

SUPPLEMENTARY REGULATIONS

8th MARUTI SUZUKI DAKSHIN DARE 2016

**8th MARUTI SUZUKI DAKSHIN DARE 2016
ENDURANCE TRIAL
NAVIGATIONAL TSD RALLY
30th July to 6th August 2016**

Organized by

Motorsport Inc.

16, Maruti Nagar NagarBhavi Main Road
Bengaluru 560072, Karnataka India
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Email: jaidasmenon@gmail.com
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APPROVED BY



The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the Government of India)

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1. INTRODUCTION

The MARUTI SUZUKI DAKSHIN DARE 2016 – Endurance Trial will be run in a TSD format on a non cumulative basis and will be run in compliance with the International Sporting Code of the FIA (and its appendices), the FIA, General Prescriptions applicable to 4Wheeler Rallies, the National Sporting Regulations of The Federation of Motor Sports Clubs of India which comply with the FIA regulations, and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the Organizer or the Stewards).

The Federation of Motor Sports Clubs of India (**FMSCI**) is the ASN of the FIA in India and Government of India approved National Sports Federation.

2 Acquaintance with & submission to rules

- 1.1 Every person, or group of persons, organizing a competition or taking part therein:
- 1.2 Shall be deemed to be acquainted with the National Regulations in force and the International Sporting Code of the FIA
- 1.3 All competitors must sign the indemnity and declaration which are enclosed with the Entry form.
- 1.4 These are the conditions precedent attached to the submission of entries and taking part in an event and all competitors participating in the meet shall be bound by them and also the rules and regulations hereinafter set out or amendments made thereto.
- 1.5 Shall undertake to submit themselves without reserve to the above and to the decisions and the consequences resulting there from.

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 Information Bulletins and Communications (both for Competitors and Officials) and/or written instructions to competitors at any time with the approval of FMSCI Stewards. These Bulletins or communications and 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 Bulletins /Communications/Instructions 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 Rally HQ before the start of the rally and at the Rally Offices in Each Destination at the end of each Leg. As far as possible, these communications 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 Bulletins and or written instructions posted at the official notice boards.

2. ORGANIZATION

2.1 Organiser's Name: Motorsports Inc.

2.2 Address & Contact Details:

16, Maruti Nagar, NagarBhavi Main Road, Bengaluru 72, Karnataka, India

Phone: + 080 23181709 , 09035325655

Email: Jaidasmenon@gmail.com Website: www.dakshindare.co.in

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

2.4 Event Secretariat details

Upto 30th July 2016: From 0800 hrs. To 1900 Hrs: **At the Office of Motorsports Inc.**

31st Aug 2016: From 0800 hrs to 2000 hrs: **Lalith Ashok Bangalore**

1st Aug 2016: From 0800 hrs to 0900 hrs of 2nd Aug 2016: **Coorg TBA**

2nd Aug 2016: From 1700 hrs to 0900 hrs on 3rd Aug 2016: **Murdeswara TBA**

3rd Aug 2016: From 1700 hrs to 0900 hrs on 4th Aug 2016: **Royal Orchid Shimoga**

4th Aug 2016: From 0800 hrs to 0900 hrs on 5th Aug 2016: **Royal Orchid Shimoga**

5th Aug 2016: From 1700 hrs to 2000 hrs on 6th Aug 2016 : **Blu Raddison GOA**

2.5 Organizing Committee

Management and Organizing Committee

Mr.JAIDAS MENON

Mr.Abhilash Gowda

Mr.Raju

Mr.Vardaraj

Mr.Ambrish

2.6 Stewards of the meet:

Chief Steward

: TBA

Steward

: TBA

Steward

: TBA

Chief Scrutineer 4w

: Yogesh Kalro

2.7 Senior Officials

Director of the Dakshin DARE Rally :	Mr. Jaidas Menon
Clerk of the course :	Mr. Jaidas Menon
Deputy clerk of course :	Mr. Raju
Secretary of the meet :	Mr.Srikanth Gowda
Competitors' Relation Officer's :	Mr.Abhilash Gowda
Chief Marshall :	Mr.Vinay
Chief Medical Officers :	Dr. Amit Chatterjee
Chief Safety Officer :	Mr.Gautham Reddy
Media Relations Officer :	TBA
Communication Chief :	MR.Satyapal
Results Co-Ordinator :	MR.Deep Var

2.8 JUDGES OF FACT:

All persons (other than stewards) named in the above Articles shall be the judges of facts. Duties of the Judges of Fact are described in Appendix 3: DUTIES OF JUDGES OF FACTS.

3. PROGRAMME

1.1 Schedule

Opening of Entries:

When: With the publication of these regulations

Where: Office of Motorsport Inc., # 16, Maruti Nagar, Nagar Bhavi Main Road, Bengaluru 72

Closing Date of Early Entries:

When: 1700 hrs: 1st may 2016

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagar Bhavi Main Road, Bengaluru 72

Closing Date of Standard Entries:

When: 1700 hrs: 10th June 2016

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagar Bhavi Main Road, Bengaluru 72

Closing Date of Late Entries:

When: 1700 hrs 15th July 2016

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagar Bhavi Main Road, Bengaluru 72

Publication of Entry List

When: 1800 hrs 30th July 2016

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagar Bhavi Main Road, Bengaluru 72

Administrative Checks & Collection of Material and Documents - All Competitors

When: 0800 hrs onwards to 1900 Hrs on: 30th July 2016

0830 Hrs. onwards to 1300 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Scrutineering – Sealing and Marking

When: 0800 hrs onwards to 1900 Hrs on: 30th July 2016

0830 Hrs. onwards to 1300 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Doctors Briefing

When: 1400 Hrs on 31st July 2016

Where: Lalith Ashok Bangalore

1st Stewards Meeting

When: 2000 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Opening of Media Centre and Media Accreditation

When: 1100 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Compulsory Drivers Briefing

When: 1200 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Ceremonial Flag-off

When: 1600 Hrs. on 31st July 2016

Where: Orion Mall Bangalore

Start Order for Ceremonial Flag-off will be published at 1400 Hrs on 31st July 2016

Publication of Start List & Order for Leg 1 A

When: 1300 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Entry to Parc Ferme for Leg 1 Starts

When: 1430 Hrs on 31st July 2016

Where: Orion Mall Bangalore

Entry to Parc Ferme Ends

When: 1530 Hrs on 31st July 2016

Where: Orion Mall Bangalore

Official Start of Leg 1 A

When: 1630 Hrs. on 31st July 2016

Where Orion Mall Bangalore

End of Leg 1 A

When: 2200 Hrs. on 31st July 2016

Where: Lalith Ashok Bangalore

Publication of Start List & Order for Leg 1 B

When: 0300 Hrs. on 1st Aug 2016

Where: Lalith Ashok Bangalore

Opening Parc Ferme : 03:30 Closing 04:30

Official Start of Leg 1 B

When: 0500 Hrs. on 1st Aug 2016

Where: Lalith Ashok Bangalore

End of Leg 1 B

When: 1600 Hrs. on 1st Aug 2016

Where: Coorg Cliff Pollibetta

Publication of Start List & Order for Leg 2

When: 2100 Hrs. on 1st Aug 2016

Where: Coorg Cliff Pollibetta

Opening Parc Ferme : 04:30 Closing 05:30

Official Start of Leg 2

When: 0600 Hrs. on 2nd Aug 2016

Where: Coorg Cliff pollibetta

End of Leg 2

When: 1600 Hrs. on 2nd Aug 2016

Where: Murdeswara RNS Residency

Publication of Start List & Order for Leg 3

When: 2100 Hrs. on 2nd Aug 2016

Where: Murdeswara RNS Residency

Opening Parc Ferme : 04:30 Closing 05:30

Official Start of Leg 3

When: 0600 Hrs. on 3rd Aug 2016

Where: Murdeswara RNS RESIDENCY

End of Leg 3

When: 1800 Hrs. on 3rd Aug 2016

Where: shimoga Royal Orchid

Publication of Start List & Order for Leg 4

When: 2100 Hrs. on 3rd Aug 2016

Where: shimoga Royal Orchid

Opening Parc Ferme : 04:30 Closing 05:30

Official Start of Leg 4

When: 0600 Hrs on 4th Aug 2016

Where: Shimoga Royal Orchid

End of Leg 4

When: 1500 Hrs. on 4th Aug 2016

Where: Shimoga Royal Orchid

Publication of Start List & Order for Leg 5

When: 2100 Hrs. on 4th Aug 2016

Where: Shimoga Royal Orchid

Opening Parc Ferme : 04:30 Closing 05:30

Official Start of Leg 5

When: 0600 Hrs on 5th Aug 2016

Where: Shimoga Royal Orchid

End of Leg 5

When: 1500 Hrs. on 5th Aug 2016

Where: Blu Raddison GOA

Final Scrutineering

When: 1700 Hrs. on 5th Aug 2016

Where: Blu Raddison GOA

Publication of the Provisional Final Classification

When: 1800 Hrs. on 5th Aug 2016

Where: Blu RaddisonGOA

Prize Giving

When: 1000 Hrs. on 6th Aug 2016

Where: Blu Raddison GOA

4.11.2.1 Before the Start of scrutineering - with the agreement of the Organising Committee.

4.11.2.2 Once the scrutineering has started - with the agreement of the Stewards.

4.11.2.3 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 Article 4.8 above is paid to the organiser.

Respecting the conditions under Article 4.3 above, up to 4 crew members may choose to share the actual driving time and compulsorily all must have valid competition licenses.

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

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

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.

An entry form or declaration which contains false and/or incorrect statements shall be deemed null and void. The entrant will be deemed guilty of breach of these regulations and the entry fee will be forfeited and the entrant excluded from the Meet. The competitor would further be reported to FMSCI for further appropriate action.

Any change of the entrant is prohibited after the closing of entries. Entry fee cannot be transferred to another entrant / competitor.

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.

4.12 Sponsored Entry

4.12.1 Sponsored Entry is classified as below:

- a) 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.
- b) If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents it will be treated as a Sponsored Entry.
- c) If the entry is or becomes a member of a manufacturer's team it will be treated as a Sponsored Entry.
- d) If the vehicle displays ANY advertising mentioned other than compulsory advertising.
- e) If the vehicle is painted in colour scheme/design of vehicles of manufacturers or sponsors, whether carrying the sponsor's advertising or not, It will be treated as a sponsored vehicle.

4.12.2 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 organiser. 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.

4.12.3 The decision of the organiser in this matter will be final and binding on the competitor.

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 as per Article 4.12.2 above.

4.13 Entry fee cannot be transferred to another entrant / competitor/team.

The entry fees specified in Article 4.8.1 above include an opportunity for the crew to participate in the Backwaters Car Rally 2016 and/or the 3rd Round of the FMSCI National Superleague TSD Rally Championship 2016, one set of Road Books and an invitation for the driver and co-driver/s to the Prize Distribution function and Rally Dinner / Lunch. The Entry Fees also include basic accommodation for the crew at the Night Halt on the days of the actual running of the Rally 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 / she 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 organiser are not responsible for the safety, hospitality or medical contingencies for such retired competitors.

4.14 All competitors, inishers and retired, are invited for the Prize Distribution without any additional cost. Attendance to the Rally Dinner / Lunch is by invitation and the invite would be made available to all competitors as part of the Start Kit.

4.15 Service crew / friends or family of competitors wishing to attend the Rally Dinner may purchase the invite at the time of service registration by paying an amount of Rs. 1000/- per person.

4.16 Team Entry – in addition to prevailing entry fees

Auto ManufacturersTeam Entry	Per Team of 3 to 5 Vehicles	Rs. 3,00,000
Trade (Any product) Team Entry	Per Car	Rs. 30,000
Club Team Entry	Per Car	Rs. 5,000

4.16.1 A team entry can consist of three to ive vehicles, of which at least three vehicles must qualify as inishers to be eligible for the Team Prize. The total penalty for the team will be the sum of the best three vehicle timings.

4.16.2 More than ive cars cannot be a part of one team. If the same club or manufacturer/ trade ields 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.

4.16.3 The crews forming a Team will be tabled in an Of icial Team Declaration Form to avoid confusion. The Team details will be made public before the Rally starts by an of icial declaration being posted on the notice board.

4.16.4 While a Club/Trade/Manufacturer can ield any number of teams, the same car cannot be a part of 2 teams.

4.16.5 The Team Entry must be paid in full, and at least 3 cars must inish in a Team for it to be classi ied as a inisher.

5. INSURANCE

- 5.1 Organiser holding a valid 2016 FMSCI Permit for an event are covered for (During the running of the event only):
- 250 competitors with valid FMSCI Competition License are covered for ` 5 lakhs Personal Accident & ` 5 lakhs towards Medical expenses (Full Claim upto 3 lakhs & 90% for remaining ` 2 lakhs).
 - 100 Officials are covered for ` 25 lakhs (Personal Accident) & ` 1 lakh towards Medical Expenses

These insurances are issued by the Oriental Insurance Company Ltd valid during the running of the event only. Organizers / Competitors are advised to take any additional insurances they may deem it.

All vehicles must have minimum third party insurance and Special Rally cover valid for the period of the Rally. (The rally cover will be issued by the SAME branch of Insurance Company with whom you have insured your vehicle)

COMPETITORS ATTENTION IS DRAWN PARTICULARLY TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR MOTOR SPORTS

All competitors are to take a further personal accident insurance of minimum Rs. 5,00,000/- each including hospitalization benefits. This insurance should not be normal insurance but specially "High Risk" insurance (Table III). Mediclaim policies above Rs 5,00,000/- will also be accepted but acceptance by us is not a guarantee that the insurer will pay you as rallying is often not covered, by such policies.

The insurance cover should have a minimum validity from June 16, 2016 to June 19, 2016, both days included.

6. ADVERTISEMENT

- 6.1 It is compulsory to carry Organizers advertisements on the competition vehicle.
- 6.2 Competitors are allowed to affix any kind of advertisements on their vehicle provided that
- it is authorized by the National Laws and FMSCI Regulations
 - it is not likely to cause any offense
 - it is not political or religious in nature
 - it does not encroach upon the space reserved for plates & competition number.
- 6.3 Advertising on competing cars is allowed provided that:
- 6.3.1 ALL instructions issued by the organiser are observed.
- 6.3.2 No advertising material shall be placed on any of the side windows.
- 6.3.3 The top 3 inches of the front and rear windshields are reserved as follows: Top 3 inches of front windshield – Title Sponsors sticker. Top 3 inches of rear windshield - Himalayan Motorsport sticker.
- 6.3.4 Advertising must not be of a political, religious, obscene or insulting nature and messages and symbols of faith, are not permitted.
- 6.3.5 The front doors shall be left free of advertising other than that provided by the organiser.

Space required as indicated in Article 6.4 below is left free of advertising other than that provided by the organiser.

Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 6.3 above.

All stickers / advertising of other rallies have to be completely removed before the new stickers will be applied.

No numerical numbers can be displayed under any circumstances. Armed Forces text for example, 62 Cavalry can be written as Sixty Two Cavalry. The numerals conflict with the competition numbers and are therefore prohibited.

Advertising is as indicated in Article 19 below and all competitors will be bound by this article save exceptions provided to Sponsored Entries, provided that conditions under Article 4.12 above, have been complied with. For specific exemptions please contact Himalayan Motorsport Association

7. ADMINISTRATIVE CHECKS

The Entrant should produce the following for inspection at the time of submitting the vehicle for Scrutiny and Administrative Check.

Competitors are required to bring:

- a) Vehicle Registration Book
- b) Tax book (If separate)
- c) Insurance Cover Note
- d) Special Rally Cover Insurance Valid for the duration of the rally
- e) Civil Driving License
- f) Authority letter from the owner of the vehicle if either member of the Crew is not the owner of vehicle used in rally
- g) Pollution under Control (PUC) Certificate
- h) 2016 FMSCI Competition License for Driver and Navigator
- i) 2016 FMSCI Entrant License
- j) Pan Card copy of Entrant / Driver
- k) Indemnity Bond as per Appendix II -7 Entry Fees of FMSCI TSD GP 2016.
- l) Factor, Group, Class Declaration form.
- m) Personal accident insurances for all crew as per Article 5 above.

The competitors are required to carry all the above documents throughout the rally. All the documents should be valid for the rally. Failure to carry shall be penalized as per the instructions of the Steward.

8. SCRUTINEERING, SEALING AND MARKING

Venue: As per Article 3 above

8.1 Date & Time: As per program above

Cars	Time	Cars	Time
1 - 25	0800 HRS	26 - 50	0930 HRS

8.2 National Regulations

As per FMSCI prescriptions

8.3 Venue of Administrative Checks/Scrutineering

The venue of scrutineering shall be as per the Program given above.

8.4 Reporting for Administrative Checks/Scrutineering

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/-.

Pre-event scrutiny will be essentially safety scrutiny. This will ensure conformity to the Scrutiny Checklist (Appendix 7: PRE-EVENT SCRUTINY CHECKLIST below). The issue of a 'SCRUTINY OK' STICKER is not a guarantee that the vehicle has passed technical conformity as per these Supplementary Regulations.

- 8.5 During the event, any Marshals, Rally Officials, Judges of Fact, etc can carry out on-the-spot scrutiny of the vehicle or competitors to ensure safety or technical conformity. The observation noted by these personnel would be final.
- 8.6 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.
- 8.7 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:

8.8 Permitted Modifications Cars/SUV's

- 8.8.1 Roll Cage: Though not compulsory, it is permitted/ recommended to it a roll cage in the competing vehicle. Roll cage should be conforming to the FMSCI guidelines. Those cars fitted with a roll cage must compulsorily also be fitted with FIA approved rally seats and seat belts. Any modifications made for this purpose are permitted.
- 8.8.2 Hard top and rally cabins are allowed. Soft tops are permitted, as in the Stock Gypsy. The OE cabin of the Mahindra Thar is permitted, but a hard top is recommended.
- 8.8.3 Under body protection for the engine oil sump and petrol tank are permitted. This is optional for Cars & SUV's.
- 8.8.4 Two spare wheels should be carried, though not compulsory. However both must be securely fastened.
- 8.8.5 Extra lighting may be used provided that the number of extra lights is even in number and they are not mounted above the lower level of the windscreen.
- 8.8.6 Tyres and wheels are free including diameter of rim, tyre width and aspect ratio. Alloy wheels are permitted.
- 8.8.7 It is permitted to it a circuit breaker.
- 8.8.8 It is permitted to it spacers/variant knuckles 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 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.

For reasons of safety it is strongly advised to install an odometer in front of the navigator. Terra trip / Tripy II / 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 in Article 10.16.

It is permitted to modify the exhaust provided that the catalytic converter is not removed and the exit point of the pipe, whose diameter must remain the same as the original, is retained as per the original mounting point. Removal of the Catalytic Converter core will result in exclusion. Noise Regulations will apply. See Article 8.23.1

Air filtration units are free.

It is NOT permitted to install an auxiliary fuel tank in the car. An auxiliary fuel tank may be mounted behind a metal firewall, either inside the boot or behind a rally cabin. If installed within the boot, this auxiliary tank must vent gases to the outside.

Cars manufactured before 1976 may modify anything but the original chassis must be retained.

Use of OE (Original Equipment) manufactured LPG kit is allowed. Ref Article 9.13. All other modifications are not permitted.

- 8.9 Where more than 2 crew are on board, then the additional crew must also have and wear seat belts at all times while on the rally.
- 8.10 Drivers taking part in the Rally must arrive at scrutineering with full crew, driving gear, helmets and vehicle as per given schedule.
- 8.11 At Scrutineering, crew members will be asked to produce their identity cards and original competition licenses.
- 8.12 The scrutineering card must be carried in the vehicle throughout the event. This scrutineering card must be produced to any of official demand and surrendered at the finish. Loss of the scrutineering card will result in exclusion.
- 8.13 Any vehicle 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.
- 8.14 Any vehicle which appears on external examination to be ineligible for the Rally, 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.
- 8.15 In order to prevent the engine or body shell from being changed during the event these items will be identified by the Organiser at Pre start scrutineering, using wire and special numbered seals and/or paint.
- 8.16 One paint Mark will be placed on the body shell and another on the engine. Any tampered or missing Marks will entail exclusion. In addition to exclusion competitors found attempting fraudulent practices in this respect will be sanctioned against.
- 8.17 Entrants uncertain of precise requirements should consult the Chief Scrutineer through the rally office of HMA.
- 8.18 All crew members will wear seat belts at ALL times while on the rally.

- 8.19 The competitor is responsible for the technical conformity of his car throughout the entire duration of the event.
- 8.20 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.

8.21 **Environmental Scrutiny**

8.21.1 Noise Testing

Sound level of all the participating vehicles shall be under the permissible limit at all times during the running of the Rally. The limits are 86db, 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.

8.21.2 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 penalized up to point of exclusion in case of noncompliance. Oil that may spill must be mopped up by a rag, which will have to be disposed off suitably.

9. RIGHTS & OBLIGATIONS

Rights & Obligations of the Organiser

- 9.1 Every driver should be the holder of a currently valid FMSCI Competition License that he must carry, in original, throughout the event.
- 9.2 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.
- 9.3 The Stewards of the Meet may exclude a Competitor who is 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.
- 9.4 All Competitors must sign the indemnity / declaration which are printed on the Entry form.
- 9.5 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.
- 9.6 Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- 9.7 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, including Free zones. Violation of this regulation shall lead to EXCLUSION from the event. However, should a competing vehicle come across another vehicle that 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 without incurring any adverse decision as a result.
- 9.8 Due to the extreme conditions prevailing in the terrain that the rally traverses medical rescue and evacuation will be by land and the organiser 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 desist from participating.

Note: Failure to provide emergency medical assistance / Failing to report any breakdown / accident to the next official on the route may lead to exclusion at the discretion of the Stewards.

Under NO circumstances will any Competitor, Crew Member, Marshals or Official admit any liability or sign any form or paper, which may admit or indicate liability of the Sponsors and/or the Organiser in any accident or incident, which may arise. All accidents will be treated as normal road cases by the police, so it is better for the driver to desist from signing anything that may implicate him later.

- 9.9 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.
- 9.10 An Identity Card will be provided by the organiser 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. Processing Charges of issuing of a new ID card will be Rs 1,000/-, which is apart from the fine of Rs. 3000/-
- 9.11 Rally stickers & Competition Numbers will be provided by the organiser 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 competitor's 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/- and/or non-permission to Start till the Competition numbers are clearly visible.
- 9.12 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.
- 9.13 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 ad-hoc arrangements for refuelling enroute will be acceptable and is prohibited.
- 9.14 Competitors are forbidden under pain of exclusion to make any false declaration, provide incorrect or incomplete information, misbehave with Marshals; do not follow instructions given by a Marshal i.e. the competitor will be excluded in case of any misbehavior with the Marshals at a TC or with any Rally official anywhere during running of the Rally.
- 9.15 **PARC FERMÉ**

The following rules will apply:

- 9.15.1 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).
- 9.15.2 Starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute.
- 9.15.3 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.
- 9.15.4 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 Marshals.
- 9.15.5 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).
- 9.15.6 Except in the case of the inish Time Control, any infringement of the Parc Fermé regulations shall result in a penalty ranging from 1 hour to exclusion.
- 9.15.7 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 10 minutes late will be excluded from the Event.
- 9.15.8 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.
- 9.15.9 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.
- 9.15.10 Change one or two punctured or damaged tyres using the equipment on board.
- 9.15.11 Have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course. This applies only to windscreens being fitted with a beading and not to those fitted with adhesive.
- 9.15.12 Check and/or adjust the pressure of its tyres.
- 9.15.13 Clean the windscreen.
- 9.15.14 These repairs will be completed before the starting time; otherwise a penalty of one minute for every minute's lateness shall be imposed.

- 9.15.15 In order to remove their 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 their starting time.
- 9.15.16 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.

10. RUNNING OF THE RALLY & OTHER PROCEDURES

10.1 Publication of the starting lists

The start lists will be published on the Official Notice Board at RALLY 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 second per second 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.

10.3 Definitions

10.3.1 TSD: Time, Speed and Distance. This type of rally is also known as a Regularity Rally.

10.3.2 Time Intervals between two competitors: Minimum 1 minute .

Crew: 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. This is further governed by Article 4.3 above.

Time: The official time throughout the Rally will be GPS Time expressed in accordance with the 24 hour clock. The GMT time differential offset will be +0530 hrs. Hours, minutes and seconds will be shown thus e.g. 22:01:05. Master time will be read from a Garmin GPS 76 CSX. The Chief Time Keeper will carry the GPS giving the Official Time.

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 is detailed in Article 10.16 below.

Service Penalty: A penalty is also being applied for those competitors having dedicated Service. See under Article 10.18.

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. 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.

10.4 Life Line:

All competitors of the Rally are permitted to use the Life Line feature once in the entire event of the rally. On ground of safety in case of an incident, the competitor can add 5 minutes to the start time of their previous STC/ DTC and check-in to the next TC considering the said new start time. This is to allow competitors to deal with incident (such as a punctured tyre) and subsequently avoid over speeding. The same has to be endorsed by the Marshals at the next Time Control. Failing to do so will disallow the lifeline taken.

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

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

10.4.3 The competitor can take advantage of the lifeline between any two TC's.

10.4.4 The competitor will have to inform the Marshals at the TC, at the end of the stage that he has utilised his Life Line. He will confirm this by writing "Lifeline" on the Time Card and getting it endorsed in the Marshals Sheet as well. The endorsement is to be made against the TC where the lifeline desired section for lifeline inishes and NOT where the section starts.

10.4.5 The lifeline 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 Marshals.

Example: If the life line has to be availed between TC 5 and TC 6

Out Time at TC 5	11:36:47
In Time at TC 6	11:52:47
Time Taken	16 min
Life Line applied for by informing TC 6 (endorsement here) will then transform the Out Time at TC 5 to	11:41:47
Reducing Time Taken to	11 min

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

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

10.5 Speed & Distance/ Driving Time/ Rest Period

10.5.1 Speed and Distance:

The maximum average speed will not exceed 45 kmph for any section in plains and 40 kmph for any section in the ghats/hill sections.

10.5.2 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.

The maximum scheduled duration of a day should not exceed 10 hours competitive driving time for any crew. Free zones and Parc Fermé times shall not be a part of this time.

If the emergency services cease for any reason such as weather, etc; the rally will stop and participants shall be taken in convoy/s to the leg halt.

10.5.3 **Compulsory Rest Period**

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

10.6 **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 Rally, a paper Time Card & e-Time Card will be issued to each competing crew at the start of the event. Responsibility for the time card & e-Time Card rests solely with the crew until it is handed back to an official or Marshals of the Rally.

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 Rally. This card is the property of the organiser 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 participant will be mentioned.

At every control, the crew must ensure that the time card is signed by the Marshals and the Marshals'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 Marshals'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 onboard 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 organiser. The e-Time Card will be retained by the competitor unless specifically asked for by the Marshals at the Leg end.

Officials are permitted to modify an entry that 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 signatur

e. 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 the wrong column is filled up accidentally 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. It is the responsibility of the competitor to check and correct (if needed) the entry at the TC location itself, in case such an event occurs.

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

10.7 Road Book

10.7.1 Each competitor will be issued a Road Book for each leg before his lag off. The Road Book will be in "Tulip" and will detail the route to be followed during the Rally. Competitors must report at every control in the direction indicated by the Road Book.

10.7.2 The Road book shall be printed in A5 or A4 and shall be prepared by using Tripy II and Road Tracer Pro.

10.7.3 GPS waypoints may be given to competitors in the event. If the waypoints are given, it may or may not be the entire list but just a few instructions with respect to the Road Book.

10.8 Finish

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

- a) By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road.
- b) By gravity
- c) By its own crew
- d) By another competing crew using their competition vehicle.
- e) Towing a stalled/damaged/stuck vehicle for more than 100 mtrs entails exclusion for the towee as well as the samaritan tow-er.

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

- i) Check in to controls in the direction set by the organiser.
- ii) Pass the finishing line and place the vehicle in the Parc Fermé.

- iii) Finish the event within the Maximum Permissible Lateness (MPL).
- iv) Pass the Post Event Technical Conformity Scrutiny.

10.9 **Time Control**

10.9.1 SIGNAGE OF CONTROLS Secret TC –

Red Clock Face Self TC – Yellow Clock

Face Declared TC – Green Clock Face

Passage Control – Blue Stamp Face

End of LegData Control – Blue Clock Face

10.9.2 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 below.

10.9.3 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 (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 below.

10.9.4 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 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 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 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 section.
- e) Self TC boards maybe 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.
- 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 Marshals-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, the competitor shall be penalized with a 15 minute supervisory penalty.

10.9.5 **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 Section.

10.9.6 **Control Generalities**

- a) The start and the finish time controls of a Leg shall be DTC.
- b) Competitors are required to follow the official itinerary only. Thus they are expected to time-in into the controls sequentially as per the official ODO. Any time-in into a control that is not sequential shall be considered null and void and shall be thus considered as missing a control.
- c) All controls will be indicated by means of a clock or stamp-face board placed on either side of the road, keeping in view the safety of the time control crew, visibility, etc. The Marshals crew recording the time, however, will

always be at the left side of the road. Placement of the TC Board is entirely on the discretion of the organiser/Marshals.

- d) 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.
- e) 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 10-20 mtrs to leave the line free for the other cars to be timed, while his time card is being filled, etc.
- f) 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 + MPL for the last competitor.
- g) The stopping time at any control must not exceed the time necessary for carrying out control operations.
- h) 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.

Stopping or slowing down in sight of a control or reversing away from a control would incur a penalty as detailed in Article 10.12.1 below. The chief post Marshal's decision in this case is final.

At each control one crew member may or may not leave the car to present the time card for the official endorsement.

The time recorded will be the time the competing vehicle stops at the flag of the control as per Article 10.9.6 (d) above

The time will also be entered on the Marshal's sheet, which must be signed by the competitor. In case of any difference in the time recorded on the Marshal's sheet and the paper time card, the time recorded on the Marshal's sheet will be final.

- i) Absence of competitors' signature in Marshal time card shall be treated as missing a control after reconciling with the e-time card data.
- j) Under the pain of EXCLUSION, copying or taking photographs of endorsements in Marshal Card, correction of time endorsement in

Competitors' time card without counter signature of the Marshall is strictly prohibited.

- k) It is the sole responsibility of the competitor to ensure that the time entered on the Marshal's sheet is correct before signing it.
- l) 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.
- m) The starting time at a TC will be the check in time at which a competitor entered the TC plus one minute, e.g. if the TIME IN at TC 2 is recorded at 08:13:05, the TIME OUT shall be considered as 08:14:05 for that Time Control.
- n) However to gap cars, or for any other reasons, a Marshals 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.
- o) Start time plus 1 minute will not be applicable at the first TC every day at the start of leg where one is lagged off at the time mentioned on the card.

TC 1 will be at the start of the Leg and is a DTC. TC 2 location can be anywhere before, on, or after average speed change i.e. either in the first speed zone (Refer Sample Speed Chart below) before the ODO 16.03 or at say ODO 71.67 on the road book. Similarly it will carry on for TC 3, TC 4 and so on.

The organiser shall, after the finishing of the leg by all competitors, publish the official Time Control ODO's. These ODO's are final and are not subject to any protests or appeals by any competitor.

10.10 Speed Chart & Speed Instructions

- a) 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.
- b) In addition to issuing Speed Chart, the organiser may issue Speed Instructions to the competitors at a Control Point to be followed in the progressive run of the rally. E.g. "From the ODO of this Secret Time Control to the next Secret Time Control, reduce the average speed given in Speed Chart No 2 by 5 kmph". These instructions shall be noted in the Instructions section of the Marshal Sheet.
- c) Additional Speed Chart and or Speed Instructions may be issued at any point in the Rally route. There shall be further no limit to the number of Speed Charts or Speed Instructions that can be issued.
- d) The Speed Charts or Speed Instructions shall however be issued in writing and after getting each competitors signatures.

- e) In case a competitor misses a Control Point where the respective Speed Chart/ Instruction is being issued, the competitors shall be solely responsible for the penalties incurred due to the non-receiving of the new Speed Chart.

Sample Speed Chart

Start ODO (Kms)	Finish ODO (Kms)	Speed / Time
0	21.52	45 mins
21.52	34.25	26 kmph
34.25	40.56	37 kmph
40.56	53.18	42 kmph
53.18	57.63	25 mins
57.63	62.95	19 kmph
62.95	98.24	39 kmph
98.24	105.25	26 kmph
105.25	136.00	55 mins

NOTE:

FREE ZONE: OD xxxx to OD xxxx

10.11 Free Zones

A section in the speed chart where there will be no time controls to facilitate smooth movement of the competitors, especially in crowded areas (towns, cities etc.). Free zones shall be explicitly declared in the Speed Chart only. There shall be no other mandatory Free Zones except the ones explicitly declared in the Speed Charts (Refer Sample Speed Chart above). These will be mentioned as "FZ".

10.12 Time Penalties

10.12.1 At Time Controls:

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

10.12.2 The penalties shall be addressed in hours, minutes and seconds.

10.12.3 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.

10.12.4 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.

10.13 MISSING OF TIME CONTROLS

- a) If a competitor misses a Time Control it affects both the results of the previous section as well as the next. This has a domino effect upon his result and the resultant application of penalties will be calculated as per the following example.
- b) A competitor misses TC4 and arrives directly at TC5 from TC3, then two sections, TC3-TC4 and TC4-TC5 will get affected. In addition to the supervisory penalty for missing a TC, for the affected sections, the competitor shall be allotted the maximum penalty he has earned at any TC during the affected Leg. Hence if he has earned a maximum penalty of 5 seconds in any section during the Leg, he shall be allotted 5 second penalty for TC3-TC4 and 5 second penalty for TC4-TC5 in addition to the supervisory penalty of missing a TC.
- c) The same procedure will be applied even if a competitor misses two consecutive TC's. If he misses two consecutive TC's then there are three effective sections. Hence the 5 second penalty in the example above shall be applied for three sections if a competitor misses two consecutive TC's.
- d) A further supervisory penalty of 50 minutes per STC or DTC missed up to a maximum of 2 TC's will be applied as Supervisory Penalties. If three STC or DTC are missed on any given Leg the competitor shall stand excluded.
- e) Supervisory penalty of 15 min per Self TC missed shall be further applied in the event of a competitor missing a Self TC. However, these missed SFTC shall not count towards the maximum permitted TC missed before exclusion. Thus there shall be no exclusion on account of missing any number of SFTC's or Passage Controls.
- f) The supervisory penalties applied for missing a time control would not count towards MPL.
- g) 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.
- h) 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 to keep a sharp lookout for the TC. Position of

the red lag (clock or stamp) can be on either side of the road, keeping in view the safety of the time control crew, visibility, etc. Placement of the TC Board is entirely on the discretion of the organiser. 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

- i) If a competitor misses a control for any reason whatsoever, the following
- ii) supervisory penalties shall apply:

- i) Missing 1 control / leg - 50 penalty minutes
- ii) Missing 2 controls / leg - 100 penalty minutes
- iii) Missing 3 controls / leg - Exclusion
- j) At the End of a leg, 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.

10.14 Detours, Road Works and Errors in the Road book

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

10.14.2 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.

10.14.3 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.

10.14.4 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.

10.14.5 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.

10.14.6 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.

10.15 Competitors Safety

If the participants exceed 50, then a minimum of one equipped ambulance with a qualified doctor will be stationed at the Start of the Rally. These ambulances will be in communication with the Clerk of the Course throughout the event. One ambulance will follow the Rally after half of the competitors have been lagged off and the second ambulance will follow the last vehicle in the direction of the Rally till the last TC after ensuring all the competitors are accounted for. Any competitor deciding to go home must inform an official of the rally and hand in his time card. Failure to do so will result in Himalayan Motorsport requesting suspension of his competition license for 3 years.

10.16 FACTOR PENALTIES

10.16.1 A lat factor will be applied to the results depending on the usage of navigational or computational aids like Terratrip computers, GPS, Tripy, Scientific Calculators, etc.

10.16.2 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 lawlessly.

10.16.3 The lat 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, Halda, Tripmaster, etc), Tripy II (with or without a Tripy Road book), Garmin 76 series GPS (with or without tracks) or any device capable of giving a 10 mtr measurement and/or HMS calculator will fall into this category. A penalty of 5 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 10 seconds per TC will be applied. PDA's and tablets will fall into this category.

10.16.4 Only the highest factor amongst devices used will be applied.

- 10.16.5 If in doubt please clarify BEFORE start of the event.
- 10.16.6 Decision of factor application rests with the organiser alone.

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

10.17 Tie Breaker

- 10.17.1 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.
- 10.17.2 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.
- 10.17.3 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.
- 10.17.4 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.
- 10.17.5 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.
- 10.17.6 The classification is Provisional/of official at the end of the Rally, and final 30 minutes after the posting of the results subject to Protests/Appeals, if any.
- 10.17.7 Provisional of 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.
- 10.17.8 In order to be classified in the results, entrants should have paid to the Organiser any fines, imposed under these Supplementary Regulations before provisional results are published.

10.18 Service

10.18.1 PERFORMING OF SERVICE

- 10.18.1.1 From the first TC onwards, service of a competing car may be carried out except on “No Service” designated areas. However, dedicated service at the Leg end will carry a lat penalty of 1 minute per Leg. During the running of the rally stages Service is permitted but the time taken will not be deducted from the penalties incurred.
- 10.18.1.2 Obstruction in any way whatsoever cannot be caused to fellow competitors while taking service.
- 10.18.1.3 Other than off the road, Red Triangle must be kept on the left hand side of the road at least 50 meters before the place of service being carried out. Breach of this regulation shall ENTAIL EXCLUSION.
- 10.18.2 TEAM PERSONNEL & SERVICE RESTRICTIONS
 - 10.18.2.1 Team personnel/service crew or any team conveyance can follow the Rally route, 10 minutes after lag off of the last car. Travelling from opposite direction anywhere whatsoever is strictly prohibited.
 - 10.18.2.2 All of icials shall have the right to detain vehicle of any type in the Rally route suspected of passing information to competitors.
- 10.19 **Exclusions**
 - 10.19.1 A competitor once excluded shall not be allowed a restart under any circumstances.

11. RESULTS

Tabulation

Fraction of seconds shall stand rounded at all Time controls and speed blocks.

- 11.1 Results shall be declared, with cumulative penalties only, of competitors as per the following schedule:
- 11.2.1 Each Leg of the Rally (except the final Leg) - Partial Unofficial Classification after Leg 'x'.
- 11.2.2 Final Leg of the Rally - Provisional Final Classification.
- 11.2.3 Official Final Classification - After confirmation by the Stewards.
The programme of the result is given in Article 3 above.
- 11.2.4 The competitors can further demand their 'Detailed TC-wise Result', *for each leg*. The same shall be prepared and given to the competitors at a cost of Rs 750/- per Leg.
- 11.2.5 The competitor can further subscribe for their 'Detailed TC-wise Result' sheet, *for the entire event*, at a cost of Rs. 1000/-.
- 11.2.6 To subscribe for their 'Detailed TC-wise Result', the payment has to be made at the time of Administrative Checks only. After the Administrative checks, the competitor can only procure the same after paying the fees as prescribed in Article 11.2.4 above.
- 11.2.7 Competitors can also request for other competitors 'Detailed TC-wise Result', by paying a fee double of what is mentioned above for each competitors result requested.
- 11.2.8 In the event of e-chip time not matching with the Time Card or Marshal Sheet time, for Time-In, order of precedence shall be e-chip time, Marshal Sheet, Time Card. However, for Time-out, the order of precedence shall be Marshal Sheet, Time Card, e-chip time.

12. SAFETY

- i. Wearing of Helmets (minimum ISI) is highly recommended & it is mandatory especially for competitors in cars with roll cage and soft tops.
- 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 tops as in the Stock Gypsy are permitted. The OE cabin of the Mahindra Thar is permitted, subject to all crews need to wear approved ISI Helmets all the time. But a hard top is highly recommended.
- 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. (Ref. Appendix II – 10)
- ix. Mud laps are compulsory.
- x. Further, all competing vehicles must comply with Article 7 (Fire Extinguisher, Dry Powder 2kgs.), 9 (2 Nos. Rear View Mirrors), 10 (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. Standard silencer box is mandatory.
- xiii. Fitment of gadgets of any form above 8 inches height front windshield is not permitted.
- xiv. The use of tinted glass and/or safety film is permitted on the 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.

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.

- xv. Fitment of Sump guard is highly recommended.

13. TESTS

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.

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 Driver's 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.

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:

- 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 penalised 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.

14. IDENTIFICATION OF OFFICIALS

Post Chief	Blue with white text
Media	Green/Yellow
Competition Relation Officer	Red Jacket or Red Tabard with black text
Scrutiny	Black with white text
Marshals	Green with white text
Safety Officer	Orange with black text
Medical	White with red text

15.PRIZES

Overall	1 st Overall Winner	Trophy
	2 nd Overall Winner	Trophy
	3 rd Overall Winner	Trophy
	4 th Overall Winner	Trophy
	5 th Overall Winner	Trophy
Car Class	Open	
1 st Place	Trophy	+ Rs.20, 000.00
2 nd Place	Trophy	+Rs.15, 000.00
3 rd Place	Trophy	+Rs.10, 000.00
Car Class OE		
1 st Place	Trophy+	Rs.20, 000.00
2 nd Place	Trophy+	Rs.15, 000.00
3 rd Place	Trophy+	Rs.10, 000.00
SUV Class OE		
1 st Place	Trophy+	Rs.20, 000.00
2 nd Place	Trophy+	Rs.15, 000.00
3 rd Place	Trophy+	Rs.10, 000.00
SUV Class OPEN		
1 st Place	Trophy+	Rs.20, 000.00
2 nd Place	Trophy+	Rs.15, 000.00
3 rd Place	Trophy	+Rs.10, 000.00
Corporate Class		
1 st Place	Trophy+	Rs.20, 000.00
2 nd Place	Trophy+	Rs.15, 000.00
3 rd Place	Trophy	
Ladies Class		
1 st Place	Trophy	
Couple Class		
1 st Place	Trophy	

13.2. For Couples & all ladies the prize's will given to privateers only.

13.2.2 The Organizers reserve the right to add any number of prizes or increase the cash prize for this event, Any such addition shall be informed to the competitors by way of a Communication.

13.2.3 The Overall winning positions 1, 2 and 3 will not be entitled for any cash prize for the Group/Class prizes. However they will be declared winners of the class and group they are in and given trophies.

13.2.4 All cash prizes above Rs. 5,000.00 will attract TDS as per The Govt. Tax rules.

16. PROTEST/ APPEAL FEES

16.1 Protest Fees

The Protest fees set by the FMSCI is ` 18,000/= 16.2

Appeal Fees

Intention to Appeal : ` 48,000/= (Rupees Forty Eight Thousand Only)

Within 96 hrs further : ` 48,000/= (Rupees Forty Eight Thousand Only)

For Appeal procedure please refer to Art. 21.3 of the 2016 FMSCI General Prescriptions for TSD Rallies.

17. PENALTIES

AT DTC/STC/SFTC

- | | |
|---|---|
| a) For every second late | ---1 second penalty |
| b) For every second early | ---2 seconds penalty |
| c) Stopping/waiting/idling/zigzagging/reversing/u-turning
within sight in any direction of STC Marshals: | |
| i) 1st & 2nd Offence | ---5 minutes each |
| ii) 3rd Offence | ---EXCLUSION |
| d) Missing a Secret or Disclosed Control | |
| 1st & 2nd Offence | ---50 Minutes percontrol +
max leg penalty |
| (as detailed in Article 10.13 above) | |
| 3rd Offence | ---EXCLUSION |
| e) Maximum Permissible Lateness exceeding at Time Control | |
| 1) MPL | ---30 minutes/leg |
| f) Over speeding | |
| i) 1 st over speeding offence | ---` 5,000/- penalty |
| ii) 2 nd over speeding offence | ---` 10,000/- penalty |
| iii) 3 rd over speeding offence | ---EXCLUSION |
| g) Missing a Passage Control | ---same as Missing a
Self Time Control |
| h) Failure to pass Pre-event scrutiny of vehicle | ---Start Refused |
| i) Non-attendance at Prize Distribution Ceremony | ---Report to Steward |
| j) Non-attendance at ceremonial start/curtain raiser | ---Report to Steward |
| k) Arguing with Of icial | --- 10min + Report toSteward |
| l) Not wearing Seat Belts | |
| i) 1 st infringement | ---` 5,000/- |
| ii) 2 nd infringement | ---Exclusion |
| m) Late at Parc Ferme Closing | ---Report to Steward |
| n) Missing Time Card | ---Exclusion |
| o) Over speeding / Accident at No Check Zones* | ---Exclusion/Sanction |
| p) Tampering/Opening of Mobile phone box/seal | ---Exclusion |
| q) Re-entering control area from direction other than the iterinary: | |

- | | |
|--|--------------------|
| i) 1 st & 2 nd offence | ---5 minutes each |
| ii) 3 rd offence | ---Exclusion |
| r) Tampering of official document | ---Exclusion |
| s) Not wearing Helmets (Off Tarmac or Tests) 1st offence | ---Warning+2000/- |
| t) Not wearing Helmets (Off Tarmac or Tests) 2 nd Offence | ---Exclusion |
| u) Missing a Self-Time Control | --- 15min /control |
| v) Missing a Test | --- 10 min /Test |

***These sections shall be stated in the Road Book and/or through CIB.**

THE START SHALL NOT BE AUTHORISED IF:

REASONS

Entry fee not paid as per Entry Fee Table with reference to Article 4.8 above
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 Marshals at a TC or with any rally official anywhere during the running of the Rally
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 00 seconds
Missing of three Time Controls (TCs) in any one leg excepting Self TCs
Using equipment higher than declared for navigation
Failure to follow the instructions of the Marshals-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.

PENALTIES IN TERMS OF TIME

For each minute of lateness at start of event/ Leg/ Control/ Drivers Briefing / Ceremonial Flag Off/ Parc Ferme. (Only Upto 10 minutes)	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 Secret or Disclosed Time Control	50 minutes + Max Sectional Penalty
Missing 2 Secret or Disclosed Time Controls	100 minutes + Max Sectional Penalty
Missing a Self-Time Control	15 minutes/TC + Max Sectional Penalty
Factor penalty	As per Article 10.16 above
For use of Dedicated Service	60 seconds / Leg

PENALTIES IN TERMS OF MONEY (INR)

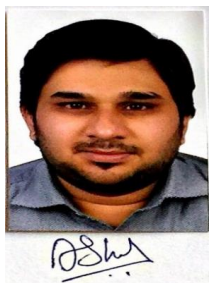
Not attending or reporting later than 10 min for the Compulsory Pre Event Drivers Briefing per person	Rs. 2000
Speed Testing in secure parking area	Rs. 500
Not Carrying & Display of Identity Card - per violation	Rs. 3000
Not Carrying of Original Competition License - per violation	Rs. 3000
Changing of 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. 20,000

Late reporting at Flag-off for any leg upto 10 minutes	Rs. 3000
Re-scrutineering fee for each recall	Rs. 300
Change of Vehicle upto scrutiny (Each change)	Rs. 5000

NOTE:

- Decision of The Judges of Fact (All Officials) shall be final and no protest on the above shall be entertained.
- Penalties for any offence may be amended by the Stewards.
- Penalties mentioned in this section shall have precedence over those mentioned anywhere in the Supplementary Regulations.

18. Appendix 1: COMPETITOR RELATION OFFICER(S)



NAME: **Abhilash Gowda**
Cont#**09844485577**

Principal Missions:

Inform the competitor 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:

1. He will wear a green poncho.
2. Be introduced to the competitor 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.

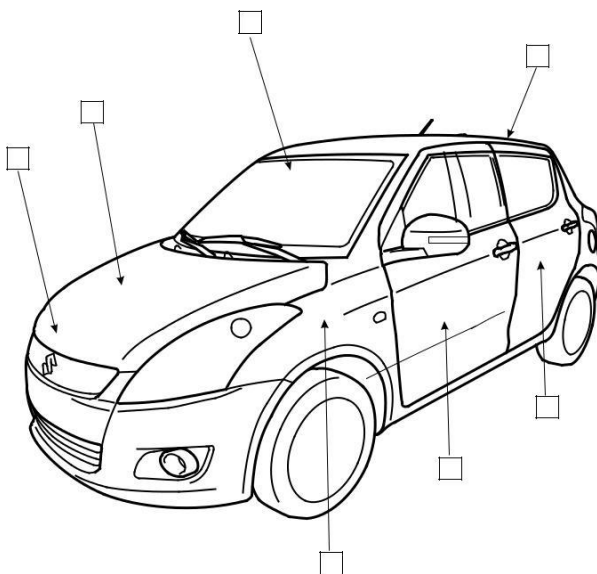
Provide all information or additional clarifications in connection with the regulations and the running of the event.

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 Relation Of icer shall refrain from saying anything or taking any action which might give rise to protests.

19. Appendix 2 : ADVERTISEMENT



- A1 MARUTI SUZUKI STICKER
- A2 Sponsor 2
- A3 Championship Logo
- A4 Sponsor 3
- A5 Name and Blood Group of the Crew
- A6 Sponsor 4
- B3 Himalayan Motorsport

B1,2,4 & 5 Numbered Competition Sticker

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.

20. Appendix 3: DUTIES OF JUDGES OF FACTS

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. 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.
3. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.

21. Appendix 4: CONTROL SIGNS

SECRET TIME CONTROL



SELF TIME CONTROL



DECLARED TIME CONTROL



PASSAGE CONTROL



22. Annexure 5: DEFINITIONS

Transport Section and Competitive Section:

The itinerary between two successive time controls.

Parc Fermé:

Zone in which no repairs or intervention is possible, except in cases expressly provided for by these Regulations.

Bulletin:

Official bulletin, which is an integral part of the regulations of the event and intended to modify, clarify or complete the latter. The bulletins will be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature. The bulletins are established by the Organizers, up until the day of scrutineering. During the event they will be submitted for the approval of the Stewards and issued after receipt of the relevant approval, except with regard to possible modifications to the itinerary.

Time Card:

Card intended for the stamps and/or signature of the different control points scheduled on the itinerary.

A card must be issued for each leg.

E-Time Card

A plastic card with a chip locked on to it for the purpose of receiving times during the Rally, which are stored electronically. The e-Time Card is swiped against the timer clock/Rally Timer at every Time Control.

Section:

The section of a leg between two Time Controls.

Leg:

Each part of the event, separated by a stopping time of minimum 9 hours, or by a stopping time at least equal to the duration of the course completed if this is less than 7 hours.

Neutralization:

Time during which the crews are stopped by the Rally organizers for whatever reason. The time stopped shall be treated as the dead time of the competitor.

Regrouping:

Stop scheduled by the organizers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the event. The stopping time may vary according to the crews.

23. Annexure 6: MEDICAL: PROCEDURES & COVERAGES

1 Cover provided by FMSCI with permit

- a. Organizers holding a valid 2016 FMSCI permit for an event are covered for. Third party public liability for Rs. 50 lakhs valid during the running of the event only.
- b. A maximum of 100 officials of participating &
- c. 150 competitors with valid FMSCI competition license participating in various events across the country on a given day are covered for personal accident insurance for Rs. 5 lakh with Rs. 40,000/- medical expenses extension per person. These insurances are issued by United India Insurance Company Ltd., valid during the running of the event only.

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.

3 COVERAGE

The facilities are accorded on the route of the Backwaters Rally for the duration of the Rally (from official lag off to the end of the last road section). During this time, competitors who have been excluded or who have retired will NOT be covered from the point where they retired.

4 SERVICES

- a. In case of bodily injury, the medical team of the Rally will put in process and organise the transport of the injured from the place of the accident to the NH/bivouac of the Rally or the nearest appropriate medical facility.
- b. Decisions will be based only on the medical aspect and the respect of the health regulations in vigour, either to hospitalise the injured in a nearby medical facility, before envisaging transport to the nearest hospital/facility at the nearest town.
- c. The information of the patient's usual DOCTOR, often important, may help the Rally's medical team make the most opportune decisions.
- d. It is, in this regard, expressly stated that the final decision concerning the medical interests of the injured, rests with the Safety Officer of the Rally.
- e. In the case where the injured refuses to follow the decision considered as the most opportune by the Safety Officer, they discharge Himalayan Motorsport of all responsibility, notably in the case where the injured returns by their own means or in the case where the injured aggravates their own health. They

may therefore not make any claim to be refunded for expenses incurred.

5 TRANSFER AND / OR REPATRIATION OF THE INJURED

If the health of the injured causes, in the conditions indicated above, the Rally medical team to decide to transfer them or repatriate them, the organiser assume the task of transport.

- a. This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled light, ambulance plane) if necessary under medical surveillance.
- b. Only the medical interests of the injured and the respect of current health regulations will be considered when choosing the means of transport used.
- c. This service will never be provided to non-threatening injuries which may be treated in situ and will not stop the beneficiary from continuing the Rally or from reaching the NH by their own means.

ATTENTION: The repatriation of an injured resident or domicile outside India from India to their country of domicile or residence is at their own expense. It is therefore strongly recommended that they obtain specific insurance and check with their insurance broker the cover they are entitled to.

6 MEDICAL COSTS (INCLUDING HOSPITAL EXPENSES) COVERED ON THE BACKWATERS RALLY 2016:

For all medical costs incurred (consultation, medication prescribed by a DOCTOR or a surgeon, medical costs decided by the medical team) the organiser will cover Rs. 50,000/- per beneficiary, taxes included. Medical costs (including hospitalisation) incurred after repatriation remain entirely the responsibility of the beneficiary.

7 EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

If the injured is not able to pay medical costs over Rs. 50,000/- Himalayan Motorsport may consent to advance funds.

- a. This will be done so against a deposit cheque paid and made out to Himalayan Motorsport or recognition of debt signed by the injured or a legal representative named by the injured.
- b. In all cases the amount advanced must be repaid within 60 days of the funds being advanced. If payment is not forthcoming, Himalayan Motorsport reserves the right to take all necessary action to recover funds.

8 REPATRIATION OF BODIES

- a) If a beneficiary resident or domiciled in India dies during the Backwaters Rally, the organiser will take care of:
 - i. The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
 - ii. Expenses linked to preserving the body, imposed by current legislation.
 - iii. Expenses directly linked to the transport of the body.

All other costs remain the responsibility of the family of the beneficiary.

- b) If a beneficiary resident or domiciled outside India dies during the Backwaters Rally, the organiser undertake the cost to repatriate the body to an International airport in India.

All other costs remain the responsibility of the family.

9. EXCLUSIONS

- a. No assistance services will be provided for a bodily injury or death resulting from:
 - i. An intentional act on the part of the injured.
 - ii. Taking part in bets, brawls or fights.
 - iii. If the pathological state is not urgent.
 - iv. Nervous illness, nervous depression, mental illness.
 - v. The use by the injured of medicines, drugs, tranquilisers and/ or products taken and not prescribed medically.
 - vi. A drunken state characterised by the presence in the blood of a level of pure alcohol equal to or superior to the limit fixed by Indian Law in vigour at the time of accident.
 - vii. Suicide or attempted suicide.
- b. **Cost that are never covered:**
 - i. Costs of medical equipment, prosthesis.
 - ii. The costs of any type of cure.
 - iii. Treatment of an aesthetic nature.
 - iv. Costs of physiotherapy or a chiropractor.
 - v. Costs of vaccines and cost of vaccination.
 - vi. The costs of medical services or paramedical services or the cost of purchase of products whose therapeutic benefits are not recognised by Indian law.
 - vii. Costs of the definitive coffin.
 - viii. Customs expenses.

10 THIRD PARTY LIABILITY COVER

The organiser have taken out a third party insurance policy appropriate for sporting events using motorised land vehicles, conforming to current legislation.

Under no circumstance are the organiser responsible either directly or indirectly for the vehicles of the competitors or their assistance. The safekeeping & recovery of the vehicles remains the sole responsibility of the competitor.

24. Appendix 7:PRE-EVENT SCRUTINY CHECKLIST

S.No.	Particulars	Description
1	Hard Top/ Rally Cabin	SUV's having a soft top could replace it with a hard top/ rally cabin.
2	Roll Cage	Specified to Appendix J of the FMSCI Techregs. (Optional).
3	Seat Belts	Incase of Roll Cage - 4 point with strap width of minimum 3 inches –OE not acceptable. Non roll cage OE acceptable.
4	Helmets	Conforming to FMSCI regulations for rallying –Openface recommended.
5	Seats	Incase of Roll Cage:Rally seats with head, side and leg restraints. Non Roll Cage OE acceptable.
6	Circuit Breaker	Recommended but not Mandatory
7	Under Body Protection	Recommended for Cars -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 wheel having tread depth of minimum 4mm atleast with no sidewall damage, both must be firmly secured.
10	Mud Flaps - Front/ Rear	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 rope
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	Emergency Details Card	Issued by Himalayan Motorsport Association, to be secured and displayed on the rear left window.
25	Red Triangles	One 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 both the front fenders. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker.
32	Trial Plates	Trial Plates will replace all Registration Number Plates.
33	Competition Number	Displayed as per Appendix 2: ADVERTISEMENT.
34	Compulsory Ads	Displayed as per Appendix 2: ADVERTISEMENT.
35	Competition License	Must for all the drivers, to be carried during the event in original.
36	Tarpaulin Sheet	4m X 3m size
38	First Aid Kit	Small kit for dealing with minor cuts, bruises and burns.

