



CARS & SUV's

ADVENTURE

Supplementary Regulations

ANNOUNCEMENT

The 18th Maruti Suzuki Raid-de-Himalaya 2016 will be run in compliance with the International Sporting Code of the FIA, National Competition Rules (NCR) & General Prescriptions of the FMSCI, these Supplementary Regulations and bulletins issued by FMSCI. Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by Organisers or the Stewards)

Rights & Obligations of the Organisers

The Organising Committee and the Stewards of the Meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which arise. The organisers may also issue any Competitor Information Bulletins (CIBs) and/or written instructions to competitors at any time with the approval of FMSCI / Stewards. Written instructions when issued shall be signed by each competitor/entrant as proof of receipt and shall have the same legal force as these Supplementary Regulations. All CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force (and will constitute an integral part) of these regulations and will be posted at Meet HQ. As far as possible, the CIBs shall be brought to the notice of the individual competitor. However, it is the responsibility of the competitor and/or entrant to acquaint themselves with the CIBs and or written instructions posted at the official notice boards.

MARUTI SUZUKI RAID DE HIMALAYA ADVENTURE TRIAL 2016

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PROGRAMME

Entries open upon publication of the Draft Supplementary Regulations at Himalayan Motorsport Association.

Date (2016)	Time (hrs)	Venue	Particulars
Apr 15	1100	HMA Office, Shimla	Opening of Early Entries
May 15	1700	HMA Office, Shimla Office	Closing Date of Early Entries
May 16	1100	HMA Office, Shimla HMA Office	Opening of Standard Entries
Jul18	1700	HMA Office, Shimla	Closing date of Standard Entries
Jul 19	1100	HMA Office, Shimla HMA Office	Opening of Late Entries
Aug 31	1700	HMA Office, Shimla HMA Office	Closing of Late Entries
Sep 28	1200	HMA Office, Shimla	Publication of Scrutiny Schedule
Oct 7, 8	0800	Citrus Resort, Manali	Administrative Checks
Oct 7,8	0830	Citrus Resort,Manali	Pre-event Scrutineering
Oct 7,8	0900	Citrus Resort,Manali	Opening of Media Centre
Oct 8	1500	Citrus Resort,Manali	Ceremonial Flag Off
Oct 8	1700	Solang Valley,Resorts	Compulsory Drivers' Briefing
Oct 8	1800	Citrus Resort, Manali	Doctors' Briefing (for doctors only)
Oct 8	2100	Cirtus Resort, Manali	1st Stewards Meeting
Oct 8	2200	Solang Valley, Resorts	Publication of Start Order for Leg 1
Oct 9	0500	Solang Valley, Resorts	Entry to ParcFerre for Leg1 starts
Oct 9	0530	Solang Valley, Resorts	Entry to ParcFerre for Leg 1 ends
Oct 9	0600	Solang Valley, Resorts	Start of Leg 1
Oct 9	1600	Solang Valley, Resorts	End of Leg 1
Oct 9	2200	Solang Valley, Resorts	Publication of Partial Unofficial Classifica-tion after Leg 1 and Start
Oct 10	0500	Solang Valley,Resorts	Entry to ParcFerre for Leg 2 starts
Oct 10	0530	Solang Valley,Resorts	Entry to ParcFerre for Leg 2 ends
Oct 10	0600	Solang Valley,Resorts	Start of Leg 2
Oct 10	1600	Helipad,Tabo	End of Leg 2
Oct 10	2200	Hotel Dewachen,Tabo	Publication of Partial Unofficial Classification after Leg 2 and Start Order for Leg 3
Oct 11	0630	Helipad ,Tabo	Entry to ParcFerre for Leg 3 starts
Oct 11	0730	Helipad,Tabo	Entry to ParcFerre for Leg 3 ends
Oct 11	0800	Helipad ,Tabo	Start of Leg 3

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Oct 11	1630	Helipad,Tabo	End of Leg 3
Oct 11	2000	Hotel Dewachen, Tabo	Publication of Partial Unofficial Classification after Leg 3 and Start
Oct 12	0500	Helipad, Tabo	Entry to ParcFerme for Leg 4 starts
Oct 12	0530	Helipad ,Tabo	Entry to ParcFerme for Leg 4 ends
Oct 12	0600	Helipad,Tabo	Start of Leg 4
Oct 12	1630	Sarchu Camp	End of Leg 4
Oct 12	2200	Sarchu Camp	Publication of Partial Unofficial Classification after Leg 4 and Start List for Leg 5
Oct 13	0500	Sarchu Camp	Entry to ParcFerme for Leg 5 starts
Oct 13	0530	Sarchu Camp	Entry to ParcFerme for Leg 5 ends
Oct 13	0600	Sarchu Camp	Start of Leg 5
Oct 13	1630	Hotel TashiDelek, Keylong	End of Leg 5
Oct 13	2200	Hotel TashiDelek, Keylong	Publication of Partial Unofficial Classification after Leg 5 and Start List for Leg 6
Oct 14	0500	Hotel TashiDelek, Keylong	Entry to ParcFerme for Leg 6 starts
Oct 14	0530	Hotel TashiDelek, Keylong	Entry to ParcFerme for Leg 6 ends
Oct 14	0600	Hotel TashiDelek, Keylong	Start of Leg 6
Oct 14	1600	ABMIVAS, Manali	End of Leg 6
Oct 14 Oct 15	1630	ABMIVAS, Manali	Post event Scrutiny ON ARRIVAL
Oct 14	2200	Citrus Resort, Manali	Publication of Provisional Final Classifications
Oct 15	0845	Citrus Resort, Manali	Stewards Meeting
Oct 15	1200	Citrus Resort, Manali	Prize Distribution Ceremony

DESCRIPTION

- 1.1 Status of the event: National
 Name: **RAID DE HIMALAYA ADVENTURE TRIAL 2016**
 Place: Shimla, India
 Date: October 7 to October 15, 2016.
- 1.2 **Permit No**
 FMSCI Permit Number: **284 / 2016 - Adventure Trial TSD 4w**
- 1.3 **Location of Official Notice Boards**
- From publication of these regulations to 10th October, 2016 at the office of Himalayan Motorsport at Moto World, Nav Bahar, Shimla
 - From the 9th October, 2016 at the Raid Headquarters of Himalayan Motorsport at the end venue.
 - Leg 1, 2, 3, 4, 5 & 6 end venue and after the Finish of the Raid at Raid Headquarters / Final Parc Ferme at the end venue
- 1.4 **Location of Raid Headquarters**

DATE 2016	TIME		PLACE
	OPEN	CLOSE	
7 Oct	1000	1800	Citrus Resort, Manali
8 Oct	1000	1800	Citrus Resort, Manali
9 Oct	1000	2200	Hotel Dewachen, Tabo
10 Oct	1000	2200	Hotel Dewachen, Tabo
11 Oct	1000	2200	Sarchu Camp
12 Oct	1000	2200	Hotel Tashi Delek, Keylong
13 Oct	1000	2200	Citrus Resort, Manali
14 Oct	1000	2300	Citrus Resort, Manali

- 1.5 **Location of Parc Ferme at Start for each leg**

LEG	DATE	LEG START Parc Ferme
1	9 Oct	Solang Valley Resorts, Manali
2	10 Oct	Solang Valley Resorts, Manali
3	11 Oct	Helipad, Tabo
4	12 Oct	Helipad, Tabo
5	13 Oct	Sarchu Camp
6	14 Oct	Hotel Tashi Delek, Keylong

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1.6 Location of Media Room

Date	Time	Location of Media Room
8th Oct, 2016	From 0600hrs	Citrus Resort,Manali
9th Oct, 2016	From 0900 hrs	Citrus Resort,Manali
10th Oct. 2016	From 0900 hrs	Hotel Dewachen,Tabo
11th Oct. 2016	From 0900 hrs	Hotel Dewachen,Tabo
12th Oct.2016	From 0900 hrs	Sarchu Camp
13th Oct 2016	From 0900 hrs	Hotel Tashi Delek,Keylong
14th Oct 2016	From 0900 hrs	Citrus Resort,Manali

2.2 Address & Contact Details: Himalayan Motorsport

Motoworld, Navbahar, Shimla,
Himachal Pradesh - India
Phone: +91 (0) 177 2842916
Fax: +91 (0) 177 2844338
Email: info@raid-de-himalaya.com

2.3 Name of the National Sporting Authority

The Federation of Motor Sports Clubs of India,
 “Krishna Towers – I”, VI Floor, Apt. # 25, New No. 50,
 Sardar Patel Road, Chennai – 600 113
 Tamil Nadu - India

Chief Patron

Raja Virbhadra Singh

Hon. Chief Minister Himachal Pradesh

2.4 Organisation Committee

Mr.V C.Pharka IAS	Mr.Atul Handa	Mr.Vijay Parmar
Mr.R.S Dhaliwal	Mr.Manjeev Bhalla	Mr. Sanjay Kumar
Mr.Avishkar Ranjan	Ms.Rajni Nagu	Ms.Madhu Parmar

2.5 Stewards of the Meeting

Chief Steward	Mr. Farad Bhatena
Steward	Mr. Sudev Barar
Club Steward	Mr. C K Chinnappa

2.6 FMSCI Scrutineer

Chief Scrutineer	Mr Ravi Wangchoure
Asst Scrutineer	Mr Zorawar Singh

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2.7 Senior Officials

Clerk-of-the-Course	Mr. Atul Handa
Secretary of the Meet	Mr. Sanjay Kumar
Competitor Relation Officer	Mr. Manu Virmani
Chief Time Keeper	Mr. Yogesh Raheja
Chief Medical Officer	Dr. S Caprihan
Chief Safety Officer	Mr. Jagwant Gill
Results	Himalayan Motorsport

Area Coordinators

Area Coordinator (Manali)	Mr. R S Dhaliwal
Area Coordinator (Tabo)	Mr. Manu Virmani
Area Coordinator (Sarchu)	Mr. Sanjay Kumar
Area Coordinators (Keylong)	Mr. Manu Virmani

2.8 JUDGES OF FACT :

All persons (other than stewards) named in Art. 2.7. Duties of the Judges of Fact are described in Appendix I.

2.9 Identification of Officials

The Post Chiefs and other marshals will be identified as follows:

Scrutineers : - Light Blue Vest with Black "SCRUTINEER"
Marshalls :- Lime Green/ Orange Dayglo Safety Vests

GENERAL CONDITIONS

- | | | |
|-----|--------------------------------------|-------------------|
| 3.1 | Total distance of the course | 1850 Kms |
| 3.2 | Number of legs | 6 |
| 3.3 | Description of Type of Road Surface: | Tarmac and Gravel |

ELIGIBILITY OF VEHICLES

4.1 Groups and Classes

The Groups formed are as follows:

1. Cars.
2. SUV's.

These can be manufactured in any year, be of any make and model, having any engine cubic capacity.

Definitions of Cars v/s SUV's:

Cars are 2 wheel or 4 wheel drive hatchbacks or sedans having a ground clearance of less than 150mm. and wheel rim sizes upto 15 inches and below.

SUV's are 2 or 4 wheel drive vehicles having a higher ground clearance more than 150mm. and wheel rim sizes 15 inches and above.

Vehicles sold by manufactures as SUV will be considered SUV's even if the tyre size is less than 15 inches.

The decision of the Organisers is final for categorizing Cars & SUV's. In the event of any competitor wishing to protest the eligibility of another competitors car the protest has to be lodged in the time between putting up the Start Order for Leg 1 and the Start of Leg 1. After this time no protest for the above will be entertained.

Classes will have two divisions:

One will divide the vehicles and the other the driver / navigators(s). These are listed as follows

Vehicles will fall under two Classes

1. Stock
2. Pro stock

Definition of Stock v/s Pro Stock

Stock:

Stock cars or SUV's are those which are not modified / or modified within the rules laid down under Article 9.4 of these supplementary regulations .

Pro Stock:

Those cars or SUV's which are modified to any point beyond the rules stated in Article 9.4 of these Supplementary Regulations will be considered Pro Stock .In

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Cars or SUV'S that fall under this category a maximum of one driver and one co driver is permitted.

Drivers/ Navigators will fall under two Classes

1. Expert
2. Amateur

Definition of Expert v/s Amateur

Expert

Those competitors (Driver and / or Navigator) would be placed in the Expert class if either the Driver or Navigator(s) has been part of the winning crew (excluding team Prizes or Coup de Dames prize) in any of the previous editions of the Reliability or Adventure Trial of the Raid, Rally Desert Storm, Rally Dakshin Dare or any other rally having a National Status.

Amateur:

Those competitors who are not defined to be Experts are deemed to be Amateurs. The resulting Classes will be therefore as below:

CARS

- Class1: Stock Amateur
- Class2: Stock Expert
- Class3: Pro Stock Expert

SUV'S

- Class4: Stock Amateur
- Class5: Stock Expert
- Class6: Pro Stock Expert

The organisers decision will be final on which Group and a Class a vehicle/ crew falls in.

The vehicles entered in the following classes must have the following.

Stock Class:

1. Safety Harness (Seat Belts): The normal seat belts provided in the car by the manufacturer are sufficient. All crew front & rear to have seat belts.
2. **A first Aid kit.**
3. Helmets must be worn at all times by all crew members unless stated otherwise by an official/ marshal.
4. All electrics should work.
5. Tyres must be in very good condition.
6. Compulsory Underbody Protection for Engine & Gear Box for Cars Group.
7. One tow chain/STRAP/ rope made of Steel or Nylon.
8. Hard tops are compulsory. No fabric roofed vehicles will be permitted. Fibre-glass tops are acceptable.
9. Side facing seats are not permitted as seating for competitors.
10. Sleeping bags for all crew to be carried onboard at all times ALONG WITH EMERGENCY RATIONS for 24 hours.
11. Two snow chains sized for the vehicles tyres. (Contact Himalayan Motorsport for details). Must be presented for inspection at scrutiny.
12. Noise testing as per rules under Art 9.15 will be mandatory and enforced..
13. **If fitted** with a roll cage the car must be equipped with rally seats and 4 point seat belts as mandatory as per FMSCI regulations for rallying. The Roll cage must be padded with foam sheet.

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Pro Stock Class

In addition to the list above for the Stock Class the Pro Stock Class must have the following safety features:

1. **Safety Harness (seat Belts)** 4 point seat belts having a strap width of at least 3 inches. The normal seat belts provided in the car by the manufacturer are NOT sufficient.
2. **Roll cage confirming to Appendix J** of the FMSCI Tech.regs **with mandatory padding.**
3. **Helmets** confirming to FMSCI regulations for rallying. Ece 22.05 / Snell 2005 or JIS are the standards recommended. Open face helmets are more suitable.
4. **Seats** used shall be rally seats with head, side and leg restraints.
5. **Circuit Breaker** fitted to the vehicle.
6. **Noise testing** as per rules under Art. 9.15 will be mandatory and enforced.
7. **Tyre holder** for spare tyre even if in the boot.
8. **Fire extinguisher** having a capacity of 2 kgs.

FOR THE COMPLETE LIST OF ITEMS THAT WILL BE CHECKED FOR COMPLIANCE PLEASE SEE THE SCRUTINY CHECK LIST IN **APPENDIX IV** & **APPENDIX V**

SAFETY REQUIREMENT

- i. **Wearing** of Helmets (minimum ISI) is highly recommended & it is mandatory especially for competitors in cars with roll cage. (without proper padding)
- ii. **Minimum** 3 points Seat belts for Driver & Co-driver is mandatory. (4 points for cars with Roll cage)
- iii. **All** participants must be seated in seats, which face forward only.
- iv. **The** bench type sideways seats may be retained but must not be occupied.
- v. **Any** competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs shall be EXCLUDED.
- vi. **Soft top** vehicles are allowed **subject to** all crews need to wear ISI Helmets.
- vii. **All** electrical components of the vehicle must be working and the vehicle should be road worthy.
- viii. **First Aid Box** must be carried in the competing vehicle.
- ix. **Mud flaps** are compulsory.
- x. **Further**, all competing vehicles must have on board (Fire Extinguisher, Dry Powder 2kgs , 2 Nos. Rear View Mirrors ,Towing Eye)of Chapter III of the Technical Regulations 4W of FMSCI.
- xi. **In** case the Rally runs in day night situation, additional lights and navigation lamps are highly recommended.
- xii. **A silencer on the exhaust** is mandatory.
- xiii. **Fitment** of gadgets of any form above 8 inches in front windshield is not permitted.
- xiv. **The** use of tinted glass and/or safety film is permitted in side and rear windows. In such case the crews as well as the contents in the car must be visible from a distance of **5 meters.**
- xv. **Mobile** phones to be kept in a box, duly sealed by the organizer for SOS usage only. Onus of arranging the said box lies with the competitor. Tampering of seal will lead to EXCLUSION.
However Organizers may allow usage of Mobile phones but such usage while driving shall lead to EXCLUSION
- xvi. **Fitment** of Sump guard is highly recommended.

ENTRIES

5.1 **Opening and Closing Dates:** As per Programme

5.1.1 **Eligibility Criteria –**

Eligible persons are those adults having a valid FMSCI National Rally Driver Grade C competition licence. For individual entries either of the driver / co-driver must have an individual entrant license between them. All members of the crew must hold a national Grade C Rally license (Clubsport TSD license is not valid.) Minors are not eligible .

5.2 **Entry Procedure**

Those wishing to take part in the **RAID de HIMALAYA ADVENTURE TRIAL 2016** must send the entry form , duly completed, to the Permanent Secretariat at the address given in Art 2.2. as per programme. If the entry is sent by facsimile or email the original documentation must be shown to the Organisers at the latest by the final date for documentation prior to scrutiny. However photocopies of all the originals must be with us as per the following closing dates for various types of Entry.

These are as below:

Early Entry last dates for all documentation:	15th June, 2016
Standard Entry last dates for all documentation:	15th August, 2016
Late Entry last dates for all documentation:	21st September, 2016
Very Late entry dates for all documentation:	Immediately with Entry

In the event these dates are not respected the Entry charged will be of the following type and the balance fee will have to be deposited immediately.e.g if an early entrant fails to complete documentation by 15th June , he will be considered standard entry and will have to deposit Rs.10000/-

5.3 **Number of Entrants accepted and classes**

The maximum number of entries shall be no more than 60 cars. Complete details as required on the entry form must be submitted in order to qualify for an entry.

In case of any details being incomplete the entry will be invalid.

5.4 **Only one member of the crew / vehicle may be changed (two in case the entry is for 3 or more crew with a fine of Rs.5000/- per person as per conditions below:**

5.4.1 **Before the Start of scrutineering, with the agreement of the Organising Committee.**

5.4.2 **Once the scrutineering has started, with the agreement of the Stewards.**

5.4.3 **The changing of more than 2 members of the crew is subject to the express authorization of the Stewards and only where the total crew is 3 or more.**

Any such change shall not be permitted unless fee as prescribed under Art. 5.4 is paid to the organisers.

Upto 4 crew members may choose to share the actual driving time and compulsorily all must have valid competition licenses.

5.5 **Entry forms which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee will be rejected.**

5.6 **No amendments may be made to the entry form which has been submitted, except in the cases provided for in the present regulations.**

5.7 **By the very fact of signing the entry form, the entrant as well as the crew submit and bind themselves to resort only to the prescriptions of these regulations.**

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- 5.8 An entry form which contains false and/or incorrect statements shall be deemed null and void and the entrant may be deemed guilty of breach of these regulations and the entry fee may be forfeited and the entrant excluded from the Meet.
- 5.9 Any change of the entrant is prohibited after the closing of entries. Entry fee cannot be transferred to another entrant / competitor.

Entry Fees

- 5.10 The entry fees specified in **Art. 5.11** include an opportunity for the crew to participate in the **RAID de HIMALAYA ADVENTURE TRIAL 2016**, one set of Road Books, Digital Route Maps and an invitation for the driver and co-driver/s to the Prize Distribution function and Raid Lunch. The Entry Fees also includes basic accommodation for the crew at the Night Halt on the days of the actual running of the ADVENTURE TRIAL as long as the Entrant **has not retired from the competition or been excluded for any reason whatsoever. Wherever the entrant has started a Leg and reached the official night halt he/she will be provided hospitality for that night even though he may have retired from the event anywhere along that Leg. Hospitality will cease from the next day onwards. No retired competitor will be permitted to start the next leg even if he/she desires to complete the route in a non competitive way and the organisers are not responsible for the safety, hospitality or medical contingencies for such retired competitors.** Tentage may be housing upto 4-6 persons - 40 persons per tent. If the accommodation provided is not acceptable to the competitor he/she may make alternate arrangements at their own cost. Due to the extreme conditions prevailing in the terrain that the raid traverses medical rescue and evacuation will be by land and the organisers do not guarantee quality or a time frame for this. All competitors will sign the required indemnity before participating. Incase the competitor does not wish to accept the risk they should not take part in the event.

However, all competitors, finishers and retired, are invited for the Prize Distribution.

Attendance to the Raid Lunch is by invitation and the invite would be made available to all competitors as part of the Start Kit.

Service crew wishing to attend the Raid Lunch may purchase the invite at the time of service registration by paying an amount of Rs.1000/- per person.

- 5.11 WITH THE ADVERTISING PROPOSED BY THE ORGANISERS

For 2 crew, the following entry fee is to be paid.

Early Entry:

(Up to 1700 hrs on 15th May, 2016) : Rs.70,000/-

Standard Entry:

(Up to 1700 hrs on 18th July, 2016) : Rs.80,000/-

Late Entry:

(Up to 1700hrs on 31st August, 2016) : Rs.1,00,000/-

Very Late Entry:

(Up to 1700 hrs on 21st Sept, 2016) : Rs.1,20,000/-

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For 3 or more crew per car the Entry Fee for Early, Standard, Late and Very Late stands doubled. More than 4 crew per stock Car/ SUV are NOT permitted. In the pro stock class only 2 crew are permitted.

5.12 Sponsored Entry is classified as below:-

Any advertisement, painted or sticker, however large or small, in whatever area, whether reserved or free, carrying any message, logo or even colour scheme that matches with the team colours of a known product, not necessarily from the auto trade, will invite the application of a sponsored entry. In short any advertisement on the vehicle, IN ADDITION TO THE COMPULSORY ADVERTISEMENTS, will be viewed as a sponsored entry. For a sponsored / manufacturer's entry, a sum equal to the entry fee, will be charged additionally. The decision as to the nature of the Entry rests solely with the organisers. If deemed suitable for the sponsored entry charge, the balance will have to be deposited immediately. Non payment will result in a start not being authorised. Any paid up Entry Fee will not be refunded if the competitor decides to abandon the competition even before it has started, because of application of this rule.

- 1 If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.
- 2 If the entry is or becomes a member of a manufacturer's team.
- 3 If the entry is in respect of a vehicle, which, in the opinion of the organisers, has been provided by a vehicle/ancillary manufacturer or any person or organisation acting as his agent.
- 4 If the vehicle displays **ANY** advertising mentioned other than compulsory advertising.
- 5 If the vehicle is painted in colour scheme/design of vehicles of manufacturers or sponsors, whether carrying the sponsor's advertising or not, which in the opinion of the organisers is a sponsored vehicle.
- 6 The decision of the organisers in this matter will be final and binding on the competitor.

5.13 If any of the advertising material is infringing with the standard pattern of mandatory advertising as given in Appendix II, the entry will be considered as sponsored entry and the fee shall be twice that for the relevant date of entry.

5.14 Refunds –

No entry fee refunds for any reason whatsoever except in the case of the Raid being cancelled before starting the first Leg.

Failure at Scrutiny will result in exclusion and no refunds will be given.

Failure to complete all Legs will not result in a pro rata refund either

5.15 Payment

Entries will only be accepted if accompanied by full entry fee. The entry fees can be paid either by Demand Draft in favour of "Himalayan Motorsport" OR by Cash. Payment can also be made by transfer directly to the Himalayan Motorsport account. Account details can be had from the Entry Forms link on our website www.rdh4.com

5.16 Team Entry – in addition to prevailing entry fees

Auto Manufacturers Team Entry	Per (Team of 3 to 5 Vehicles)	Rs.5,00,000
Trade (Any product)Team Entry	Per Car	Rs.15,000
Club Team Entry	Per Car	Rs.5,000

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A team entry can consist of three to five cars, of which, at least three of those cars must qualify as finishers to be eligible for the Team Prize. The total penalty for the team will be the sum of the best three crew timings. More than five cars cannot be a part of 1 team. If the same club or manufacturer/ trade fields say 8 cars, they can divide the 8 crews into 2 teams of either 4+4 crews or 5+3 crews. These may be known as Team A and Team B.

The crews forming a Team will be tabled in an Official Team Declaration Form to avoid confusion. The Team details will be made public before the Raid starts by an official declaration being posted on the notice board.

Whereas a Club/Trade / Manufacturer can field any number of teams, the same car cannot be a part of 2 teams.

The Team Entry must be paid in full, and at least 3 cars must finish in a Team for it to be classified as the winner. It is not mandatory for there to be more than one team for this Prize to be won.

INSURANCE

6.1 **Description of Insurance Cover:**

Cover provided by FMSCI with permit

DURING THE RUNNING OF THE EVENT ONLY ,

- 250 COMPETITORS WITH VALID FMSCI COMPETITION LICENCE ARE COVERED FOR Rs.5 LACS PERSONAL ACCIDENT & Rs.5 LAC TOWARDS MEDICAL EXPENSES (FULL CLAIM UPTO Rs.3 LACS & 90% FOR REMAINING Rs.2 LACS)
- 100 OFFICIALS ARE COVERED FOR Rs.25 LACS (PERSONAL ACCIDENT) & Rs.1 LAC TOWARDS MEDICAL EXPENSES.

THESE INSURANCES ARE ISSUED BY ORIENTAL INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT

Public Liability : Insurance for Rs.50,00,000/- which adequately covers any Liability incurred during the running of the event for injury to Third Persons of Damage to Public Property has been taken

- 6.2 All competitors are to take a further personal accident insurance for Rs.5,00,000/- each including hospitalization benefits. This insurance should not be normal insurance, but specifically “High Risk“ insurance Medclaim policies above Rs.5,00,000/- will be accepted. The insurance cover should be valid from October 7th to 15th October 2016, both days included.
- 6.3 The insurance of each vehicle against Third Party risk is the minimum requirement as per the laws in India. Proof that the vehicle is insured will be required prior to the closing of entries. **ENTRANT'S/DRIVER'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RELIABILITY / ADVENTURE TRIALS. As such all competing vehicles will have to be insured by taking out an additional special rally insurance** for the event. Proof of such insurance cover will have to be produced before start of scrutineering.

ADVERTISING

- 7.1 Advertising on competing cars is allowed provided that:
- a) ALL instructions issued by the organisers are observed. **Cars will be presented at Scrutiny without any branding whatsoever from previous rallies, etc**
 - b) No advertising material shall be placed on any of the side windows. The top 3 inches of the front and rear windshields are reserved as follows
 - c) Top 3 inches of front windshield – Title Sponsors sticker.
 - d) Top 3 inches of rear windshield - Himalayan Motorsport sticker.
 - e) Advertising must not be of a political, religious, obscene or insulting nature and must be in good taste and not conflict with the vehicle's official numbers in such a way as to prevent recognition by Officials or Marshals. All religious advertising, including messages and symbols of faith, are not permitted.
 - f) The front doors shall be left free of advertising other than that provided by the organisers.
 - g) Space required as indicated in Article 7.2 is left free of advertising other than that provided by the organisers.
 - h) Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 7.1.
 - i) **All stickers/ advertising of other rallies have to be completely removed before the new stickers will be applied.**
 - j) No numerical numbers can be displayed under any circumstances. Armed Forces vehicles wishing to display regimental / formation numbers can only write them as text. For example, 62 Cavalry can be written as Sixty Two Cavalry. The numerals conflict with the competition numbers and are therefore prohibited.
- 7.2 **Advertising is as indicated in Appendix II and all competitors will be bound by this article save exceptions provided to Sponsored Entries, provided that conditions under Article 5.12 have been complied with.**
For specific exemptions please contact Himalayan Motorsport Association.

RIGHTS & OBLIGATIONS

Rights & Obligations Of The Organisers

- 8.1 The Organising Committee and the Stewards of the Meet reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which arise. The organisers may also issue any Competitor Information Bulletins (CIBs) and/or written instructions to competitors at any time with the approval of FMSCI / Stewards. Written instructions when issued shall be signed by each competitor/entrant as proof of receipt and shall have the same legal force as these Supplementary Regulations. All CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force (and will constitute an integral part) of these regulations and will be posted at Meet HQ. As far as possible, the CIBs shall be brought to the notice of the individual competitor. However, it is the responsibility of the competitor and/or entrant to acquaint themselves with the CIBs and or written instructions posted at the official notice boards
- 8.2 The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.
- 8.3 The organisers may at their discretion, abandon, cancel or postpone the Meet, in case of unforeseen circumstances with the consultation of the FMSCI Stewards.
- 8.4 The organisers and/or the Clerk of the Course reserve the right to delete and/or change any part of the route should they deem it necessary or expedient at any time or due to FORCE MAJEURE or for any other reason with the approval of FMSCI Stewards.
- 8.5 THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT AFTER GIVING SUFFICIENT REASONS FOR THEIR REFUSAL. IF THE REFUSAL IS AFTER ENTRY FEE HAS BEEN DEPOSITED THEN THE ENTIRE ENTRY FEE WILL BE REFUNDED. IN CASE THE EVENT DOES NOT FLAG OFF, FULL ENTRY FEE WILL BE REFUNDED.
- 8.6 The organisers and/or the Clerk of the Course may appoint Judges of fact.
- 8.7 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meet

General Obligations of the Competitors

- 8.8 Every driver should be the holder of a currently valid FMSCI Competition License which he must carry in original throughout the event.
- 8.9 If the entrant is not the competitor, the 1st driver nominated on the entry form shall be deemed to be the entrant. Whenever an entrant or competitor is referred to in these regulations this shall also mean his / her agents, if appropriate.
- 8.10 The Stewards of the Meet may exclude a Competitor who was found under the influence of alcohol / intoxicating drugs or who is deemed unfit for reasons of health or lack of ability required for participation in such an event and reported by the Clerk of the Course or his nominated officials. The exclusion may also include any person found possessing arms whether licensed or otherwise.
- 8.11 All Competitors must sign the indemnity / declaration which are printed on the Entry form.

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- 8.12 Any indemnity and / or declaration as prescribed by the paragraph above if signed by person under the age of 18 years, shall be countersigned by that person's parent or guardian whose full name, address and capacity in which he is countersigning shall be given. Failure to do so will result in the competitor not being allowed to start.
- 8.13 Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- 8.14 A competing vehicle shall only carry the people named on the Entry Form on board at all times. All Crew including driver, co-driver and passenger/s must have seat belts on throughout the entire event. Violation of this regulation shall lead to EXCLUSION from the event.
- 8.15 Should a competing vehicle come across another vehicle which has met with an accident, it is their duty to ensure that the crew of that vehicle does not need any medical attention. If medical assistance is required they may take the injured person on board in violation of Art. 8.14 without incurring any adverse decision as a result.
- Note: Failure to provide such assistance / Failing to report any breakdown / accident to the next official on the route may lead to exclusion at the discretion of the Stewards.
- 8.16 Under NO circumstances will any Competitor, Crew Member, Marshal or Official admit any liability or sign any form or paper which may admit or indicate liability of the Sponsors and/or the Organisers in any accident or incident which may arise.
- 8.17 The Scrutineering Card, Identity Card and Identity Tags, the competition numbers, plates/stickers and Organiser's advertising as applicable can be collected at the time of scrutiny.
- 8.18 An Identity Card will be provided by the organisers and must be worn around the neck so as to be easily visible at all times. Carrying of the original Competition License is also mandatory at ALL TIMES. Loss / Violation of either will be fined @ Rs.3,000/- per violation. Issuing of a new ID card will be @ Rs.1,000/- which is a processing charge apart from the fine.
- 8.19 ADVENTURE TRIAL stickers & Competition Numbers will be provided by the organisers and must be pasted on the competing vehicle as directed. It shall be the sole responsibility of the competitor to ensure that the numbers are preserved and clearly legible at all times. When the passage of the vehicle has covered the numbers with mud and dirt, it is the competitors responsibility to ensure clean and legible competition numbers at all times. Failure to present a vehicle with clean number stickers at the Start of a Leg can result in a fine of Rs.1000/- or non permission to Start.
- Competitor's attention is drawn to the fact that the route passes through a few villages and they are thus advised to exercise extreme caution while passing through them.
- 8.20 Use of Aviation fuel (Avgas) is permitted as per Regulations of the FIA. Participants will, however, have to arrange for their Avgas requirements on their own. Use of LPG for the OE kit fitted Cars /SUV's is also permitted .Where no Licensed LPG pumps are available, these cars will have to run on petrol. No adhoc arrangements for refilling enroute will be acceptable and is prohibited. Refer art 12.12 "Fuel on the route" for further refuelling details.
- 8.21 Competitors are forbidden under pain of exclusion to behave in any unsporting manner. i.e. the competitor will be excluded in case of any misbehaviour with the Marshals at a TC or with any Rally official anywhere during running of the Raid.

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8.22 PARC FERMÉ

The following rules will apply:

- a. It is forbidden to refuel or repair the car in the start of Event Parc Fermé or in the start of Leg Parc(s) Fermé(s).
- b. Starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute;
- c. Vehicles will be in Parc Fermé from the moment they enter a Parc Fermé for the start, regrouping or end of Leg, until they leave it;
- d. Vehicles will be in Parc Fermé from the moment they enter a control zone. If the vehicle is unable to restart, it may be either towed or pushed out of the zone without external help without penalties, under the supervision of the control marshal.
- e. Vehicles will be in Parc Fermé from as soon as they reach the end of the last Leg (and at least until the time for lodging protests has expired).
- f. Except in the case of the finish Time Control, any infringement of the Parc Fermé regulations shall result in a penalty ranging from 1 hour to exclusion.
- g. Before the exit from all the parc fermé or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they will immediately inform the Clerk of the Course, who may request that it be repaired. In this case, the time in whole minutes used for such repairs shall be considered as the same number of minutes penalties registered. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives at the start more than 30 minutes late will be excluded from the Event.
- h. As soon as they have parked their vehicle in the Parc Fermé, crews may cover their vehicle. Crews will leave the Parc Fermé immediately and no member of the crew will be allowed to re enter it.
- i. By way of exception to the Parc Fermé rules, and on the responsibility of an official, the crew may, while in the Parc Fermé at the start, regrouping zone or end of Leg:
Change one or two punctured or damaged tyres using the equipment on board;
Have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;
Check and/or adjust the pressure of its tyres.
Clean the windscreen
These repairs will be completed before the starting time; otherwise a penalty of one minute for every minute's lateness shall be imposed.
- j. In order to remove its vehicle from a Parc Fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermé 10 minutes before its starting time.
- k. Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event. Under no circumstances may this battery be taken on board the vehicle

SCRUTINEERING, SEALING & MARKING

Scrutiny –

Pre-event scrutiny will be essentially safety scrutiny. This will ensure conformity to the Scrutiny Checklist (Appendix IV). The issue of a SCRUTINY OK STICKER is not a guarantee that the vehicle has passed technical conformity as per these Supplementary Regulations.

During the event, any Marshall/ Raid Official/ Judges of Fact can carry out on the spot scrutiny of the vehicle to ensure safety/ technical conformity of the vehicle/ competitors. The observations on the vehicle's safety/technical conformity by a Judge of Fact would be final.

Post-event Scrutiny will decide the vehicles conformity to these Supplementary Regulations with regard to any observation that might have been made during the running of the event.

9.1 Location:

Venue: CITRUS RESORT, MANALI

From : 0800 hrs Friday, 7th October, 2016

9.2 Time/Schedule

All the competitors shall be informed individually through letters/telephone/ email/website, regarding their time and date of scrutiny. Lateness will attract a fine of Rs.500/-

9.3 Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, conformity of the car to the series production units on sale to the general public, excepting in those modifications that are specifically provided for below:

9.4 Permitted Modifications Cars/SUV's

1. **Roll Cage:** Roll cage should be conforming to the National Sporting Code or FIA guidelines. Though not compulsory, it is permitted / recommended to fit a roll cage in the competing vehicle. Any modifications made for this purpose are permitted. Once a Roll Cage is fitted rally seats and 4 points seat belts are mandatory.
2. Only **hard top** and rally cabins are allowed. Soft tops are not permitted, as in the Stock Gypsy. The OE cabin of the Mahindra Thar is permitted, but a hard top is recommended.
3. **Under body protection** for the engine oil sump and petrol tank are permitted. This is mandatory for ALL Cars. Optional for SUV's.
4. **Two spare wheels** should be carried, though not compulsory. However both must be securely fastened.
5. **Extra lighting** may be used provided that the number of extra lights is even and they are not mounted above the lower level of the windscreen.
6. Tyres and wheels are free including diameter of rim, tyre width and aspect ratio. Alloy wheels are permitted.
7. It is permitted to fit a circuit breaker.

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8. It is permitted to fit spacers/ variant knuckles/ Cambered leaves/ longer springs for the purposes of raising ground clearance of the car on all 4 shockers. Shocks are free. The number and type of leaves/springs are NOT free. It is NOT permitted to increase the length of the control arms to correct a camber that may have become changed as a result of the body lift.
9. **It is strongly advised to install an odometer in front of the navigator. Terra trip Rally Computers may be used. The use of GPS is permitted. Laptop computers are not permitted. GPS receivers/data loggers attached to DVD screens etc. are permitted. Factors will be applied to competitor results for those using navigation and calculation aids. Details at Article 14.1.**
10. It is permitted to modify the exhaust. Removal of the Catalytic Converter is permitted. C.O Levels must be lower than 3.0. Noise Regulations will apply. See Art 9.15
11. Air filtration units and their inlet pipes and fixtures are free owing to the excessive dust. Exposed universal filters may be used.
12. Replacements of normally aspirated diesel engines with turbocharged engines are not permitted.
13. It is prohibited to add an aftermarket turbo charger / supercharger to a petrol engine.
14. **It is NOT permitted to install an auxiliary fuel tank in the car. An auxiliary fuel tank may be mounted on a roof rack or behind a metal firewall, either inside the boot or behind a rally cabin. If installed within the boot, this tank must vent gases to the outside.**
15. Cars manufactured before 1976 may modify anything but the original chassis must be retained.
16. Use of OE (Original Equipment) manufactured LPG kit is allowed. Ref Art. 8.20
All other modifications are NOT permitted.
- 9.5 Where more than 2 crew are on board, then the additional crew must also have seat belts.
- 9.6 Drivers taking part in the ADVENTURE TRIAL must arrive at scrutineering with full crew, driving gear, helmets and car as per given schedule.
- 9.7 At Scrutineering, crew members will be asked to produce their identity cards and original competition licenses.
- 9.8 The scrutineering card must be carried in the vehicle throughout the event. This scrutineering card must be produced to any official on demand and surrendered at the finish. Loss of the scrutineering card will result in exclusion.
- 9.9 Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Stewards of the Meeting who may impose a fine.
- 9.10 Any vehicle which appears on external examination to be ineligible for the ADVENTURE TRIAL, only on grounds represented in the Scrutiny Check List, may be rejected and called back for re scrutineering on payment of the re-scrutineering fee of Rs.300/- for each recall. Issue of the 'Scrutiny OK' sticker cannot be deemed as acceptance of technical conformity for which clearing the technical Post Event Scrutiny is imperative.

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9.11 In order to prevent the engine or body shell from being changed during the event these items will be identified by the Organisers at pre start scrutineering, using wire and special numbered seals and/or paint.

9.12 One paint mark will be placed on the body shell or chassis frame within the engine compartment and another on the engine block. Other means of identification may also be used. Missing marks will result in immediate exclusion. Any fraud discovered, in particular the fact of presenting as intact identification mark that have been retouched, will result in exclusion of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement.

Entrants/Drivers will be required to sign on the Scrutineering Card that identification has been carried out to their complete satisfaction.

Entrants uncertain of precise requirements should consult the Chief Scrutineer through RAID Headquarters

9.13 All crew members will wear seat belts at ALL times while on the rally.

9.14 The competitor is responsible for the technical conformity of his car throughout the entire duration of the event.

During the event, any marshal/rally official/Judges of the Fact can carry out on the spot scrutiny of the vehicle to ensure safety/technical conformity of the vehicle/competitors. The observations on the vehicles safety/technical conformity by a Judge of Fact would be final.

Post event scrutiny will decide the vehicles conformity to these supplementary regulations with regard to any observation that might have been made during the running of the event.

Fine of Rs.300/- for each non working item as per the Scrutiny Checklist is to be deposited at the Post event scrutiny. Money shall be deposited in cash with the Scrutineer before the competitor can be declared a finisher/winner.

9.15 **Environmental Scrutiny.**

a) NOISE TESTING

Sound level of all the participating vehicles shall be under the permissible limit at all times during the running of the Raid. The limits are 86 db, as prescribed. This will be measured from 2m behind the exhaust opening at 3000 rpm for petrol engines and 2000 rpm for diesel engines. On failing the Noise Test a start will not be allowed unless compliance is ensured.

b) OIL SPILLAGE

All cars must carry a Tarpaulin of size 4m x 3m which shall be spread on the ground for parking the car on top of it for any kind of repair works to be carried out on the cars including changing of tyre. Participants will be penalised upto pain of exclusion in case of non compliance. Oil that may spill must be mopped up by a rag which will have to be disposed off suitably.

START OF THE ADVENTURE TRIAL**10.1 Publication of the starting lists**

The start lists will be published on the Official Notice Board at RAID Headquarters as per programme. It is the competitor's responsibility to locate the official notice boards

10.2 Late Reporting at Start of Leg

Competitors are required to line up for the start of a Leg at least 10 minutes before their Flag Off time. **A competitor reporting late for Flag Off at any Leg start will be penalized @ 1 minute per minute late upto 10 minutes lateness.** All late starters will start after the rest of the field. **After 00:10:01 sec lateness the competitor will be excluded.**

RUNNING OF THE ADVENTURE TRIAL

11.1 Definitions

1. **TSD** – Time, Speed and Distance. This type of rally stage is also known as a Regularity Rally.
2. **Time Intervals:** Between two competitors: Minimum 1 minute
3. **Crew:** In case of the 18th Maruti Suzuki Raid-de-Himalaya 2016, each four-wheeler's crew will be made up of a minimum of 2 and a maximum of 4 persons. All crew shall carry the FMSCI Rally driver's/co-driver's license.
4. **Time:** The official time throughout the ADVENTURE TRIAL will be GPS Time expressed in accordance with the 24 hour clock. The GMT time differential offset will be +5.30 hrs. Hours, minutes and secs will be shown thus e.g. 22:01:05. Master time will be read from Garmin GPS 76CSX.
5. **Factors:** For those competitors using navigation aids like the Tripy II, Terratrip 303 , GPS etc to assist in computation, a handicap factor will be employed on the result, which will be available for viewing in para 14.1.
6. A penalty is also being applied for those competitors having dedicated Service. See under 12.1 (b).
7. **Tests:**
Tests are small, controlled stages that are run in parking lots, school fields, etc. where speed is restricted to 40 kmph through chicanes and other such speed controlling devices. These devices may constitute stop lines and reversing areas. The purpose of Tests is to showcase rallying to the public in smaller rural areas. All Tests will run with helmets and seat belts on. Tests will run as part of the Regularity rally with penalties that will count towards overall classification. Tests may run as part of the course too.
8. **Life Line:** All competitors of the Adventure Trial 2016 are permitted to use the Life Line feature once in the entire 6 Legs of the rally.

This life line can be used to compensate the delay incurred by a competing car between any two TC's.

The Life Line can only be used to offset delays by a full 5 minutes - no more, no less !

The competitor can take advantage of the life line between any two TC's.

The competitor will have to inform the marshall at the TC, at the end of the stage that he has utilised his Life Line. He will confirm this by writing on the Time Card and getting it endorsed in the Marshal Sheet as well.

The life line availed shall be clearly marked/entered in the time card at the appropriate place in the time card and will be duly signed by the competitor as well as the marshal..

Example: If the life line has to be availed between TC5 and TC6

Out Time at TC 5	11:36:47
In Time at TC 6	11:52:47
Time Taken	16 minutes

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Life Line applied for by informing TC 6 will then transform the Out Time at TC 5 to	11:41:47
Reducing Time Taken to	11 minutes

If a competitor attempts to claim a life line twice, it will be considered fraudulent practice and he/she stands to be excluded.

However, if a stage, where a competitor has used a Life Line is cancelled, due to any reason by the CoC, the competitor can utilise the Life Line facility again.

11.2 Speed & Distance/ Driving Time/ Rest Period
11.2.1 Speed and Distance
SPEED RESTRICTIONS

- **At** any given point where there is no Government prescribed speed limit , speeds given in any speed block whatsoever will not be more than 45 KMPH in Plain and 36 KMPH in Hill sections.
- **Wherever** the route goes through crowded areas like Educational Institution / Hospital/ Market /Government office, city, town, villages etc., speed limit does not exceed **20 KMPH**.
- **In** National Express/Highways and State Highways speed can be exceeded till 10% less than the Government prescribed speed limit.
- **However** if the average speed given is above 45 KMPH there shall be no time control in that Section as National Express/Highways and State Highways are mandatory NO CHECK ZONES.
- In case the Rally is terminated before Rally HQ, results shall be declared at least 30 minutes after scheduled arrival time of the last competing vehicle at Rally HQ. The said schedule time of arrival shall be determined as per time required to reach Rally HQ from the place of termination of Rally as per prescribed speed restrictions.

11.2.2 Driving Times

The following limits shall not be exceeded except in case of force majeure and that too, only with the authorisation of the Stewards. Maximum driving time will include exclusion time / maximum permitted lateness.

Maximum driving time for each competitor will not exceed a continuous 10+2 hours in any unbroken 24 hour period. Additional 2 hours may be added for regroup. If the emergency services cease for any reason such as weather, darkness etc., the rally will stop and participants taken in convoy/s to the leg halt.

11.2.3 Compulsory Rest Period

The minimum rest period in a 24 hour cycle will be six hours.

11.3 Paper Time Card and e-Time Card

There will be a dual timing system, the timing will be manually recorded in the time card and will be electronically stored in the e-Time Card.

In the case of this ADVENTURE TRIAL, a paper Time Card & e-Time Card will be issued to each competing crew at the start of the ADVENTURE TRIAL. Responsibility for the time card & e-Time Card rests solely with the crew until it is handed back to an official or marshal of the RAID.

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Security deposit for the e-Time Card:

A security deposit of Rs.2000/- would be taken from all competitors for the e-Time Card used during the running of the ADVENTURE TRIAL. This card is the property of the organisers and to get the refund, the card has to be deposited with the authorities at the finish venue, or at any leg end, where the competitor drops out.

On the e-time card the Competition Number of the Competitor would be mentioned.

At every control, the crew must ensure that the time card is signed by the marshal and the marshal's card is signed by the competitor and (except in the case of passage controls) that the correct time is entered and that the e-Time Card is swiped with the Liege Timer which constitutes the marshal's official clock.

Competitors are themselves responsible for the presentation or collection of the Time card & e-Time Card at the various controls and for the accuracy of the entries in the Time Card. The time card & e-Time Card must remain on board the vehicle for the duration of the Leg and must be presented personally by a member of the crew at all the control points. At the end of each Leg the Time Card will be surrendered to the organisers. The e-Time Card will be retained by the competitor unless specifically asked for by the marshal at the Leg end.

Officials are permitted to modify an entry which they have made but in such cases they must score out the original entry and replace it by a completely new one, which must be re-authenticated by a further signature. Any entry which appears to have been tampered with may be deemed not to have been made and may result in exclusion for the competitor.

A competitor losing his Paper Time card or e-Time Card will be excluded. If accidentally the wrong column is filled up it is the competitor's responsibility to ensure that the entries in the wrongly filled column are struck out and the correct column filled instead. The results will not be recomputed and consequential accrual of penalties will be solely the responsibility of the crews concerned. Any return to the TC for correction will not be considered as grounds for Dead Time etc. so ensure you check and correct at the TC location itself, incase such an event occurs.

The time card & e-Time Card is the property of the organisers and upon retirement for any reason whatsoever MUST be returned to the organisers without delay.

11.4 Road Book

Each competitor will be issued a Road Book for each leg before his flag off. The Road Book will be in "Tulip" and will detail the route to be followed during the ADVENTURE TRIAL.

GPS waypoints will be given to competitors in the 18th Raid-de-Himalaya adventure 2016. The waypoints given may or may not be the entire list but just a few.

Competitors must report at every control in the direction indicated by the Road Book.

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11.5 Finish

No vehicle may be moved other than by its own power or by a competitor except by the following or else face exclusion:

- i) **By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road**
 - ii) By gravity
 - iii) By its own crew
 - iv) By another competing crew using their competition vehicle.
 - v) Towing a stalled/damaged/stuck vehicle for more than 100 mtrs entails exclusion for the towee as well as the samaritan tower.

11.6 Classification

In order to be classified as a finisher the competitors must:

- i) Check in to controls in the direction set by the organisers.
- ii) Pass the finishing line and place the vehicle in the Parc Ferme.
- iii) Finish the event within the Maximum Permissible Lateness (MPL).
- iv) Pass the Post Event Technical Conformity Scrutiny.

11.7 Control Generalities

All controls i.e. time and passage control will be indicated by means of one red clock placed on either side of the road, wherever visibility is better. The marshal crew recording the time, however, will always be at the left side of the road. The competing vehicle will have to stop completely, astride a line drawn across the road, for the time to be noted and frozen. If the competing vehicle overshoots this line by having all 4 wheels cross or undershoots it by stopping before any of the wheels have crossed the line the time will be allowed to run unless the condition of stopping astride the line is met. The correct condition for timing will be 2 wheels over the line and two wheels behind it on a totally still car.

The time will be recorded and endorsed at this point.

If however due to a pile up of cars it is unsafe for cars to achieve this position the time will be recorded by the marshal at his discretion. It is also recommended that a car need only to stop momentarily across this line to achieve the condition required to time the car. The driver may then move forward by 10 mtrs to leave the line free for the other cars to be timed, while his time card is being filled, etc.

Controls shall be ready to function 30 minutes before the target time of the passage of the first vehicle. Unless the Clerk of the Course decides, they will cease to operate 5 minutes after the target time + 30 minutes for the last competitor.

It is strictly forbidden under the pain of exclusion:

- i) To enter a control from any direction other than that of the ADVENTURE TRIAL.
- ii) To re-cross or re-enter a control once checking in has taken place at this control.

The stopping time at any control must not exceed the time necessary for carrying out control operations.

Crews are obliged to follow instructions of the marshal-in-charge of any control point. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meet.

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Stopping or slowing down in sight of a control or reversing away from a control would incur a penalty of 5 penalty minutes. The chief post marshal's decision in this case is final.

11.8 Time Control**SIGNAGE OF CONTROLS**

Secret TC – Red Clock Face

Self TC – Yellow Clock Face

Disclosed TC – Green Clock Face

Passage1 Control – Blue Stamp Face

End of Leg Data Control – Blue Clock Face

DISCLOSED Time Control (DTC)

These controls shall be declared in the Road Book. Each Competitor will stop at these Disclosed Time Controls (DTC) and present the Time Card to the Marshals for entering the time of arrival along with his/her signature. The process is detailed in Article 10.9.6

SECRET Time Control (STC)

These controls shall be undisclosed. They may or may not disclose their position. In the event where they disclose their position, their position shall be considered absolute. Each Competitor will stop at these Secret Time Controls (STC) and present the Time Card to the Marshals for entering the time of arrival along with his/her signature. The process is detailed in Article 10.9.6.

SELF Time Control (SFTC)

At these Time Controls, the competitor is required to do the control generalities himself/herself. In addition to the yellow clock face, the board shall carry a Yellow Rally Timer (yellow clock) and/or a 4-digit code, with or without a Marshal. Competitors need to stop at these Self Time Controls (SFTC's) and swipe their e-chip into the clock. On a successful swiping process, the clock shall beep, an amber LED light up and display the recorded time for three seconds. Competitors have to write ONLY THIS recorded time, into the Time-In section of the respective TC, in their Time Cards themselves. They are further required to enter the 4-digit code in the Time Out section of the respective row in the Time Card.

- a) For Self-Time Control, Time-out shall be equal to Time-In. No extra time of 1 minute is to be considered in case of Self Time Control.
- b) Self TC will have a special 4-digit code mentioned on it. Participants have to write the code on their time-card in the time-out area of the respective TC.
- c) Incorrect/incomplete or unreadable code will be considered as a TC missed.
- d) Missing a Self-TC(s) will also be considered as TC missed and will incur a penalty as detailed in the Penalty article.
- e) Self TC boards may be supervised/under surveillance by hidden Marshals. Any attempt to so much as to touch the board shall be penalized with exclusion. The Marshals shall be the final judge of fact in any dispute.

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- f) It is the duty of the competitor to make sure that at the next Marshaled/Secret Time Control the Marshal notes down the time of the Self-TC(s) on his Marshal-sheet as well as counter sign the entry made by the competitor in the competitor's time-card. The Marshal would also verify the same by putting his signature/stamp in the time-card.
- g) Self TC boards and/or clocks may be fixed on physical objects like trees, pillars, walls, etc to make them safe and stationary.
- h) The competitors are required to enter their e-time of Self TC, in their Time Cards, before entering the next Marshaled TC.
- i) Time noted/entered in the Time Card, in front of the Marshal, shall be considered as null and void and the Self TC so entered shall be considered as TC Missed.
- j) Marshal's decision in this context shall be final.
- k) In the event of e-chip time not recorded, even if the competitor has noted down the code and time-in in the Time Card and/or Marshal Sheet, the competitor shall be penalized with a 15 minute supervisory penalty.

PASSAGE CONTROLS

This may be established at various places in the route in order to ensure that competitors cover the correct route. At these controls, the Marshals must simply stamp and / or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage. The e-Time Card may or may not be swiped. Missing a Passage Control shall also be treated as missing a Self-Time Control and penalties accorded as per the Penalty Article.

- 11.9 The time will be recorded to the second. For e.g. 08 hours 13 minutes and 5 seconds will be recorded as 08:13:05.

The starting time at a TC will be the check in time at which a competitor entered the TC plus one minute.

For e.g. if the TIME IN at TC 2 is recorded at 08 hours and 13 minutes and 5 seconds the time i.e. 08:14:05 will be taken as the competitors TIME OUT for the purpose of the next stage.

However to gap cars, or for any other reasons, a marshal may give a separate TIME OUT in which case that will be the time taken as TIME OUT for calculating the next stage timing. No addition of 1 minute will be required in this case.

Further this will not be applicable at the first TC every day at the start of leg where one is flagged off at the time mentioned on the card.

Speed Chart

No Average speed will be printed on the time card or the Road Book. The average speed required to be maintained between two points on the road book will be printed on separate sheet called a **Speed Chart** which will be given to the competitor along with the time card every day before the start of the leg. Except for the Start of the Leg and Finish of Leg all other Time controls will be secret.

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Sample Speed Chart

Leg 1

Average Speed	Between Km	And Km
27.3 Kms/hr	0.00	56.03
34.9 Kms/hr	56.03	83.98

TC 1 will be at the start of the Leg.

TC 2 Location can be anywhere before or after average speed change i.e either in the first speed zone before the Km 56.03 or at say Km 71.67 on the road book. Similarly it will carry on for TC 3, TC 4 and so on.

Since the TSD format is run on non cumulative basis, time gained or lost at a TC is not to be made up for in the next TC.

11.10 Time Penalties

At Time Controls:

Arriving late per second	-	1 second penalty
Arriving early per second	-	2 second penalty
Stopping, slowing or reversing in an attempt to lose time.	-	5 minutes penalty

MISSING OF TIME CONTROLS !!!

If a competitor misses a Time Control it affects both the results of the previous stage as well as the next. This dominos' effect upon his result and the resultant application of penalties will be calculated as per the following example:

A competitor misses TC4 and arrives directly at TC5 from TC3. The time taken between TC3 and TC5 will be proportioned into two parts, depending on the length of each stage as per the official itinerary. The first part of this will be assumed to be the time taken between TC3 and TC4 (assumed as having being entered at TC4) and the second half of the time being the time taken between TC4 and TC5.

The same formulae will be applied even if a competitor misses two consecutive TC's.

Proportioning of percentage for this exercise will be based on the official stage distances only. The organiser's decision is final on this.

A further penalty of 50 minutes per TC missed up to a maximum of 2 TC's will be applied as Supervisory Penalties. If three TCs are missed on any given Leg the competitor shall stand excluded.

Time Controls will remain open till 5 minutes +MPL after the ideal time of arrival of the last car for that post. A competitor running later than the above condition may not find the Time Control open even though he may be following the desired itinerary. This will be treated as a missed Time Control. The supervisory penalties applied for missing a time control would not count towards MPL.

At the End of a leg the failure to hand in the Time Card to the Results Team within two hours after the expected Time of Arrival will lead to Exclusion. As the TC may be closed, the competitor has to locate the Results Team and hand over the Time Card to them or to the Area Coordinator.

As the road is open to all users in a TSD rally, a Time Control may be temporarily rendered invisible by the passage of other traffic. It is the competitor's responsibility

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to keep a sharp lookout for the TC. Position of the red flag (clock or stamp) can be on either side of the road, keeping in view the safety of the time control crew, visibility, etc. It is entirely on the discretion of the organisers. A TC can be missed if the competitor is overtaking a slower moving vehicle at an inopportune moment. However, such bad luck will also be treated as a missed TC..

If a competitor misses a control for any reason whatsoever

Missing 1 control / leg	-	50 penalty minutes
Missing 2 controls / leg	-	100 penalty minutes
Missing 3 controls / leg	-	Exclusion

11.11 Safety
Competitors Safety

A minimum of two equipped ambulances with qualified doctors will be stationed at the Start of the ADVENTURE TRIAL. These ambulances will be in communication with the Clerk of the Course throughout the event. One ambulance will follow the ADVENTURE TRIAL after half of the competitors have been flagged off and the second ambulance will follow the last vehicle in the direction of the ADVENTURE TRIAL till the last TC after ensuring all the competitors are accounted for. **Any competitor deciding to go home must inform an official of the raid and hand in his time card. Failure to do so will result in Himalayan Motorsport requesting suspension of his competition license for 3 years**

11.13 Detours, Road Works and Errors in the Road book.

The organiser's distance as shown in the Road Book is deemed to be correct and are not subject to query and protest.

However, the actual distances may differ from the values printed in the road book for many reasons, including road works which no longer exist, new road works, distances incorrectly measured or printed, etc.

After such a difference, e.g. a detour due to a road being closed, competitors are required to return to the Average Speed printed in the speed chart as quickly as is practical; if possible at the next instruction following the end of detour. This may require driving at a higher or lower speed than specified for a short period.

However, if the actual distance is greater than the printed distance by more than 500 metres then normally there will NOT be a Time Control in the 5 kilometres after the end of the detour. This allows the competitors enough time to regain the required Average Speeds without excessive speed or dangerous driving.

The exceptions are when a Time Control has been put in place before the change occurred or when the location of the Time Control cannot be altered, such as at a refuelling point or at the end of the Leg. In such a case, a penalty free lateness may be declared by the Clerk of the Course, e.g. the first 5 minutes of the lateness might be penalty free. The decision whether to declare penalty-free lateness is the prerogative of the Clerk of the Course, and will be made retrospectively in the interests of fair play.

Note that after an error in the road book the above procedure will apply i.e. the competitors are required to comply with the printed Average Speeds as soon as possible after the erroneous instructions.

SERVICE

- 12.1 **Dedicated service is permitted in Free Zones and at the End of Legs only and competitors are free to use workshops along the route and to purchase parts from the market for the rest of the days run.**
- a) **Time taken for any service halts during the days run along the rally route will not be treated as Dead Time but counted towards the penalties incurred.**
- b) **For those utilising dedicated service i.e. bringing along their own service car and mechanics, a penalty of 1 minute per leg will be applied which will be added to their daily penalties.**
- c) **Incase of Team Entries, if even one car is receiving dedicated service it will be deemed that all the cars for the Team in question are receiving dedicated service.**
- d) **Service or repair provided by the Authorised dealer, authorised workshops, helpline vehicles at the dealership/ workshop during the running of the rally (i.e the period of time between the first Time Control at the Start of leg and checking in at the last Time Control at the end of the Leg), will not be taken as dedicated service.**
- 12.2 **Failure of the service vehicle to meet at scheduled times or total failure of the Service Team will not be considered. Once the dedicated service has begun even if the service team drops out subsequently, the penalty will be applied.**
- 12.3 One Official Service vehicle would follow the last ADVENTURE TRIAL Competitor's vehicle at all times. This may even be the breakdown truck.
- 12.4 If the vehicle providing dedicated service to an ADVENTURE TRIAL competitor has left ahead of the raid and finds itself on an X-treme Special Stage that has gone live it will be obliged to park –up alongside an official Car manning the stage for the duration required for the X-treme competition car to go by. This will be enforced even if the service car is travelling in the direction of the rally. Service cars failing to comply will result in the exclusion of all the competitors being provided service by the errant service car
- 12.5 The dedicated service vehicles must not impede the progress of the Rally in any way. No service vehicle must ever drive in the direction opposite to that of the Rally cars in competitive sections or deliberately block the passage of competing cars or prevent them from overtaking .For any infringement a penalty of Rs.10,000/- will be levied. Depending upon the severity of the infringement this may also result in exclusion of all cars they are servicing.
- 12.6 **All competitors whether team or individual, that are bringing their own dedicated service will pay Rs.3000/- per competitor for this privilege.** For e.g if 5 competitors are taking service from 1 service car, they will each pay Rs.3000/- (a total of Rs.15,000/-) In addition a set of service stickers (2 pcs) will be provided at a cost of Rs.1000/- per car.
- 12.7 The registration number and the corresponding sticker number of the service vehicle will be noted along with the competition number of the competitor (s) using the service vehicle/s in a register which will be maintained by the organisers.
- 12.8 Any competitor found to be receiving service from a vehicle not registered &

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without service stickers will be excluded.

- 12.9 Dedicated service is not permitted in those parts of the course that have an average speed allotted to them in the Speed Chart. Repairs are freely permitted in Free Zones and at the end of the Leg. Refuelling is permitted at all fuel stations along the way.** Any infraction will entail immediate exclusion from the event.

- 12.10** If, at the end of a leg, the organisers have provided a secure parking area for the repair and service of Rally vehicles, this area will be accessible to crews, registered service vehicles and registered mechanics only. **Service car stickers to be positively collected at the time of registration which will be till 1300 hrs on the 8th October 2016. No service cars or mechanics will be registered after this time.** Service car stickers must be affixed one each on the front doors. **Service mechanics will pay a fee of Rs.1000/- per mechanic and receive their ID Cards at Scrutiny itself as per the time schedule mentioned in the above para.**

- 12.11** Service crew would be responsible for their lodging and boarding requirements while on the Rally. If wishing to attend the Rally End Lunch the service crews will be required to buy Lunch coupons at Rs.1000/- per person.

12.12 FUEL ON THE ROUTE

The organisers will NOT provide refuelling to those competitors that have dedicated service. This facility will be available only to those competitors that are not taking dedicated service cars with them.

Fuel will be booked at Motoworld and delivered to the competitor who has made the booking at the specified refuelling halts.

Himalayan Motorsport is not selling fuel. We are merely positioning it at the refuelling halts for the competitor. Towards this facility, the competitor will advance money for the fuel and the transportation which will be bought on his behalf. This will be done at the scrutiny venue during scrutiny. The last time for fuel booking is 1300 hours on the 8th October 2016.

However, if the fuel is not collected at the specified refuelling halt it will be forfeited.

No refunds will be given to the competitor, in cash or kind. No transfer of the fuel booked will be made to any other competitor even on the request of the competitor who originally booked the fuel.

INCASE THE ABOVE TERMS AND CONDITIONS ARE NOT ACCEPTABLE PLEASE DO NOT BOOK ANY FUEL. Booking of fuel implies that you have accepted the terms and conditions, regarding fuel, as above, without demur.

TEST

13.1 Tests: Tests are small, controlled stages that are run in parking lots, school fields, etc. where speed is restricted through chicanes and other such speed controlling devices. These devices may constitute stop lines and reversing areas. The purpose of Tests is to showcase rallying to the public and check the driving skills of the drivers. All Tests will run with helmets and seat belts on. Tests will run as part of the Regularity rally with penalties that will count towards overall classification and selecting the best driver in the championship. Tests may also be conducted as part of the course as shown in the Road Book.

13.2 Procedure

The procedure, timings, etc shall be explained by way of CIB of the particular test.

13.3 Official time used during the rally

Official time to be used during the rally will be that of GPS time (GMT +5.30 Hrs). This will be displayed at the time of Drivers' Briefing Meeting.

13.4 Test Rules

13.4.1 All tests will be conducted with seat belts and helmets on and fastened. Either condition violated will mean exclusion.

13.4.2 Tests may be conducted with a graphic navigation chart and/or with a Standard Tulip Chart as in a Road Book. A Speed Chart may be provided for some Tests.

13.4.3 The test results will count towards the Start Order (Prologue - Test 1) and also towards the Overall Classification.(penalties of all tests added).

13.5 Running of Tests

13.5.1 Please arrive at Test Starts (TS) as early as possible, while driving safely, as this will assist in the running of the event.

13.5.2 Timing on Tests may be by means of separate Start and Finish clocks or by a single stopwatch. All tests will be timed to the second.

13.5.3 All crew members' tools, equipment, etc., must be carried in their normal places during each Test, except where otherwise specified.

13.5.4 Once inside the control area competitors should be ready to start the test or section IMMEDIATELY; they may be instructed to start the test, and timed accordingly, even if they are not ready to move off.

13.5.5 They may not walk forward beyond the Start line of a Test prior to attempting it unless specifically permitted by the Course Chief Marshal.

13.5.6 If a test is so located on the course that the competitor has bypassed it, they are not permitted to return against the itinerary to reach the Start of the Test.

13.6 Timed Tests Penalties

Time added for each occasion of any of the following committed:

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13.6.1 A competitor who overshoots the Test Finish (TF) stop line will be penalised and must remain where he/she stops; he/she must not reverse the car back to the line (the navigator may walk back to the TF) for getting his Time Card endorsed. (Penalty for overshooting TF Line = 20 secs.)

13.6.2 Per occasion: 5 seconds

- Striking a cone or other marker
- Failing to stop astride a line correctly after having attempted to do so

13.6.3 Per occasion: 10 seconds

- Going the wrong side of a single cone or entering a multiple cone chicane wrongly or knocking down a cone
- Not attempting to stop astride a line correctly but running through it
- Crossing an edge marker line. (Shown by a white line marked on a corner defining the outer limit for said corner)

13.6.4 Per occasion: 45 seconds

- Bypassing / Missing a Test Element completely (Defined as Element 'A', 'B' and so forth in the diagrammatic/ Tulip Road Book)

IMPORTANT: Driving well past a Test Element and then reversing or turning to drive back to attempt it correctly is dangerous, strictly prohibited and pointless. The competitor can be penalized with exclusion for this violation.

13.6.5 Penalties for missing the entire Test, for any reason whatsoever, will be 10 minutes.

13.6.6 Competitors must at all times drive in the direction specified in the test instructions, with the following permitted exception:

If a car passes or begins to pass to the wrong side of a cone or course marker and stops immediately then it is permitted to reverse the few yards needed (up to one car length) before passing the cone on the correct side. No test error will be recorded - the competitor has simply lost time.

REQUESTS, PROTESTS & APPEALS

- 14.0 A pre paid “Request Form” is attached for every leg of the Road book. Once filled, these can be deposited with Competitors Relations Officer or the Area Coordinator at the end of Leg detailing the competitor’s grievance. **No request will be entertained that is not on the Request Form.** If the Request is lengthy and does not fit into the space on the form, a plain paper carrying the entire painful details may be appended to the form. Frivolous requests will not be entertained. Repeated requests of such nature will be reported to the Stewards who will fine at their discretion. **The carrying of the request will be decided by the C.O.C of the event. If the decision of the C.O.C is not palatable to the competitor he has the right to protest as given below.**
- 14.1 All protests shall be lodged in accordance with the stipulations of the National Sporting Code of FMSCI.
- 14.2 These have to be made within 30 minutes of the Final Provisional Results being put up on the final notice board at the end venue.
- 14.3 All protests must be lodged in writing and handed to the Clerk of the Course through Competitors Relations Officer together with the sum of Rs.18,000/- for each protest, which shall not be returned if the protest is judged unfounded.
- 14.4 No action will be taken unless this above formality is followed to the letter.
- 14.5 If the protest requires the dismantling of different parts of a car, the claimant must pay an additional deposit of Rs.6000/-
- 14.6 The expenses incurred by the work and by transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
- 14.7 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
- 14.8 The entrants may lodge an appeal against the decisions, in conformity with the stipulations of Chapter XIII of the National Sporting Code.

The appeal fee/bond is Rs.96,000/ for 4 wheelers with Rs.48,000/- to be paid along with intention to appeal and balance Rs.48,000/- with grounds of appeal within 96 hours.

CLASSIFICATION + FACTORS + TIE BREAKER

- 15.1 Penalties shall be expressed in hours, minutes and seconds. **A flat factor will be applied to the results depending on the usage of Terratrip computers, GPS, Tripy II Digital Road book reader, Scientific Calculators etc. In the event of a competitor using one or more navigation aids, the higher factor from among the aids used will be applied. Breakdown of navigation aids (Terratrip, GPS etc) during the rally cannot change the factor application subsequently, which will be as if the equipment is working flawlessly.**

The flat factor application will be as under:

Factor 1

Competitors using a simple non HMS / non Scientific Calculator + Car Odometer + Normal Digital Watch. No factor i.e. a minute's penalty will read as 00:01:00. It is permitted to shift the simple odometer in front of the navigator

Factor 2

Competitors using any Rally computers (Terratrip 202 + Terratrip 303, Halda Tripmaster etc) , Tripy II (with or without a Tripy Road book), Garmin 76 series GPS (with or without tracks) giving a 10 mtr measurement and HMS calculator will fall into this category. A penalty of 3 seconds per TC will be applied.

Factor 3

For competitors using a Scientific calculator running any TSD app. / Android or other phones, Tablets running any TSD app. A penalty of 6 seconds per TC will be applied. PDA's will fall into this category.

The use of laptops is prohibited.

Only the highest factor amongst devices used will be applied. Decision of factor application rests with the organisers alone. If in doubt please clarify BEFORE start of the event.

Decision of factor application rests with the organisers alone.

Competitors will declare their 'equipment on board' on the scrutiny form. No change is permissible after that declaration. If at any time during the event, during surprise checks, equipment higher than declared is detected the competitor will be excluded.

- 15.2 Competitors will be ranked in ascending order of the penalty hours, minutes and seconds incurred by them i.e. the competitor with the least penalties will be declared the winner.
- 15.3 **Tie Breaker**
- 15.3.1 In the event of a tie, the competitor who has missed the least number of time controls will be declared the winner for the position tied for.

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- 15.3.2 In case the tie is not resolved the competitor with the higher number of sections completed with zero penalties will be declared as the winner of the position tied for and so on.
- 15.3.3 If after applying the above tie breaker, the tie is still unresolved, then the competitor who has gone the furthest from the start of the event with the fewest penalties will be declared the winner of the position tied for.
- 15.3.4 If after applying all the above possible formulae for breaking the tie, the tie is still not resolved, then and only then will the competitors be declared as joint winners of the position tied for.
- 15.4 The results shall be posted in accordance with the programme, unless the finish is unduly delayed in which case the results shall be posted as soon as possible after the arrival of the last car at the finish.
- 15.5 The classification is Provisional/official at the end of the ADVENTURE TRIAL, and final 30 minutes after the posting of the results subject to Protests/Appeals, if any.
- 15.6 Provisional official classifications may be issued at the end of each leg. The times and places for posting these classifications will be in accordance with the program.
- 15.7 In order to be classified in the results, entrants should have paid to the Organisers any fines, imposed under these Supplementary Regulations before provisional results are published.
- 15.8 **Exclusions**
- A competitor once excluded shall not be allowed a restart under any circumstances

PRIZES – TROPHIES

- 16.1 Prizes will be given to the first 3 competitors in each of the 6 classes described below.

CARS

Class 1	Stock Amateur	Trophy for Top 3
Class 2	Stock Expert	Trophy for Top 3
Class 3	Pro Stock Expert	Trophy for Top 3

SUV'S

Class 4	Stock Amateur	Trophy for Top 3
Class 5	Stock Expert	Trophy for Top 3
Class 6	Pro Stock Expert	Trophy for Top 3

TEAM PRIZE

1st	Trophy
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COUP DE DAMES

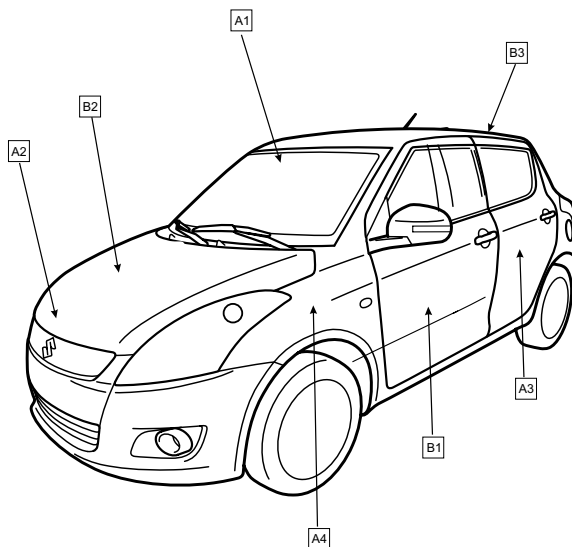
1st	Trophy
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- 16.2 The Organisers may at their discretion:
- Offer awards in addition to those specified in these Supplementary Regulations.
 - Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion.
 - All cash prizes added, if any, will be subject to tax deduction at source (TDS) at the current rates applicable at the time.
- 16.3 **Only 2 trophies will be awarded to an entry. For those teams whose crew exceeds 2 persons per car, a letter of authority for the trophy manufacturer, will allow the remaining crew to order replicas. These will be paid for by the person/s placing the order.**
- 16.4 **“Coup de Dames”**
- The Coup de Dames is the prize for the best performance by a crew consisting exclusively of ladies. If no all-ladies crew is classified as Finisher then the prize will be awarded to the best performance by a crew where the bone-fide first driver is a lady. Failing that, the award will go to the best performance by a crew whose navigator is a lady.
- 16.5 **It is compulsory to wear the Official Event Jacket for the Compulsory Driver's briefing, the Press Conference and the Prize Distribution ceremony of the 18th Raid-de-Himalaya 2016. Those not wearing this jacket, which will be provided to all competitors, will be refused permission to enter the venue. This jacket will form the outer most garment worn by the person during the ceremony.**

APPENDIX I – DUTIES OF THE JUDGES OF FACT**Judges of fact are required to perform the following duties:**

1. To bring to the notice of the clerk of the course of any unfair practices or irregularities adopted by the competitors during the running of the event.
2. To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
3. To bring to the notice of the clerk of the course any cases of competition vehicles taking shortcuts or straying off the defined itinerary as specified in the official Road book. They would also be required to report incidents of competitors infringing rules pertaining to parc ferme, both at the night halts as well as those of the time control areas.
4. Protest may not be made against the decision of the judge, which shall be acceptable as final unless corrected as hereinafter provided. The finding although final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the automobiles have completed the course.
5. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.

APPENDIX II – ADVERTISING



- A1 HIMALAYAN MOTORSPORT STICKER
- A2 Sponsor 2
- A3 Title Sponsor
- A4 Hospitality Sponsor of the Event
- A5 Name and Blood Group of the Crew
- A6 Sponsor 3
- A7 Himalayan Motorsport
- B1~5 Numbered Competition Stickers Adventure Trial 2016

In the event that a competitor wishes to apply advertising that conflicts with the above reserved layout he/she may opt for a “Sponsored Entry”. In this case the competitor is only obliged to affix the stickers defined as A1, A3, A5, and B1 to B5. The rear windshield will be retained for the Himalayan Motorsport sticker. The other areas are free for the sponsored competitors use.

APPENDIX III – SUMMARY OF PENALTIES

THE START SHALL NOT BE AUTHORISED IF:

REASONS

Entry fee not paid as per Entry Fee Table with reference to Article 5.2, 5.11 and 5.12
No Personal Accident Insurance.
Not carrying compulsory advertising including windshield sticker.

Competitor Excluded if

Sound level not equal to or below 86 decibels of the competing Car / SUV as per rules
Unauthorised crew
Loss of Time Card
Tampering of entry on the Time Card
Loss of Scrutineering Card
In case of any misbehaviour with the Marshall at a TC or with any rally official any where during the running of the Raid
Not producing a E-Time Card at a Time Control /loss of e-Time Card .
Not wearing seat belts at all times on the rally - 1st violation
Blocking of road/ unsporting behaviour
Lateness exceeding Maximum Permissible Lateness
Entry Form containing false and/ or incorrect information
Competitor found under the influence of alcohol/ intoxicating drugs
Competitor deemed unfit for reasons of health/ lack of ability required for participation
Failure to report any breakdown/ accident and providing assistance
Missing or retouched identification marks applied during Scrutiny
Late reporting for flag-off at any leg exceeding 10 minutes 01 seconds
Missing of three Time Controls (TCs) in any one leg (except self TC)
Using equipment higher than declared for navigation
Enter a Control from any direction other than that of the ADVENTURE TRIAL
Re-cross or re-enter a Control once checking-in has taken place
Failure to follow the instructions of the Marshal-in-Charge at any Control Point
Not using tarpaulin for any kind of repair work to be carried out on the cars including changing of tyre.
Reporting more than 10 minutes lateness on the Start of a Leg

PENALTIES IN TERMS OF TIME

For each minute of lateness at start of event/ leg/ Control	1 minute
Arriving late per second at Time Control	1 second
Arriving early per second at Time Control	2 seconds
Stopping, slowing or reversing in an attempt to lose time at Time Control	5 minutes
Missing 1 Time Control	50 minutes
Missing 2 Time Controls	100 minutes
Factorial application (As per Art.14.1)	
For use of Dedicated Service	1 Min / Leg
Missing self TC	15 minutes/TC

PENALTIES IN TERMS OF MONEY (INR)

Not attending Compulsory Pre Event Drivers Briefing per person	Rs.1000
Speed Testing in secure parking area	Rs.500
Not Carrying & Display of Identity Card - per violation	Rs.3000
Not Carrying of Original Competition License - per violation	Rs.3000
Changing of 1 crew member prior to pre-event scrutiny	Rs.5000
Changing of 2 crew (in case of entry is for more than 3 or more crew) prior to pre-event scrutiny	Rs.20000
Late reporting at Flag-off for any leg upto 10 minutes	3000
Re-scrutineering fee for each recall	Rs.300
Change of Vehicle upto scrutiny (Each change)	Rs.5000

APPENDIX IV- PRE-EVENT SCRUTINY CHECK LIST STOCK

Sr. No.	Particulars	Description
1	Hard Top/ Rally Cabin	Hard top is Mandatory
2	Under Body Protection	Mandatory for Cars Group-Should be under the oil sump.
3	Tyre tread depth	Should be in good condition having a minimum tread depth of 4mm atleast, sidewalls should not be damaged
4	Spare wheels	A minimum of 1 spare wheels having tread depth of minimum 4mm atleast with no sidewall damage, both must be firmly secured
5	Mud Flaps - Front/ Rear	Must on all 4 wheels. May be the OE unit supplied.
6	Towing eye Front/ Rear	Towing eye should be painted red. If of the removable screw-on type, should be carried for inspection during scrutiny.
7	Tow chain or rope	Made of steel or Nylon tape
8	Horn	Should be heard loud & clear in the next district!
9	Head Lights	Functional in High Beam/ dipper mode; bulbs should be of twin filament type
10	Parking Lights	Fully Functional
11	Brake Lights	Fully Functional
12	Side Indicators	Fully Functional
13	Reverse Lights	Fully Functional
14	Number Plate Lights	Fully Functional
15	Extra Lighting	Should not be mounted above the lower level of the front windscreen and must be in pairs.
16	Parking Brake	Should lock between 5-8 notches
17	Windshield Wipers	Rubber must not be cracked, windshield washer must work
18	Helmets	Mandatory for all crew members. Must be at least ISI marked. Open face recommended
19	Auxillary Fuel Tank	Must be a unit manufactured by an OE supplier, may be mounted on roof racks. If installed inside the vehicle, the tank must vent gases to the outside
20	Snow Chains	Mandatory
21	Sleeping Bag	Must for all competitors, suitable for a temperature range of -5C to +25C.
22	Survival Rations	For all crew members, individual portions for at least 24 hours. Must consist of potable water, high energy food, etc.
23	Seat Belts	Must for all crew members, manufacture by OE supplier.

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24	First-Aid Kit	Medicines must be checked for Expiry Date
25	Red Triangles	2 in number, Made of reflective material, must be secured firmly.
26	Identity Card	Issued by Himalayan Motorsport Association, attached to a lanyard must be worn around the neck.
27	Crew Identification Card	Issued by Himalayan Motorsport Association, to be secured and displayed on the rear left window.
28	Identification Marks	Put on engine and body shell using wires, special numbered seals and/ or paint
29	Rear view Mirrors	1 each on the driver and co-driver side mounted on the doors and one inside the cabin for the driver.
30	Head Restraint	Must for all crew members
31	Display of Names & Blood Groups	Must for all crew members, to be displayed on black background of 4in. X 8in. dimension. with white letters & symbols. Location is on top-end of the both front fenders. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker.
32	Adventure Plates	ADVENTURE Plates will replace all Registration Number Plates
33	Registration Number	Make a sticker 8in X 6in with a "White" background & "Black" letters and numbers. Location is on the front of the bonnet above the grill. Letters & Numbers to be sized to 2 inches and having a thickness of 3 mm. to be made from reflective stickers.
34	Competition Number	Displayed as per Appendix II
35	Compulsory Ads	Displayed as per Appendix II
36	Competition License	Must for all the drivers, to be carried during the event in original
37	Tarpaulin Sheet	4m X 3m size
38	Roll Cage	If vehicles are fitted with roll cage they must have 4 point harness for both crews

APPENDIX V – PRE-EVENT SCRUTINY CHECK LIST PRO-STOCK

Sr. No.	Particulars	Description
1	Hard Top/ Rally Cabin	SUV's having a soft top must replace it with a hard top/ rally cabin
2	Roll Cage	Specified to Appendix J of the FMSCI Techregs.
3	Seat Belts	4 point with strap width of minimum 3 inches –OE not acceptable
4	Helmets	Conforming to FMSCI regulations for rallying –Open face recommended.
5	Seats	Rally seats with head, side and leg restraints.
6	Circuit Breaker	Mandatory
7	Under Body Protection	Mandatory for Cars Group-Should be under the oil sump.
8	Tyre tread depth	Should be in good condition having a minimum tread depth of 4mm atleast, sidewalls should not be damaged
9	Spare wheels	A minimum of 1 spare wheels having tread depth of minimum 4mm atleast with no sidewall damage, both must be firmly secured
10	Mud Flaps - Front/ Rea	Must on all 4 wheels. May be the OE unit supplied.
11	Towing eye Front/ Rear	Towing eye should be painted red. If of the removable screw-on type, should be carried for inspection during scrutiny.
12	Tow chain or rope	Made of steel or Nylon tape
13	Horn	Should be heard loud & clear in the next district!
14	Head Lights	Functional in High Beam/ dipper mode; bulbs should be of twin filament type
15	Parking Lights	Fully Functional
16	Brake Lights	Fully Functional
17	Side Indicators	Fully Functional
18	Reverse Lights	Fully Functional
19	Number Plate Lights	Fully Functional
20	Extra Lighting	Should not be mounted above the lower level of the front windscreen and must be in pairs.
21	Parking Brake	Should lock between 5-8 notches
22	Windshield Wipers	Rubber must not be cracked, windshield washer must work
23	Auxillary Fuel Tank	Must be a unit manufactured by an OE supplier, may be mounted on roof racks. If installed inside the vehicle, the tank must vent gases to the outside
24	Snow Chains	Minimum for 2 tyres, must be secured to the tyre by a sturdy nylon rope.

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25	Sleeping Bag	Must for all competitors, suitable for a temperature range of -5C to +25C.
26	Survival Rations	For all crew members, individual portions for at least 24 hours. Must consist of potable water, high energy food, etc.
27	First-Aid Kit	Issued by Himalayan Motorsport Association, to be secured and displayed on the rear left window.
28	Red Triangles	2 in number, Made of reflective material, must be secured firmly.
29	Identity Card	Issued by Himalayan Motorsport Association, attached to a lanyard must be worn around the neck.
30	Crew Identification Card	Issued by Himalayan Motorsport Association, to be secured and displayed on the rear left window.
31	Identification Marks	Put on engine and body shell using wires, special numbered seals and/ or paint
32	Rear view Mirrors	1 each on the driver and co-driver side mounted on the doors and one inside the cabin for the driver
33	Head Restraint	Must for all crew members
34	Display of Names & Blood Groups	Must for all crew members, to be displayed on black background of 4in. X 8in. dimension. with white letters & symbols. Location is on top-end of the both front fenders. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker.
35	Adventure Trial Plates	Adventure Trial Plates will replace all Registration Number Plates
36	Registration Number	Make a sticker 8in X 6in with a "White" background & "Black" letters and numbers. Location is on the front of the bonnet above the grill. Letters & Numbers to be sized to 2 inches and having a thickness of 3 mm. to be made from reflective stickers.
37	Competition Number	Displayed as per Appendix II
38	Compulsory Ads	Displayed as per Appendix II
39	Competition License	Must for all the drivers, to be carried during the event in original
40	Tarpaulin Sheet	4m X 3m size

APPENDIX VI – CONTROL SIGNS

SECRET TIME CONTROL



SELF TIME CONTROL



DECLARED TIME CONTROL



PASSAGE CONTROL



APPENDIX VII – COMPETITOR RELATIONS OFFICER(S)



Manu Virmani

Mobile No: 94751-22557

Principal Missions:

Inform the competitors and play the role of a stabilizing factor at all times. He will attend the meeting of the Panel of the Stewards of the Meet, in order to keep abreast of all the decisions taken.

The Competitor Relations Officer must be able to be easily identified by the competitors. To this end he will:

1. Wear a poncho as per Article 14.
2. Be introduced to the competitors when there is a Drivers' Briefing.
3. His photograph will be included in a Bulletin if possible.

Presence at the running of an event:

When the Secretariat is opened, he will have the Secretary of the Meeting draft a schedule of his duties which shall be posted on the notice board of the event and which shall include:

Presence:

- At the Secretariat.
- At the start of the scrutineering.
- At the regrouping Parc Fermé at end of event halts and sections.
- Near the "Parc Fermé" at the arrival (the latter being dependent on the Rally timetable)

Function:

Give accurate answers to all questions asked.

Provide all information or additional clarifications in connection with the regulations and the running of the event.

Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).

The Competitor Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.



HIMALAYAN MOTORSPORT



HPTDC