting Code, Appendix J, for the year 2008:

- Fuel piping, pumps tanks and filters.
- Braking system, brakes security.
- Supplementary fixations.

- Extra tools fixations.
- Safety Belt (homologated).
- Fire wall separation.
- Manual extinguisher.
- Roll cage.
- Rear view mirrors.
- Towing eye.
- Battery fixation.
- Seats fixation (homologated).
- Driver's equipment.

7 ENTRIES

7.1 Any person who wishes to participate in Al-Hussein Rumman Hill Climb 2008 has to send his/her Entry Form to the Secretariat of the Event accompanied by the Entry Fees no later than 16:00 on Sunday July 6th to the following address:

Jordan Motor Sport

P.O. Box 143222

Bayader Wadi Seer

Amman 11814 Jordan

Tel. + 962 6 5850626

Fax + 962 6 5885999

Email: info@jordan-motorsport.com

7.2 No amendments may be made to the entry form, except in the cases provided for in the present Regulations.

7.3 By the very fact of signing the entry form, the Entrants and the Competitors submit themselves to the sporting jurisdictions specified in the International Sporting Code and the Prescriptions of the present Regulations only.

7.4 The Organizing Committee reserves the right:

a) To refuse any entry in accordance with Article 74 of the FIA International Sporting Code (ISC).

b) To cancel the Event if the number of the competitors is less than 25 cars.

7.5 By the very fact of his registration, each Entrant undertakes himself as well as his Driver to be acquainted with and to accept the Event Regulations and accept the decisions of the Organiser as well as the Officials (subject to the right of Protest and Appeal).

7.6 Double starts (1 driver for 2 cars or 1 car for 2 drivers) are not authorized.

7.7 In case of an accident, the Competitor and the passenger (during Practice) exclude any responsibility of Organiser and Officials of the Event and pledge to renounce any complaint against them.

7.8 Cancellation of the Event: In case of Force Majeure, or for reasons of security, according to Article 60 of the International Sporting Code, the Organiser will not be held responsible other than the obligation to return the entry fees.

7.9 The maximum number of Entrants is limited to 45 cars.

7.10 The Entry List will be published according to the program.

8 ENTRY FEES

8.1 The entry fees are fixed as follows:

For Jordanians:

With the Optional Advertising: 70.000 JD

Without Optional Advertising: 140.000 JD

Foreign Nationalities:

With the Optional Advertising: 200.00 US\$

Without Optional Advertising: 400.00 US\$

An Official Bulletin will be issued listing the optional advertising and will be distributed during the Administrative Checks.

8.2 The entry form **to be accepted MUST**:

- a) Entries shall be made using the official entry form only.
- b) The entry form must be accompanied by the appropriate entry fee or a receipt from the Entrants ASN confirming that the appropriate fee has been paid and stamped/approved (or providing an authorisation letter) by the Entrant ASN for foreign entries.
- c) Contain all the details of the Driver and the Car.
- d) Be accompanied by a photocopy of the 1st page of the car homologation (if applicable).

8.3 Entry fees will be refunded in full:

- a) To candidates whose entry has not been accepted.
- b) In the case of the Event would not take place.
- c) No reimbursements will be made except for the above mentioned.

9 INSURANCE

9.1 MEDICAL INSURANCE

All Drivers must have a valid medical insurance for the duration of the Event including any injuries related to their participation. The Organiser shall take no responsibility of any illness or injuries.

The Organizer will insure him/her with a fee of 100 US\$ (70 JD) which must be paid during documentation.

The insurance cover will come into effect at the start of the Event and will cease at the finish or at the moment of retirement, disqualification or exclusion.

9.2 THIRD PARTY INSURANCE

All competitors' cars must be in possession of third party property insurance.

In case of car breakdown during the race, the Organiser is responsible for transporting the car to the Service Park.

In case of car breakdown outside the track, the competitors bear the transportation and/or towing fees.

10 RESERVATIONS, OFFICIAL TEXT

The Organiser reserves the right to add to these Regulations or to issue additional conditions or instructions, which will form an integral part of them. Also, reserves the right to cancel or stop the Event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

- Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered Bulletins, which shall be posted on the Official Notice Board.
- Bulletins issued by the Organiser will be sent to the other ASNs.
- The Stewards of the meeting shall decide any cases not provided for in the Regulations.

11 OBLIGATIONS OF THE PARTICIPANTS

11.1 The Organiser shall provide each participant with two (2) sets of start numbers, which shall be clearly displayed on both sides of the car throughout the duration of the Event.

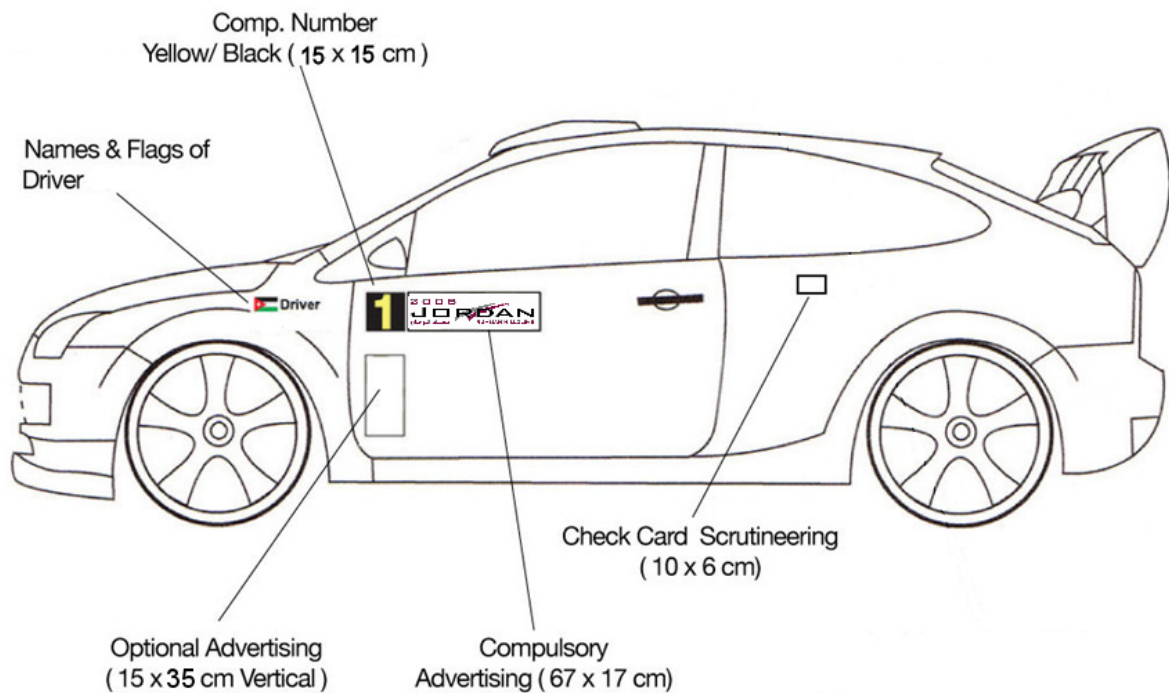
11.2 The name of the Driver and his national flag must appear on the front wings.

11.3 The participants can on no account make any modification(s) to the shape, the dimension or the contents of these sets of numbers under pain of exclusion

11.4 The Organiser is responsible for allocating the start numbers.

11.5 At the end of the Event, before leaving the Parc Fermé or the Service Park, the cars number plates must be removed. An official will be monitoring the exit and any car leaving without removing the number plates will be reported and penalized up to the discretion of the Panel of Stewards, unless a written permission is obtained from the Organiser.

12 ADVERTISING AND IDENTIFICATION NUMBERS



12.1 The competitors are allowed to deal directly and freely with the advertiser. Their mutual commitments should conform to the sporting codes and these regulations.

12.2 The advertisement is authorized on the clothes of the drivers on the conditions foreseen in 12.1

12.3 The used places for that purpose are free with the exception of those reserved for the competition numbers, the logo of the Challenge as well as that of the Organiser and the areas allocated for the optional advertising.

12.4 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorized by the FIA regulations.
- It is not likely to give offence.
- It does not intrude upon the spaces defined below reserved for plates, race numbers.
- It does not interfere with the driver's vision through the windows.

13 TRACK BEHAVIOUR AND FLAG SIGNALS

13.1 It is strictly forbidden to drive a car across or in the opposite direction to the direction of the race, unless instructed to do so by the marshals or the Race Director. Any breach of this regulation shall result in exclusion.

13.2 If a Driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his car away from the track and stay with it, and obey any instructions given by the marshals.

13.3 The following flag signals will be used during practice and the race, and must be strictly observed:

Start flag	National flag
Red flag	Stop immediately and definitively.
Chequered flag	End of the round (finish line).

RED Flags will be used at ALPHA, BRAVO, CHARLIE and DELTA Safety points.

14 RUNNING OF THE EVENT

14.1 PRACTICE

- Official practice shall take place in accordance with the timetable above.
- If a passenger will accompany the driver in the car during practice, Articles (16.1) and (16.2) will apply to both the driver and the passenger.

14.2 ARRIVING AT THE START LINE

- The drivers and their cars must be present in the Parc Fermé minimum 30 minutes before the start of the Event and to be at the disposal of the Race Director.
- The drivers will be held responsible of a possible disregard of any announced changes in the schedule, which could be decided before the start and published during the compulsory briefing. Penalty will be imposed at the discretion of the Panel of Stewards.
- The drivers and their cars must be present in their starting order ten (10) minutes before their individual round at the pre-start holding area. Any breach of this rule will result in the competitor forfeiting the run.

15 START, FINISH AND TIMEKEEPING

15.1 The start will take place individually for each driver with the car stationary and the engine running.

15.2 The Stewards of the meeting and/or the Race Director have the right to modify the starting order according to circumstances.

15.3 No car may start outside its own Group unless expressly authorized to do so by the Race Director.

15.4 Any car which has triggered the timing apparatus will be considered as having started, and will not be granted a second start.

15.5 The finish shall be a flying finish. The round ends when the car crosses the finish line; as soon as this is done, the car **must** reduce speed drastically and immediately drive to the service park.

15.6 Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.

15.7 Any car that doesn't start in 20 seconds after the order to start from the marshal in charge will be penalized at the discretion of the Panel of Stewards.

16 THE RACE

16.1 All drivers during the practices as well as the rounds should abide by all Regulations indicated in Appendix H of the International Sporting Code and the decisions taken by the Race Director.

Any breach of the rules reported to the Race Director with his recommendation and approval by the Panel of Stewards could result in the competitor being excluded from the Event.

16.2 During the Event and practice, competitors must wear their crash helmets, fire-resistant overalls (including mask or balaclava, shoes, underwear and gloves) and fasten seat belts. If not they will be liable to a penalty, which may go as far as exclusion, at the discretion of the Stewards.

16.3 During the Event, the driver must be alone in the car.

16.4 Cars will be called to the start area according to grouping prepared by the organiser. If a driver was not ready to join his group, he will lose his run.

16.5 Only competitors and service people (wearing badges) are allowed in the Service Park.

16.6 Same car must be used for all runs and practice.

16.7 Competitors only are allowed to repair their competing cars during their runs.

16.8 A general briefing will be held at the Control Tower as indicated in the Program above. The presence of all drivers is compulsory. Those who do not attend will be penalized up to the discretion of the Panel of Stewards.

16.9 No service of any kind is allowed in the Parc Fermé and the Pre-Start Holding area before driving to the start area.

16.10 Cars, which have broken down along the course, may only be towed away by order of the Race Director and after the round is finished.

16.11 Tyre Warming is permitted on the condition that the Driver equipment and two badge holders (Team Passes) are stationed in the start area before the first run until the end of the Race, provided a written request is submitted to the Organiser at Documentation.

16.12 Competitors who do not have tyre warmers are allowed to warm the tyres three times 30 meters before the start line.

17 ADMINISTRATIVE CHECKS AND SCRUTINEERING

17.1 ADMINISTRATIVE CHECKS

17.1.1 All competitors and drivers taking part in the Hill Climb must report to administrative checks in person or by a representative with a written authorization on the condition that the entry form is completely filled and already signed.

17.1.2 The administrative checks will consist of checking the following:

- Control of the registration and the characteristic data of the car (brand, model, category, group, engine capacity, etc...).

- Control of the competitors' driving licences, competition licences, its validity for the current year, car third party insurance and driver medical insurance, etc. for both local and foreign competitors.
- A written approval of the owner's car to compete in the Event, if the car is not registered in the competitor name.
- Foreign participants must also present written ASN authorisation, if this was not enclosed with their entry and the car insurance sheet.

Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering.

17.2 SCRUTINEERING

17.2.1 Scrutineering does not constitute confirmation that the car complies with the regulations in force.

17.2.2 After Scrutineering has been completed, the list of Starters shall be published and posted on the Official Notice Board by the Organiser according to the Time Table above.

17.2.3 Competing cars can be changed up to Scrutineering time: to a car in the same Group and Class.

17.2.4 Any car may be subjected to additional checking by the Scrutineers, both while the Event is taking place and especially after the finish.

17.2.5 Each competitor must present his/her car to the Pre-Event Scrutineering driven with engine running. All cars must pass safety Scrutineering before any practice runs scheduled before the actual Event.

17.2.6 Participants reporting after Scrutineering time shall be liable to a penalty which may go as far as exclusion, at the discretion of the Stewards. However, the Stewards may decide to allow the car to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure, provided a written request and evidence of force majeure is submitted and approved by the Race Director prior to the commencement of Scrutineering and will be financially penalized with the amount of 15 US\$ (11 JD) for every 15 minutes of lateness.

17.2.7 Competitors must bring their crash helmets, fire-resistant overalls (including mask or balaclava, underwear), shoes and gloves for inspection and marking and they must comply with the current FIA standards.

17.2.8 The homologation forms for Groups A and N cars must be presented. Otherwise, Scrutineering will be refused. Modified Groups needs no homologation forms.

17.2.9 Should it turn out, at the time of Pre-Race Scrutineering, that a car does not correspond in its presentation to the group in which it was entered, this car may, upon the proposal of the Scrutineers, be transferred by the Panel of the Stewards of the Meeting to a different group or be refused definitively.

18 THE OFFICIAL NOTICE BOARDS

An Official Notice Board shall be established at the Event Secretariat from the date the entries open until the date of the Event. A second Official Notice Board shall be established at the Event site and shall be located at (TC - Service IN) from the time of the first practice until the end of the Race.

19 PARC FERMÉ AND FINAL CHECKS

19.1 PARC FERMÉ

19.1.1 At the end of the Event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

19.1.2 At the end of the Event, all cars shall remain in the Parc Fermé until indication to the contrary, is given by the Race Director with the approval of the Panel of Stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

19.2 FINAL CHECKS

19.2.1 All cars may be subjected to checking by the Scrutineers before each round, however; the scrutineers have the right to check any car that was involved in an accident. Cars recognized in a deficient state will be prohibited to start.

19.2.2 Any car may be subjected to final checking by the Scrutineers, after the finish.

19.2.3 At the request of the Stewards, whether spontaneously or following a protest, a car may be impounded after the finish and subjected to complete and detailed scrutineering.

19.2.4 Competitors who do not act in accordance with these measures will be subject to exclusion from the Event.

20 SERVICE PARK

20.1 At the end of each round each competitor will have a service time of 30 minutes in the Service Park, each additional minute not exceeding 20 minutes (50 minutes total) will be penalized for 15 US\$ (11 JD) per minute. The third run will have the same Service time. Any time exceeding the 50 minutes will result in exclusion.

20.2 After finishing the service time the competitor is obliged to leave the Service Park to the Parc Fermé.

20.3 Early arrival to the Parc Fermé is allowed.

20.4 Arriving late to Parc Fermé will be financially penalised 15 US\$ (11 JD) for each minute late up to 15 minutes, otherwise will be excluded from the Event.

20.5 Driving competing cars in Service Park or out of Service Park at none allowed times without permission will result in a financial penalty and up to exclusion at the discretion of the Panel of Stewards.

20.6 A space of 5x5 meters will be allocated to each competitor and one service car will be allowed in, if space permits.

20.7 FIA General Prescriptions 2008 regarding Service Regulations will be applied.

20.8 Service cars are not allowed to travel in Service Park after they arrive to their location in the morning.

21 CLASSIFICATIONS, PROTESTS AND APPEALS

21.1 CLASSIFICATIONS

- 21.1.1 The Provisional Results will be published after the last competing car finishes its round.
- 21.1.2 The results will become Official after half an hour following the posting of the Provisional Results if no protest was received.
- 21.1.3 The driver with the least time achieved in any of the three rounds will be declared winner.

21.2 PROTESTS AND APPEALS

21.2.1 PROTESTS

- The lodging of protests and the deadlines to be observed are stated in the Program and shall be in accordance with the provisions of the FIA International Sporting Code.
- The deadline for lodging of protests against the results of the classifications (Article 174d of the FIA International Sporting Code) shall be 30 minutes after the announcement and posting of the results on the Official Notice Board.
- The deposit set for the protest is set at USD 500 (JD 350) to be paid in cash at the time of lodging the protest. The deposit shall be refunded if the protest is upheld.
- The deposit set for the protest involving a clearly defined part of the car is set at US\$ 1500 (1100 JD).
- Mass protests and protests regarding timekeeping or the decisions taken by the Panel of Stewards are not accepted.
- No protest against the whole car is accepted.
- The right of protests can only be exercised by competitors who are duly entered in the Event, or by their representatives holding written authorization (original documents to be presented).
- In the Event of a protest necessitating the dismantling of the car, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for the checks to be carried out.
- The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

21.2.2 APPEALS

- The lodging of an appeal and the related costs shall be in accordance with the provisions of the FIA International Sporting Code.
- The deposit for a National Appeal is set at the equivalent of 1000 JD.
- The deposit for an International appeal is set at Euro 6000.

22 INFRINGEMENTS AND PENALTIES

The Panel of Stewards can impose any penalty for infringements not stated below.

Type of Infraction	Penalty
--------------------	---------

Practice on track without permission	As far as exclusion from the Event by the decision of the Panel of Stewards.
Not following Starting arrangement and refusal or delay in starting (Article 14 and Article 15)	Forfeits the Run.
Not following track behaviour or flag signals (Article 13)	Exclusion from the Event.
Not wearing the proper clothing during practice (driver and passenger) and Race (Article 6)	Liable to a penalty which may go as far as exclusion, at the discretion of the Panel of Stewards.
Late in arriving at Service Park before the Start of the Race (Article 14.2)	Monetary penalty 10 US\$ (7 JD) for each minute and not exceeding 15 minutes otherwise exclusion.
Service Time (Article 20.1)	Any time exceeding the 50 minutes will result in exclusion.
Late in arriving at Parc Fermé during the Event if did not request and purchased extra service time (Article 20.4)	Monetary penalty: 15 US\$ (11 JD) for each minute up to maximum of 15 minutes, otherwise exclusion.
Not ready to start within 20 seconds from Start order (Article 15.7)	Up to the discretion of the Panel of Stewards.
Driving competing cars in Service Park or out of Service Park at none allowed times without permission (Article 20.5)	Monetary penalty and up to exclusion at the discretion of the Panel of Stewards.
Arguing with any Event Official	Exclusion from the Event.
Competitor entering Control Tower at any time without permission	5 seconds.
Not removing car number plates at the end of the Race without a written permission from the Organiser (Article 11.5)	Up to the discretion of the Panel of Stewards.
Not attending the compulsory general briefing (Article 16.8)	Up to the discretion of the Panel of Stewards.
Infringement of any FIA Regulations not stated above	Up to exclusion from the Event.

Any cash penalty must be paid to the Competitors' Relations Officer against an official receipt.

23 PRIZES AND CUPS

List of Prizes and Cups

Overall Classification

First	1 Trophy
Second	1 Trophy
Third	1 Trophy
First Front Wheel Drive	1 Trophy (Three Starters)
First Rear Wheel Drive	1 Trophy (Three Starters)
First in each Class	1 Trophy (Three Starters)
First in Group A	1 Trophy (Three Starters)
First in Group N	1 Trophy (Three Starters)

First Lady

1 Trophy (Three Starters)

Beginner

1 Trophy (1st Rumman Hill Climb participation)

24 MISCELLANEOUS

- Competitors are advised to arrive as early as possible on practice days to guarantee maximum time of practice.
- Practice will be carried out only in the race car and after passing safety Scrutineering.
- Practice times will be under the supervision of the Organizing Officials to insure Competitors' safety.
- Ambulances and rescue services will be present during practice and Event.
- Passes and car plates will be handed upon completion of the Administrative Checks:

One (1)

Driver pass

One (1)

Team Manager pass

Six (6)

Team passes

One (1)

Service car plate

Two (2)

Number plates for competing car