



SUPPLEMENTARY REGULATIONS

NDURE

SUBMITTED FOR APPROVAL TO



ORGANISED BY



1. PROGRAMME.....	4
2. DESCRIPTION.....	5
3. LOCATION OF ACTIVITIES.....	6
4. ORGANISATION.....	6
5. ENTRIES.....	7
6. ELIGIBLE VEHICLES.....	9
7. VEHICLE REQUIREMENTS.....	10
8. CREWS.....	11
9. INSURANCE.....	12
10. ADVERTISING.....	13
11. IDENTIFICATION.....	14
12. FUEL.....	14
13. ADMINISTRATIVE CHECKS & SCRUTINEERING.....	15
14. SCRUTINEERING.....	16
15. COMPETITOR BRIEFING.....	17
16. CEREMONIAL START.....	17
17. ALLOCATION OF RACE NUMBER, START ORDER & STARTS.....	17
18. ROAD BOOK AND NAVIGATION.....	18
19. TRAFFIC & SPEED.....	19
20. HELPING AT AN ACCIDENT.....	20
21. SPEED CONTROL ZONES.....	21
22. RECONNAISSANCE.....	23
23. ASSISTANCE.....	23
24. TIME CARDS.....	25
25. CONTROLS.....	25
26. RUNNING OF THE STORM.....	29
27. PROTESTS APPEALS.....	34
28. CLASSIFICATIONS.....	34
29. PRIZES – TROPHIES.....	36
30. PENALTIES.....	37
31. APPENDIX 1: COMPETITOR RELATIONS OFFICER.....	39
32. APPENDIX 2: JUDGES OF FACT.....	39
33. APPENDIX 3: TERMINOLOGY.....	40
34. APPENDIX 4: ADVERTISING.....	42
35. APPENDIX 5: SIGNPOSTING OF CONTROLS.....	43
36. APPENDIX 6: INSURANCE.....	44



a. RULES: AMENDMENT, APPLICATION & INTERPRETATION

1.1 The DESERT STORM 2017 will be run in conformity with:

- b. The International Sporting Code of the FIA (the Code) and its appendices;
- c. The 2017 General Prescriptions of the FIA (the Prescriptions) applicable to Cross Country Rally Events
- d. The National Competition Rules of the FMSCI (and its appendices)
- e. The 2017 General Prescriptions of FMSCI applicable to Cross Country Rally Events.
- f. These Supplementary Regulations.
- g. Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide

1.2 AMENDMENTS TO THE REGULATIONS

Amendments or any additional provision will be announced by dated and numbered bulletins, signed:

- By the Organisers up to the day of scrutineering, and stamped by the FMSCI,
- By the Stewards of the meeting, throughout the duration of the Event.

All bulletins will be posted in the Secretariat, at Rally HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.

1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS

- a. The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant regulations or the Regulations.
- b. Any protest lodged by a competitor will be sent to the Stewards by the Clerk of the Course for deliberation and decision.
- c. Similarly, any case not provided for in the Regulations will be studied by the Stewards, who alone have the power to decide.
- d. For the Desert Storm 2017, the official language will be English. In the event of any dispute concerning the interpretation of the Regulations, only the text of the final approved regulations will be binding.

1. PROGRAMME



Opening & Closing of Entries

At the Office of Northern Motorsport

Early Entries	1000 hrs: 15 November 2016	to	1700 hrs: 5 December 2016
Standard Entries	1000 hrs: 6 December 2016	to	1700 hrs: 5 January 2017
Late Entries	1000 hrs: 6 January 2017	to	1700 hrs: 20 January 2017
Very Late Entries	1000 hrs: 20 January 2017	to	1700 hrs: 26 January 2017

27 January 2017: Friday

At the Office of Northern Motorsport

1700 hrs. Publication of Final Entry List & Draw

28 January 2017: Saturday

At TBA, Delhi

0800 hrs ~ 1900 hrs Administrative Checks & Scrutineering (As per Schedule)

0800 hrs Opening of registration for Service Vehicles & Service Personnel

0900 hrs. Opening of Media Centre & Media Accreditation

29 January 2017: Sunday

At TBA, Delhi

0800 hrs. Continuation of Admin Checks & Scrutineering (As per Schedule)

1400 hrs. Close of registration for Service Vehicles & Service Personnel.

1100 hrs. End of Administrative Checks

1200 hrs. End of Scrutineering (As per Schedule)

At TBA, Delhi

1330 hrs. Publication of Ceremonial Start Order

1400 hrs. Compulsory Drivers Briefing (Ndure & Xplore)

1500 hrs. Compulsory Drivers Briefing (Xtreme, Moto & Quad)

1600 hrs. Ceremonial Start

1700 hrs. Pre-Event Press Briefing

1800 hrs. 1st Stewards Meeting

30 January 2017: Monday

At Hotel Rajvee Palace, Hanumangarh

0700 hrs. Publication of Start List for Leg 1

0900 hrs. Opening of Parc Fermè

1100 hrs. Close of Parc Fermè

1130 hrs. Start of Leg 1

At TBA, Bikaner, Rajasthan
2000 hrs. End of Leg 1



31 January 2017: Tuesday

At TBA, Bikaner, Rajasthan
0700 hrs. Publication of Start List for Leg 2
0900 hrs Start of Leg 2

At TBA, Jaisalmer
2000 hrs. End of Leg 2

1 February 2017: Wednesday

At TBA, Jaisalmer
0600 hrs. Publication of Start List for Leg 3
0800 hrs. Start of Leg 3
1600 hrs. End of Leg 3
2200 hrs. Publication of Start List for Leg 4a

2 February 2017: Thursday

At Hotel Brys Fort, Jaisalmer
0000 hrs. Official Start of Leg 4
0800 hrs. End of Leg 4
1300 hrs. Publication of Start List for Leg 5
1600 hrs. Official Start of Leg 5

3 February 2017: Friday

At Hotel Brys Fort, Jaisalmer
0300 hrs. End of Leg 5
0800 hrs. Publication of Start List for Leg 6
1100 hrs. Official Start of Leg 6

At ITC Welcomhotel, Jodhpur
1900 hrs. End of Leg 5 & Desert Storm 2017
2100 hrs. Publication of the Provisional Final Classification & Final Scrutineering

4 February 2017: Saturday

At ITC Welcomhotel, Jodhpur
1000 hrs. Prize Giving

2. DESCRIPTION

- 2.1 The 2017 Maruti Suzuki Desert Storm will take place from the 2 April to the 10 March 2017. The event will start from New Delhi, India and end at Jodhpur, Rajasthan, India.
- 2.2 STATUS OF THE EVENT: National
- 2.3 VISA NUMBER – TBA



3. LOCATION OF ACTIVITIES

3.1 LOCATION OF THE RALLY HQ & OFFICIAL NOTICE BOARD

- Up to 27 January 2017: Northern Motorsport office, Noida
- 28 & 29 January 2017: TBA, Delhi / Noida
- 30 January 2017: Hotel Rajjee Palace, Hanumangarh
- 31 January 2017: Hotel Laxmi Niwas, Bikaner
- 1~3 February 2017: Hotel Brys Fort, Jaisalmer
- 3 February 2017: Welcomhotel, Jodhpur

3.2 LOCATION OF THE START, FINISH & MAIN MEDIA ROOMS

- Ceremonial Start: TBA, Delhi / Noida
- Start of Leg 1: Hotel Rajjee Palace, Hanumangarh
- End of Leg 1 & Start of Leg 2: Hotel Laxmi Niwas, Bikaner
- End of Leg 2,3, 4&5 & Start of Leg 3, 4,5&6: Hotel Brys Fort, Jaisalmer
- End of Leg 6: Welcomhotel, Jodhpur

4. ORGANISATION

4.1 ORGANISER'S NAME, ADDRESS AND CONTACT DETAILS:

northern motorsport

F 8 & 9, Sector 8, Noida, U. P., 201301, INDIA

PH: +91 120 4082222

EMAIL: info@motorsport.in

4.2 ORGANISING COMMITTEE

Mona DESAI

Arvind BALAN

Veissali KAPOOR

Ranjan MUKHERJEE

Ratnam DESAI

4.3 STEWARDS OF THE MEETING

Tutu DHAWAN

Shashi GARCHA

Naren KAIMAL

4.4 ENVIRONMENTAL STEWARD Aditya DAVE

4.5 AREA COORDINATORS

Jodhpur: Ashok BALANI

Bikaner: Arvind BALAN

Jaisalmer: P S RAJAWAT

4.6 LIST OF OFFICIALS

Clerk of the Course

Jayesh DESAI

COMPETITOR RELATION OFFICERS

Anmol RAMPAL (Refer Appendix '1')

OTHER OFFICIALS

FMSCI Technical Delegate

TBA

Secretary of the Meet

Pranav BHATNAGAR

Chief Scrutineer

Rahul DUTT

Chief Communication Officer

Francis REBELLO

Chief Results Co-ordinator

Bushra SHAHID

4.7 IDENTIFICATION OF THE OFFICIALS AND MARSHALS

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

Post Officials Bright Yellow Vest

C. R. O Red Vest

Senior Officials Light Grey

Scrutineers Light Blue Vest

Senior Officials Light Grey



5. ENTRIES

Those wishing to take part in the MARUTI SUZUKI DESERT STORM 2017 must submit an “Application for Invitation”, which is available on our website www.motorsport.in or at the office of Northern Motorsport along with the prescribed fee. An electronic Entry Form will be sent to applicants whose invitations have been accepted. This Entry Form must be completed & submitted as per programme.

5.1 SUBMISSION OF DOCUMENTS

- a. The Entry Form will contain 2 sets of information. The Entry Form will not be accepted without the complete payment and the first set of information.
 - b. The date of receipt of the Entry Fees will be deemed to be the date of the Entry Form for determining its status as Standard, Late or Very Late.
 - c. For ALL Early & Standard Entrants, the second set of information in the Entry Form must be submitted and all documentation as detailed in the Entry Form must reach the Northern Motorsport office by 15 January 2017, otherwise a penalty of INR 500/- per day delayed will apply.
 - d. Late & Very Late Entries will only be accepted with complete information and documentation
- 5.2 The entry, when accepted is valid only for the primary applicant. Entries are not transferable.
- 5.3 The maximum number of entries shall be no more than 40 Cars in Ndure. The organisers reserve the right to increase the number. The organizers reserve the right to decide how many and which entries will be accepted.
- 5.4 By the very fact of signing the entry form, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the code and the regulations only. No amendments may be made to the entry form, except in the cases provided for in the regulations.
- 5.5 Only one member of the crew may be changed:
- a. Before the start of scrutineering, subject to the approval of the organising committee and a fee of INR 5,000/-.
 - b. Once the scrutineering has started, with the agreement of the Stewards of the Meet and payment of and a fee of INR 5,000/-.
 - c. The changing of both members of the crew is not permitted.
- 5.6 Up to the moment of the close of entries, the competitor may replace the entered vehicle with another provided that there is no change in the class or group, subject to the approval of the organising committee & payment of a fee of INR 5,000/-.
- 5.7 In case, a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. In case the vehicle is transferred to a different group fees, as applicable, for change of vehicle will apply.
- 5.8 The entry application will be accepted only if accompanied by the entry fees, which will be increased by 100% for those competitors not accepting the optional advertising of the organisers or are classified as sponsored as below:
- a. If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.



- b. If the entry is or becomes a member of a manufacturer's team.
- c. If the entry is in respect of a vehicle which, in the opinion of the Organisers, has, been provided by a vehicle/ancillary manufacturer or any person or an organisation acting as his agent.
- d. If the vehicle displays advertising mentioned other than compulsory advertising.
- e. If the vehicle is painted in colour scheme/design of vehicles of major sponsors, whether carrying the sponsors advertising or not, which in the opinion of the Organisers is a sponsored vehicle. The decision of the Organisers in this matter will be final and binding on the competitor.
- f. If any of the advertising material is infringing with the regulations as stated in Appendix 4 of these regulations.

5.9 Early entries will not be available to Sponsored OR Team Entries.

5.10 ENTRY FEES

The entry fees specified below for a crew of 2 persons, includes an opportunity for the crew to participate in the Maruti Suzuki Desert Storm 2017, one set of Road Books, Route Maps and an invitation for the crew to the Prize Distribution function and Rally Ball.

- **NDURE**

Early Entry	INR 50,000/-
Standard Entry:	INR 60,000/-
Late Entry:	INR 70,000/-
Very Late Entry	INR 90,000/-

- a. The entry fee stated above is for two persons. The entry fee would be increased on a Pro Rata basis for any additional person (up to a maximum of a total of four persons).
- b. The Entry Fees includes basic accommodation on a twin or triple sharing basis, only for the crew at the Night Halt for the leg that the start has been taken.
- c. Food, as and when provided, is at the discretion of the Organisers.
- d. Medical rescue and evacuation will be by land and the Organisers do not guarantee quality or a time frame for this. All competitors will sign the required indemnity before participating.
- e. The Entry Fee does not cover vehicle recovery, medical charges, fuel, etc. These may be provided at the discretion of the Organisers on a case to case basis without their having to assign any reason or explanation for their decision whatsoever.
- f. Attendance at the Rally Ball is by invitation and the Invite will be made available to all competitors as part of the Start Kit.
- g. A service crew wishing to attend the Rally Ball may purchase the Invite at the time of Service Registration.

5.11 DISCOUNTS

A 10 % discount on the Entry Fee would be available for any First-Time participant. To avail of this discount, they should not have participated in ANY rally or cross country rally raid format event earlier.



5.12 TEAM ENTRY

For Team entries, in addition to prevailing entry fees

- **Manufacturers & Trade Team Entry:**
INR 10,00,000 per team of upto 4 vehicles. This includes basic accommodation for the Designated Manager of the team at the Night Halt for the leg that the start has been taken. In case more than 4 vehicles are entered then the Team Entry fee would be increased on a Pro-Rata basis.
- **Club Team Entry:** INR.5, 000 per entry for a team of minimum 3 vehicles

5.13 PAYMENT DETAILS

The entry can be paid by Demand Draft or Electronic Transfer in favour of “Northern Motorsport” or Cash at the office of Northern Motorsport.

5.14 REFUNDS

- Entry fee is NON-REFUNDABLE.
- Entry fees will be refunded in full ONLY to those candidates whose entry has not been accepted OR In case the Rally does not take place.
- Entry fees will NOT be refunded for ANY OTHER reason.

5.15 DEPOSIT AGAINST GPS LOGGERS

- Each competitor may be required to make a refundable security deposit of upto INR 8,000 in Cash/ Draft payable at New Delhi to the Organisers before the completing the Document check.
- No competitor will be issued the Scrutiny Card without complying with this provision.
- A usage charge of INR 3,000/- and any damages to the logger or its connectors would be deducted from this deposit & the balance security deposit would be refunded within 10 working days of the safe return of the Logger to the Rally office on retirement or at the end of the event.

6. ELIGIBLE VEHICLES

The Desert Storm 2017 is open to all 4-wheel drive vehicles (NDURE) with a maximum gross weight of up to 3,500 kg, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these Prescriptions.

6.1 GROUPS AND CLASSES

NDURE

The Desert Storm 2017 (NDURE) is open to 4-wheel drive equipped vehicles in due possession of a registration certificate.

- There are no Classes.



7. VEHICLE REQUIREMENTS

A VEHICLE WILL NOT BE ALLOWED TO START UNLESS IT IS EQUIPPED WITH THE FOLLOWING SAFETY REQUIREMENTS:

XPLORE: Two-wheel drive: **NDURE:** 4 Wheel drive.

- a. Seat Belts (minimum 3 POINT HARNESS) for all members of the crew.
- b. Two towing eyes (Painted Red), one at the front and one at the rear.
- c. A fire extinguisher (min 1 Kg)
- d. A comprehensive First Aid Kit
- e. The front windscreen must be laminated & the front door windows must have a clear film.
- f. Two red reflective triangles, the width of the reflecting surface of each arm shall be minimum 30mm and the length of each arm shall be 400mm. (In the case of break down / stopping, they will be placed by the crew at least 50 metres behind the car.) Any crew failing to comply may be subject to a penalty at the discretion of the Stewards.
- g. An Extraction Kit consisting of:
 - A tow chain / Strap made of steel wire / Nylon Strap, minimum 3 mts long.
 - A Spade
 - 2 Rubber Mats at Least 30 cms wide & 70 cms long
- h. Mud flaps at the rear of all wheels, with sufficient width as to completely mask the tyre from behind the car. The lower edge not to be more than 8 cm from the ground when the car is stationary. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to allow passage of the exhaust pipe(s).
- i. It is permitted to install an auxiliary fuel tank in the car provided that:
 - It is of OE make and
 - Equipped with a spill proof lid with either internal venting or an anti-roll over device on the vent line.
 - It is separated from the driver's cabin by a fire proof bulkhead
- j. The Sound level of all the participating vehicles measured from 2 meters behind the exhaust, at 3000 rpm for Petrol & 2,000 rpm for Diesel must be under 103 db for Ndure at all times.
- k. The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30~50 mm, must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty of INR 3,000/.

7.1 ALL COMPETING CARS MUST:

- a. Comply with the legal requirements of cars used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts which are required by the traffic regulations will result in a penalty of INR 500/- for each such offence, e.g., two rear lights not working will be 2 offences. However, for each of the non-functioning brake lights a penalty of INR 1,000/- will be imposed.
- b. Carry emergency rations and drinking water sufficient for a minimum period of 24 hours.



7.2 PERMITTED MODIFICATIONS

- a. Roll Cages conforming to the National Sporting Code or FIA guidelines is recommended. Any modifications done for this purpose are permitted.
- b. Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components.
- c. Strengthening of the aprons and lower control arms, mounting points to prevent spreading is permitted and free for all groups and classes
- d. Auxiliary lights may be installed as some stages are run during night/ early mornings.
- e. Tyres and wheels are free including diameter of rim, tyre width and aspect ratio. Alloy wheels are permitted.
- f. Air filtration units and their inlet pipes and fixtures are free. Exposed universal filters may be used.
- g. The number and type of Shock Absorbers & leaf springs are free.

7.3 RECOMMENDED EQUIPMENT:

- a. Sleeping Bag: suitable for temperatures up to 0° C (32° F).
- b. GPS equipment with a track feed feature. Organizers may provide tracks/maps of certain sections in GPX, GDB & NMEA formats only. Tripy road books may be provided for some sections.

7.4 MISCELLANEOUS:

- a. Spare components and tools if carried in the passenger compartment must be securely fastened or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting who may impose a fine.
- b. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.
- c. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
- d. Rear seats need not be carried.
- e. Side facing seats are not permitted and may be removed.
- f. Radio (VHF/UHF) are not permitted
- g. Soft Tops, Fabric / Flexible covered cabins are not permitted. Hard Tops (Metal / Fibreglass) are compulsory.
- h. Helmets (Min BIS approved) must be carried on board at all times and must be worn whenever the route goes off tarmac. The helmets must have the name & blood group of the wearer clearly & indelibly inscribed on the outside.

THE ORGANIZER WILL PROVIDE ADVICE ON ANY REQUIREMENT ON WRITTEN REQUEST.

8. CREWS

- 8.1 Any crew entered by a competitor holding an FMSCI competitor's licence valid for the year 2017 is eligible. The minimum requirement is GRADE 'C' RALLYING LICENSE AND AN ENTRANT LICENSE, BOTH VALID FOR 2017.
- 8.2 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor, throughout the whole Event.



- 8.3 The full crew must be on board the vehicle throughout the entire duration of the Event. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be excluded from the Event.
- 8.4 A competitor driver has to have a valid civil driving licence for entering this event.
- 8.5 Competitors, 1st drivers or co-drivers of a nationality different from that of the FMSCI must comply with Article 70 of the FIA Code.
- 8.6 Each vehicle may carry crew members up to its licensed legal seating capacity subject to a maximum of 4 persons. Side facing seats are not permitted.
- 8.7 The wearing of seat belts is compulsory throughout the event. Helmets must be worn on ALL Off tarmac stages of the event. Officials may carry out checks at any moment of the Event.

9. INSURANCE

- 9.1 Insurance & Liability limitations are detailed in Appendix '6'
- 9.2 Organizers holding a valid 2017 FMSCI permit for an event are covered for.
- Third party public liability for INR 50 lakhs valid during the running of the event only.
 - A maximum of 100 officials officiating are covered for 25 lakhs personal accident & Rs.1 lac towards medical expenses.
 - 250 competitors with valid FMSCI competition licence participating in various events across the country on a given day are covered for personal accident insurance for Rs.5 lakhs with Rs.5 Lakhs (*Full Claim upto Rs.3 Lacs & 90% for remaining RS.2 Lacs*) towards medical expenses.
 - These insurances are issued by Oriental Insurance Company Ltd and are valid during the running of the event only.
 - Organisers & competitors are advised to take any additional insurances. they may deem fit.
- 9.3 All competitors are required to take a further mandatory personal accident insurance for INR 5,00,000/- each including hospitalization benefits. This insurance should not be normal insurance, but specifically "High Risk" insurance.
- 9.4 It is strongly recommended that participants should check with their insurer the guarantees (Cash Less facility) they will benefit from, and that these guarantees are valid when participating in a competition.
- 9.5 The insurance of each vehicle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required prior to the closing of entries.

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

As such all Competing vehicles will have to be insured by taking a special Rally insurance for the event. Proof of such insurance cover will have to be produced before start of Scrutineering.

- 9.6 Under no circumstance are the organisers responsible either directly or indirectly for the vehicles of the competitors or their assistance. The safe keeping & recovery of the vehicles remains the sole responsibility of the competitor

- 9.7 THIRD PARTY LIABILITY COVER: The organisers have taken out a third party insurance policy appropriate for sporting events using motorised land vehicles, conforming to current legislation.



10. ADVERTISING

- 10.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event “MARUTI SUZUKI DESERT STORM 2017”. Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organisers.
- 10.2 The organiser enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.
- 10.3 Competitors can affix any kind of advertising to their vehicles, provided that:
- Any instructions issued by the organisers are observed.
 - Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way
 - It should not be placed as to prevent recognition by Officials or Marshals.
 - The space designated in Appendix ‘4’ is left free of advertising other than that provided by the organisers.
 - It does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips,
 - It does not interfere with the crew’s vision through the windows.
- 10.4 Space required as indicated in Appendix 4 must be left free of advertising other than that provided by the organisers.
- 10.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10.
- 10.6 Advertising provided by the organisers must be carried & placed ONLY as indicated in Appendix 4
- The Compulsory advertising as detailed must be carried
 - For competitors who refuse the Organiser’s optional advertising, the amount of the entry fees will be increased by 100%.
- 10.7 All stickers/ advertising of other rallies have to be completely removed before the new stickers will be applied.
- 10.8 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 10.9 The crews will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of

INR 3,000/- will be incurred for a first offence and INR 10,000/-for each repeated offence.



- 10.10 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 100% of the entry fee.

11. IDENTIFICATION

- 11.1 The Organizers will supply each crew with identification plates comprising: 2 rally plates and 3 panels carrying the race number termed NUMBER PLATES. They will carry the race number, the name of the event and if appropriate the name of the organizers main sponsor.
- 11.2 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.
- 11.3 The numbers plates must appear on both sides of the vehicle during the whole Event and be legible from the rear.
- 11.4 The number plates (50 cm wide x 52 cm high) must be affixed to the right and left sides of the vehicle and in the area situated between the wheel arches on condition that they are completely visible from the side, as well as on the roof of the vehicle.
- 11.5 In addition, the organisers will also issue 1 set of 'rally' panels for the front, roof and rear: one plate of a rectangle of 43cm x 21.5 cm of which 9cm x 43cm is reserved for compulsory Organisers publicity. They will incorporate the race number of the competitor and the name of the event. They will be available as stickers. These rally plates front and rear must be positioned so as to be clearly legible & visible from the Front & Rear.
- 11.6 Apart from the name of the manufacturer, the plate must be the first legible writing at the front above the headlights.
- 11.7 At any time during the event, the absence or incorrect positioning of a race number plate or a rally plate may result in a penalty of INR 5,000/-. The simultaneous absence or incorrect positioning of at least 2 race number or rally plates may result in penalties of INR15,000/-.
- 11.8 The members of the crew will be recognisable by means of an identification tag. Any breach noted by an official will result in a cash penalty of INR 3,000/-. The blood group & emergency number must be written on this tag.

12. FUEL

- 12.1 Refuelling is the sole responsibility of the competitor.
- 12.2 All vehicles must have a minimum fuel range of 350 km. Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 350 km, regardless of the nature of the terrain. For safety reasons a 10% margin is indispensable, i.e. a range of 385 km.
- 12.3 Competitors may refuel at any commercial fuel pump. The organizers would NOT be providing any guidance or assistance. Any sign in the road book would be strictly optional and organizers do NOT take any responsibility for the quality, quantity or availability of fuel.



- 12.4 Engines must be stopped during the refuelling operation. It is recommended that the crew exit the vehicle during refuelling. In the case where they remain in the vehicle their safety harnesses should be detached.
- 12.5 Refuelling between competitors is authorised

13. ADMINISTRATIVE CHECKS & SCRUTINEERING

13.1 LOCATION: As per Program

13.2 TIMES/SCHEDULE

The schedule for the administrative checks followed by scrutineering sealing and the marking of the competing vehicles is as below.

- 28 January 2017

COMP #	NDURE	
	FROM	TO
230 ~ 221	0800	1000
220 ~ 216	1000	1200
215 ~ 211	1300	1500
210 ~ 206	1500	1700

- 29 January 2017

COMP #	NDURE	
	FROM	TO
205 ~ 201	0800	1000

13.3 ADMINISTRATIVE CHECKS

- Drivers taking part in the rally must arrive at administrative checks & scrutineering with at least one of the crew, driving gear and car at least 15 minutes before their designated time (as per given schedule). Failure to report or delay can result in a penalty of INR 500/- for every 60 minutes extending to a maximum of INR 3,000/-. Failure to report on the designated day would be penalized by an additional penalty of INR. 3,000/-
- Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Chief Scrutineer who may impose an additional fine.
- The Entry form contains a check list of the documents required to be submitted. All crews taking part in the Event must ensure that self-attested copies of the documents detailed in the entry form are submitted at the secretariat in accordance with the timetable of the Event.
- All documents must be produced in original before the rally plates are issued & the vehicle is permitted for scrutiny.
- The date of the entry and the fees applicable thereof would be taken as the date when the documentation is completed in its entirety. Failure to do so would entail additional fees or penalties.
- Any crew reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards



14. SCRUTINEERING

- a. Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply
- b. Competitors not conforming to the norms would be automatically disqualified and their entry fees would be forfeited. No vehicle will be allowed to start unless it complies with the FIA/FMSCI safety regulations and the present Prescriptions.
- c. At scrutineering crew members will be asked to produce their identity cards.
- d. The scrutiny card must be carried in the vehicle throughout the event. It will also contain the record of the Service Time utilised by the competitor. This scrutiny card must be produced to any official on demand and surrendered at the finish.

LOSS OF THE SCRUTINY CARD MAY RESULT IN EXCLUSION.

- e. Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the car with the Group in which it is entered, conformity of the car with the National Highway code, etc.
- f. Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- g. Any vehicle which appears on external examination to be ineligible for the Rally or a specific Class may be rejected and called back for re scrutineering.
- h. Additional checking / scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- i. At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

14.1 SEALING AND MARKING

- a. In order to prevent the engine, body shell and other restricted components from being changed during the event these items will be identified by the Organizers at pre start scrutineering using a wire and special marked seals and/or paint. Other means of identification may also be used. Missing marks will result in immediate exclusion. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in exclusion of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.
- b. Before arriving at scrutineering, the Crews must provide, on the parts listed below, a hole of minimum 3.5 mm to allow for the fixing of seals, on pain of being refused the start. The absence of a hole allowing the passing of a seal will incur a penalty of INR 2,000 per missing hole.
 - Body Shell or Chassis frame within the engine compartment
 - Cylinder Head
 - Engine block
 - Air Intake Restrictors (If Applicable)



- Turbo charger Assembly (If Applicable)
 - Transmission: Primary, Secondary, Transfer and/or any other mechanical / electromechanical device that assists in transfers of power to all four wheels.
- c. The Competitor is responsible for the existence of all marks and seals throughout the entire Event.
 - d. The components, identified with a mark during scrutineering, and the crew are associated with a race number; these elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in these Prescriptions).
 - e. Entrants/Drivers will be required to sign on the “Scrutiny Card” that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Rally Headquarters.

15. COMPETITOR BRIEFING

A general briefing will be held as per itinerary. All competitors need to sign their presence in the register maintained at the venue for this purpose. The register would be removed at the start of the briefing and absence of signature will be deemed as absence at the briefing and sanctions would apply.

THE PRESENCE OF AT LEAST ONE MEMBER OF EACH CREW IS COMPULSORY ON PAIN OF A PENALTY OF INR 3000/-.

16. CEREMONIAL START

- 16.1 All crews must participate in the Ceremonial Start. Any Competitor failing to participate will be referred to the Stewards for Sanction.
- 16.2 All competing cars must be parked in their allotted space in the Pre Start Parc Fermè, as guided by the marshals.
- 16.3 Any car reporting outside this time will be penalised at the rate of INR 500/- per minute up to maximum of 10 minutes before his scheduled Start Time. Competitors’ cars reporting later than 10 minutes prior to their scheduled start time will not take part in the Ceremonial Start and the Competitor will be referred to Stewards who may impose further sanctions.
- 16.4 The start interval at the Start Ramp will be as directed by the Event Officials

17. ALLOCATION OF RACE NUMBER, START ORDER & STARTS

- 17.1 There is no classification for the allocation of race numbers
- 17.2 Start Numbers would be allotted on a Random Basis
- 17.3 The starts of each leg shall be given with a minimum interval of 1 minute, in ascending order of the race numbers.
- 17.4 The starts for the next Leg shall be given in a random order or an order determined solely by the organizers. Organizers would not give any reason for the start order
- 17.5 The start Parc-Fermè will be operational as per scheduled program and will close as stated. Lateness will be penalised as follows:
 - a. Up-to 5 minutes: INR 500/-
 - b. Up-to 30 minutes: INR 1000/-
 - c. Beyond 30 minutes: Start Denied



- 17.6 The Parc Fermè shall be sealed 30 minutes after the scheduled closing and non-compliance may result in the vehicle not being allowed into the start Parc Fermè & being refused a start. The vehicles may be presented by a representative of the entrant.
- 17.7 Any vehicle reporting late for the start of a Leg shall be penalised at a rate of one minute for every minute of lateness up to 30 minutes beyond the closing time of Parc-Fermè and thereafter shall be excluded immediately.
- 17.8 The starting area shall also be regarded as a 'Parc Fermè'.
- 17.9 The exact time of start will appear on the Time Card.
- 17.10 Any crew arriving late at the start of the event or of a leg shall be penalized by 1 minute for every minute late and will be issued a fresh start time which shall be after the last competing car. Any crew reporting more than 10 minutes late shall be denied a start.
- 17.11 Since the crews have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be stamped on the Time Card. The 10 minutes referred to in Art 16.10 is from the proposed restart time of individual competitor.
- 17.12 The start lists will be published on the Official Notice Board at Rally Headquarters as per programme

18. ROAD BOOK AND NAVIGATION

- 18.1 The route will remain secret until the road book is distributed to the crews. The road book will contain a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of exclusion.
- 18.2 The road books have been prepared with Trippy II.
- 18.3 The organiser's times and distances are deemed to be correct and are not subject to any query and protest
- 18.4 A minimal deviation from the prescribed itinerary is permitted to bypass any temporary blockage of the route. Competitors may be required to furnish proof of the circumstances.
- 18.5 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. The organizers may take suo moto cognizance of any breach of caution and impose penalties on the competitor which may extend to refusal of start.
- 18.6 Competitors may be issued a DATA LOGGER which would have to be installed, as per directions of the organizers, on the dashboard of the vehicle in a manner so that the device has a clear view of the sky. It is responsibility of the crew to get the DATA LOGGER issued to them at the start of each leg and handed back at the end to the marshal in charge of respective TC.
- 18.7 DATA LOGGER
- The DATA LOGGER would be issued at the start of each leg and must be handed over by the competitor to the end Time Control marshal.
 - Throughout the duration of the rally competitors are responsible for the correct functioning of their DATA LOGGER.
 - The DATA LOGGER must be switched on and positioned in a manner so that it has a clear view of the sky throughout the entire leg.



- d. All actions caused by the competitors (loss, destruction, switching off etc.) making it impossible to read the DATA LOGGER and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the College of Sporting Stewards and may include exclusion from the race.
- e. Checks will be carried out at the end of legs. The data must validate passage through All WPMs and adherence to the speeds in the Speed Zones. The person carrying out the checks will note any infractions and these will be included in the results.
- f. If a crew has two DATA LOGGERS working and only one of the two DATA LOGGERS validates the passage of a WPM no penalty will be given. In cases where checks are contested the DATA LOGGER(s) downloaded data will be re-examined & the organiser's decision will be final. It is not mandatory for the organisers to state any reason(s) and/or share any data pertinent to that decision.

19. TRAFFIC & SPEED

UNDER THE LAWS OF INDIA ANY ACCIDENT OUT OF WHICH A CLAIM MAY ARISE SHOULD BE REPORTED TO THE NEAREST POLICE STATION.

- 19.1 Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting Stewards. Depending on the circumstances, penalties may be applied in form of time or Cash, including disqualification.
- 19.2 In the event of an infringement of the traffic laws committed by a crew participating in the Event, officials of the event (judges of fact) having noted the infringement will inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:
 - a. That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
 - b. That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
 - c. That the facts are not open to various interpretations.
- 19.3 As per FMSCI General Prescriptions
 - a. At any given point where there is no Government prescribed speed limit, speeds given in any speed block whatsoever will not be more than 45 Km/h in Plain and 36 KMPH in Hill sections.
 - b. In National Express/Highways and State Highways speed can be exceeded till 10% less than the Government prescribed speed limit. This shall in no way be applicable in Hill sections.
 - c. When the average speed given is above 45 km/h there shall be no time control in that section
 - d. Any deviation from above will be brought to the notice of the stewards who will grant special dispensation.
- 19.4 IT IS FORBIDDEN, UNDER PAIN OF EXCLUSION:
 - To transport the vehicles.
 - Deliberately block the passage of the vehicles, or to prevent them from overtaking.
- 19.5 Competitors are forbidden under pain of exclusion to behave in any unsporting manner.



19.6 The wearing of safety harnesses is compulsory throughout the Event including all road sections.

19.7 GOING THROUGH VILLAGES

The speed of competitors through towns and villages crossed on the route, both on Selective Sections and Road Sections is limited to 30 kph except when stated otherwise in the Road Book or by a CIB. In all cases, it is the competitor's responsibility to adapt their speed to local population and traffic conditions.

20. HELPING AT AN ACCIDENT

Crews are expected to stop at the scene of an accident so as to provide the most appropriate form of help until the medical assistance arrives. Considerable means have been put in place so as to shorten the response time by as much as possible.

20.1 SHOULD YOU HAVE AN ACCIDENT OR A BREAKDOWN, YOU MUST ENSURE:

- a. That your crew and vehicle are away from danger & the path of the next approaching car.
- b. Switch off the Main Circuit Breaker.
- c. Put the Red Warning Triangle at least 30 meters before on the path to warn the next approaching car.
- d. Display the Green OK or in case any crew needs medical assistance OR the Red SOS sign given in the road book to the next approaching car.
- e. Call the event emergency numbers given on the front of every road book.

20.2 SHOULD A COMPETING VEHICLE COME ACROSS ANOTHER VEHICLE WHICH HAS MET WITH AN ACCIDENT, IT IS THEIR DUTY TO ENSURE THAT THE CREW OF THAT VEHICLE DOES NOT NEED ANY MEDICAL ATTENTION.

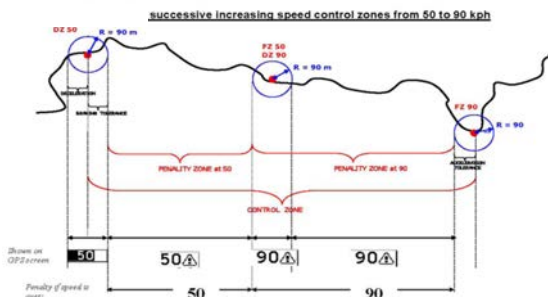
- a. When a Red SOS sign is displayed it is MANDATORY to stop & assist the crew requiring help.
- b. The first crew to arrive at the scene must stop and inform the next car of all the details.
- c. The next car must take the following information to the NEXT radio post (which may be the finish post.)
 - Competition number of the crew involved
 - If & how many crew members or spectators are involved.
 - If any crew member or spectator is trapped in or outside the car.
 - Location of the accident i.e. the closest road book instruction.
- d. All competitors stopped in the stage must place their Red Triangle at least 30 mts before from where the car is stopped even if the car is clear of the road.
- e. It is permitted to take the injured on board.

FAILURE TO PROVIDE SUCH ASSISTANCE / FAILING TO REPORT ANY BREAKDOWN / ACCIDENT TO THE NEXT OFFICIAL ON THE ROUTE MAY LEAD TO EXCLUSION AT THE DISCRETION OF THE STEWARDS

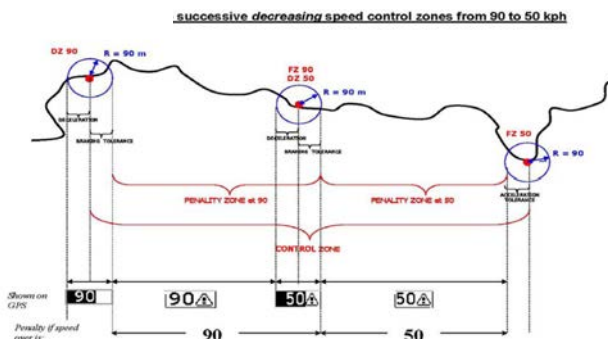
The Stewards may at their discretion, considering the facts of each case, compensate the competitor for any time penalties incurred in rendering such help provided that an application in writing is submitted at the end of leg.

21. SPEED CONTROL ZONES

- 21.1 Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'. The presence or absence or erroneous posting of signposts indicating Speed Limit Zones can in no way be used in any appeals.
- 21.2 All speed Zones will have a Maximum Speed Limit of 30 Kilometres per hour except when stated otherwise in the Road Book or by a CIB.
- 21.3 Overtaking is authorised, if a vehicle is travelling abnormally slowly, on condition that the maximum speed authorised in the zone is not exceeded.
- 21.4 Speed & Position Data is stored in the DATA LOGGER every 1 second. If the speed limit is exceeded, it will be recorded on the DATA LOGGER.
- 21.5 An impulsion is an excess speed recording for a continuous stretch of 10 seconds. All impulsions will be penalised based on the highest excess speed recorded as follows:
- Between 1 and 15 kmph: (3 Minutes + INR 500) x the number of impulsions.
 - Between 16 and 40 kmph: (10 Minutes + INR 1000) x the number of impulsions.
 - More than 40 kmph:
 - 1st impulsion: 30 Minutes + INR 3000.
 - 2nd successive impulsion: 1 hour + INR 6000
 - 3rd successive impulsion: A penalty at the discretion of the Stewards
- 21.6 Organizers may establish not more than two successive speed zones with different speed limits. In the case of increasing speed, the higher speed will be enforced from 90 metres before the intermediate FZ/DZ waypoint (WPE). (See Diagram below)



- 21.7 In the case of decreasing speed the lower speed will not be enforced until 90 metres after the intermediate FZ/DZ waypoint (WPE). (See Diagram below).





- 21.8 In the case of repeated infractions during the rally, the competitors may be referred to the Stewards who may levy penalties up to and including exclusion from the race.
- 21.9 Fines must be paid before the start of the next leg, on pain of being refused a start.
- 21.10 As a safety backup, times at the DZ & FZ may also be noted manually. The penalties in this case would be calculated at the rate of 2 penalty units per unit less than the ideal time. In all circumstances the times noted by the marshals cannot be disputed. The DATA LOGGER data & penalties would have primacy in all circumstances & the manual timings would only be used in case of an eventuality.
- 21.11 The organizers may post officials with Speed Guns at any point in the designated control zone. In case of over speeding, penalties as stated above would apply. The official would be designated judge of fact and no protest will be entertained regarding his findings.

SPEED CONTROL ZONES: DEFINITIONS

21.12 SPEED CONTROLS ZONE: ENTRY

- a. A speed control zone controlled by the DATA LOGGER will be indicated on the road book by a box marked: 'DZ' and/or by a GPS point (WPM).
- b. The first 100 meters after the DZ point is considered as a deceleration zone, before entering the actual control zone.

21.13 THE CONTROL ZONE:

The speed of a competitor will be limited to 30 kmph or such speed as mentioned in the road book between the point of entry and exit point of the zone, regardless of the route taken between these two points.

21.14 SPEED CONTROL ZONE: EXIT:

- a. The end of the Speed Control Zone will be indicated on the road book by a box marked 'FZ' and/or by a GPS point (WPM).
- b. Before this point there will be a zone of tolerance of 100 meters so as to avoid any arguments concerning the measuring of speed.
- c. Competitors can reaccelerate from this point.

21.15 THE ENTRY AND EXIT ZONES ARE COMPULSORY POINTS OF PASSAGE.

It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.

21.16 SPEED LIMITS – ROAD SECTIONS

On certain road sections (indicated by bulletins), the maximum speed may be limited. Penalties incurred will be identical to those of a speed zone.

21.17 STOP & GO

At certain points, the route of the Storm will cross or travel a short distance over tarmac or low traffic roads. To ensure safety while crossing these points:

- a. These concern points will be marked in the Road Book or intimated by a bulletin or will be marked by way of a waypoint on the GPS track.
- b. The organisers may also mark these points with a signboard. However, a missing board cannot be given as an excuse for not adhering to this provision.
- c. The competitor's vehicle must come to a complete halt for at least 3 seconds with all 4 wheels being stationary 5 meters before this point OR with the front of the vehicle in line with the signboard



- d. Failure to stop will be noted by the data logger or by the Marshal present who will be a judge of fact for this infraction and penalized. No Protest will be entertained in this respect.
- e. It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.

22. RECONNAISSANCE

- 22.1 No reconnaissance is permitted.
- 22.2 The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event after its announcement is prohibited.
- 22.3 Any driver who wishes to visit an area which might be used for the event must obtain written permission from the organizer.
- 22.4 Failure to respect these rules will result in the competitor being reported to the stewards.

23. ASSISTANCE

- 23.1 Assistance is PROHIBITED at all times, at all points of the itinerary inside ALL competitive stages except in permitted assistance & Service zones. Authorised assistance & service zones and the times permitted would be communicated by bulletin.
- 23.2 All assistance vehicles used in the event must be registered with the Rally Office not later than 1400 hrs on the 3 April 2017. Assistance Car Stickers are to be positively collected at the time of registration.
- 23.3 For up to one Assistance Vehicle per competitor, the Organiser will provide, at a cost of INR 2000/-, 4 assistance stickers per assistance car, (which must be, affixed one each on the front windscreen, front doors on both sides and the boot/back), Service Plan & up to 5 Service ID Tags.
- 23.4 Should a competitor wish to register more than one assistance vehicle, the balance assistance vehicles will be issued assistance stickers on payment of a registration fee of INR 3,000/- per assistance vehicle.
- 23.5 The registration number and the corresponding sticker number of the assistance vehicle will be noted along with the competition number of the competitor(s) using the assistance vehicle(s) in a register which will be maintained by the Organisers.
- 23.6 Any competitor found to be receiving assistance from a vehicle not registered and/or without Assistance stickers will be penalized at the rate of INR 10,000/- per infringement; however, this does not apply to receiving assistance from a fellow competitor or a fixed commercial establishment.
- 23.7 Any competitor whose Assistance vehicle or Crew behaves in a manner that endangers other competitors or road users will be fined up to INR 10,000/and/or the competitor excluded at the discretion of the Stewards of the Meet.
- 23.8 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 km of its competing car except:
 - In service parks & assistance zones
 - In refuel zones
 - Where permitted by bulletin



- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team/service personnel, provided that they do not stop at the same location at the same time.
- 23.9 The speed of competition cars and service vehicles in the service parks and assistance zones should not exceed 30 kmph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the stewards.
- 23.10 At the NH / bivouac: After having checked in at the time control at the end of the leg, competitors will immediately take their competition vehicle to the designated Parc Fermè.
- 23.11 It is not permitted to replace the Chassis, Engine Block or Cylinder Head throughout the event. However, the other sealed & marked components may be replaced after obtaining written permission from the Scrutineer who will reseal & re mark the replaced component. Each such replacement will incur a penalty of 60 minutes. No additional time will be permitted to carry out such repairs.
- 23.12 ASSISTANCE IS FORBIDDEN
- a. ALL SELECTIVE STAGES OF THE ROUTE & TESTS ARE DESIGNATED AS UNSUITABLE FOR ASSISTANCE VEHICLES.
 - b. All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate exclusion on the decision of the panel of stewards.
- 23.13 Assistance between competitors is FREE. However, they may use only the material, tools & spares carried on board. Taking external materials or assistance would entail penalties as specified.
- 23.14 A vehicle must move by its own means, with the engine running; moving under the power of the starter-motor alone is not allowed.
- 23.15 If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed. However, in control zones, this will entail the following penalties for both the vehicles:
- a. Start area of a leg and/or start area of a Selective Section: THE START WILL BE REFUSED.
 - b. Passage Control Zone: 5 minutes.
 - c. Time Control Zone: 15 minutes.
 - d. In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.
- 23.16 ALL VEHICLES TOWED AND / OR PUSHED BY MEANS OTHER THAN A RACE/AUTHORISED VEHICLE WILL BE IMMEDIATELY EXCLUDED FROM THE RACE.
- 23.17 Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
- 23.18 In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing / towing upto 200 meters and would entail an additional supervisory penalty of **5 minutes** for each instance.
- 23.19 Assistance vehicles may not enter or be present in the Selective Sections from 3 hours before the scheduled time of start of the section till after the closure of the control at the end of the selective section. Assistance vehicles will travel only in the direction of the race.



- 23.20 Competitors who have retired from the race are free, on written request to the COC, to enrol as Service for the remainder of the event. In such cases, the competition numbers must be completely removed and Service Stickers affixed as prescribed.
- 23.21 Signalling (visible information from teams to crews) is authorised, except in a control zone, and at any time when the race and servicing share the same route, at crossings of the itinerary and public traffic roads.
- 23.22 All 'JUDGES OF FACT' are authorised and required to report the presence of assistance not accredited by the organisation, both at the NH / bivouac and over the route as a whole.

24. TIME CARDS

Time card is a document designed to receive, in chronological order, the times & stamps of the different controls planned on the itinerary.

24.1 PAPER TIME AND E-MARSHAL SHEET

- a. There may be a dual time noting system, the timing will be manually recorded in the time card & marshal sheet and will be electronically stored in the e-marshal sheet.
 - b. Responsibility for the time card rests solely with the crew until it is handed back. The paper time card must be submitted at the leg end time control.
- 24.2 At the start of the Event, crews shall be given a time card. This time card shall be handed back at the finish Time Control of each Leg and may be replaced by a new one at any point in the duration of the event. Each crew is solely responsible for its time card till it is handed back.
- 24.3 Any correction or amendment made to the time card will result in exclusion, unless such correction or amendment has been approved in writing by the marshal.
- 24.4 The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The marshals are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.
- 24.5 Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as exclusion.
- 24.6 THE LOSS OF A TIME CARD WILL ENTAIL EXCLUSION.
- 24.7 A competitor who retires must immediately inform the Rally Headquarters / nearest Rally official and hand over his Time Card. He must also remove or place a black "X" across his rally numbers.

25. CONTROLS

- 25.1 There shall be 5 types of Time Controls: Physical, Self, Virtual, Mobile & Secret. Early arrival will be penalised at the rate of 2 seconds per second early. Penalties for early arrival will not be included in exclusion time.
- 25.2 Any failure on the part of a crew to observe the rules of the check-in procedure will be recorded by the controller at that post and sent in a written report to the clerk of the course
- 25.3 The target check-in-time is the responsibility of the crews alone.



25.4 TIME CONTROL-PHYSICAL:

- a. All Physical controls shall be marked by a sign displaying a clock on a white background with a green band. These are established at the start & end of each leg and at various points along the route of the event.
- b. All TC boards (physical, self or otherwise) may be placed either on the left side or the right side of the road, wherever the marshal deems fit in the interest of the Time control.
- c. The time will be recorded when the front wheels of the competing cars crosses a virtual line drawn through the Control Sign.
- d. In case more than one vehicle approaches the control together, the official will note the time in the sequence of arrival and mark it in the Time Card subsequently.
- e. 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. Non-reporting in any case would be treated as Missed TC and the provision would apply.
- f. At the Time Controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment of arrival at the control.
- g. Unless the Control is at the start or end of the leg, the point of location of time control will be the end of previous section(s) and also the start of the next section(s).
- h. Unless the Control is at the start or end of the leg or at any control where a dead time has been given, an assumed start time 1 minute later would be computed. Unless otherwise specified the TC out-time will therefore be always **1 minute** after the TC in-time, irrespective of the actual time taken for the control formalities. It is important to note that the time taken for completion of control formalities at time controls shall be to competitors account. There will be no restart or dead time at these controls unless specifically ordered by officials at the time control, in which case they will enter the details of time for which the competitor was under dead time. In case of Dead Time being given the actual start time will be taken and the additional 1 minutes is not to be counted.
- i. The crew is forbidden to stop or to drive abnormally slowly in sight of the control post. Non-compliance will invite a penalty of 5 minutes per instance. The Marshals at the control would be "JUDGE OF FACT" and his decision would be final.
- j. All physical time controls would be in operation only 10 minutes prior to expected time of the first car. Unless the Clerk of the Course decides otherwise, they will cease to operate 30 minutes after the target time for the last car. Missing of control due to early or late arrival is same as missing a control. A competitor running later than the above condition may find the Time Control closed / missing even though he may be following the desired itinerary. This will be treated as a missed Time Control.
- k. All areas 100 meters prior to & after the control sign are considered as control zone and 'Parc Fermè regulations will apply.
- l. The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- m. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Event or to re-enter a control area once checking in has taken place at this control:
 - 1st infringement: penalty of 10 minutes,



- 1st repetition of the infringement: penalty of 1 hour,
 - 2nd repetition of the infringement: exclusion or fixed penalty where this exists.
- n. Crews are obliged to follow the instructions of the Marshall at any control post. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.
- o. If a competitor is unable to leave the zone under his own power, the penalties set out shall be applied.
- p. If he does not stop at the Control to have his times entered, he would be deemed to have missed the control.

25.5 TIME CONTROL-SELF:

All Self Time controls shall be marked by a sign displaying a Green clock on a white background with a green band & 'SELF TC' & a unique 4-digit code written on it.

- a. The Participant has to write the time on their time-card along with the code mentioned on the TC board.
- b. For Self-Control TCs, the Time out shall be equal to Time In. No extra time of 1 minute is to be considered.
- 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 the penalty of a physical TC miss.
- e. All self TC boards shall be supervised/under surveillance by hidden marshal's. Any attempt to so much as touch the board shall be penalized with exclusion. The marshal shall be the final judge of fact in any dispute.
- f. It is the duty of the competitor to make sure that the next physical Time Control marshal notes down the time of the self-TC(s) on his marshal-sheet as well as the marshal should counter sign the entry made by the competitor in the competitor's time-card and verifies the same by putting his signature/stamp in the time-card.
- g. Self TC boards may be fixed on physical objects like trees, pillars, walls, etc to make them stationery.

25.6 TIME CONTROL-VIRTUAL:

A Virtual control will be defined as GEO COORDINATES of the point(s) on the official itinerary and the time of passage will be determined by analysis of the GPS logger.

- a. Since these controls will not be marked by any Flag, there is no need for the competitor to stop for any control activity.
- b. The virtual control will operate **ONLY** within a radius of 50 meters from the predetermined location coordinates. Any competitor(s) deviating from the itinerary will be deemed to have missed the time control and appropriate penalties under these regulations would be applied.

25.7 TIME CONTROL-SECRET:

A Secret Control will be an unmarked control.

- a. The time will be recorded when the front wheels of the competing cars crosses a virtual line drawn from in front of the official.
- b. Since these controls are unmarked and secret, there is no need for the competitor to stop for any control activity.



- c. The time & the distance noted by the official, who will be the nominated “Judge of Fact”, will be final and no protests may be made regarding this.

25.8 TIME CONTROL-START & END OF LEG:

- a. The actual locations of the Start & End Controls may vary from the road book depending upon the physical limitation of the venues.
- b. In all such cases, reasonable additional time will be provided to enable the competitor to reach the Start of the prescribed route which is the first instruction of the Legs Road Book.
- c. Similarly, the prescribed speeds and free zones will provide for minor additional distance beyond the End Time Control.
- d. Early Check in is permitted at the end of leg TC, However, the competitor will be required to ask for the target check in time, which cannot be earlier than the current time. This demanded time will be entered in the Time Card.
- e. It is the competitor’s responsibility to ensure timely check in, keeping the above in mind. No protest in this regard will be entertained.

25.9 SECTION

A section is defined as the distance between two controls.

- a. The Start Control for all sections will always be a Physical Time Control.
- b. The End Control may be Physical, Self, Virtual, Secret Time Control
- c. Except in the case of the end of Leg or Regroup control, Physical Time Control signifying end of the previous section is also start time control of subsequent section(s).
- d. From a Physical Time Control there may be one or more sections concurrently running which end at a virtual, physical, mobile, secret time control. The penalties for each section would be calculated independently and accumulated penalties for all sections would be awarded.
- e. For each Control, distance from the start of the Leg/Regroup would be available on the official notice board at the end of leg. An example is given below:-

TC	DISTANCE	CONTROL TYPE
TC 0	0.00 Kms	START
TC 1	10.00 Kms	VIRTUAL TC
TC 2	30.00 Kms	VIRTUAL TC
TC 3	35.80 Kms	PHYSICAL TC
TC 4	50.00 Kms	VIRTUAL TC
TC 5	71.20 Kms	PHYSICAL TC

EXAMPLE ONLY

.....continues

SECTION	FROM –TO	DISTANCE (Kms)	IDEAL TIME(hh:mm:ss)
1	TC 0 – TC 1	10.00	00:29:52
2	TC 0 – TC 2	30.00	01:38:29
3	TC 0 – TC 3	35.80	01:43:36
4	TC 3 – TC 4	14.20	00:12:32
5	TC 3 – TC 5	35.40	00:30:52

EXAMPLE ONLY



If a competitor misses a Time Control, it affects both the results of the previous section as well as the next. In this case, Penalties will be calculated as: (Ref: Fixed 25.11)

If a competitor misses a control for any reason whatsoever

- a. For each segment affected: Scratch Time + 5 Minutes
- b. Missing control: 10 Minutes per control towards supervisory penalties
- c. The supervisory penalties applied for missing a time control would not count towards exclusion.

25.11 PASSAGE CONTROLS

In order to check that the crews are respecting the itinerary in the road book, the organisers may set up Passage Controls at significant locations mentioned and numbered in the road book.

- a. The control zone will be defined using the following signs:
 - i. 1 yellow signs with stamp (start of zone).
 - ii. After approximately 50~100 m, 1 red sign with stamp (Passage Control post).
 - iii. Finally, 50~100 m further on, 1 final beige signs with 3 transversal black stripes.
- b. The location of these Passage Controls will be clearly visible and signalled to crews by means of flags and, wherever possible, sited on fairly level ground. The passage might also be timed to the second and noted on a passage sheet by the person in charge of the post.
- c. Closing time for Passage Controls:

The closing time for Passage Controls will be declared taking into account:

 - i. The distance covered since the start of the Section concerned.
 - ii. The time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time.
 - iii. The ideal time of the last competitor, increased by 30 minutes.
- d. The penalty for missing a PASSAGE CONTROL will be 60 penalty minutes for each PC missed.

26. RUNNING OF THE STORM

26.1 The Official Time throughout the entire rally will be Indian Standard Time (IST) expressed in accordance with the 24 hour GPS clock. The IST time differential from GMT is +5.30 hrs. Hours and minutes & seconds will be shown as 22:01:46

26.2 The itinerary of the rally is broken down in to a number of **LEGS**. For each leg the competitors would be given a **SPEED CHART** and a **ROAD BOOK**, in TULIP, format detailing the exact route to be followed. An example of the Speed Chart is given below: -

DISTANCE (Km)	SPEED (Kmph)	REMARKS
0.00-19.20	20.10	
19.20-21.20	04.00	FREE ZONE
21.20-28.00	52.80	
28.00-29.50	30.00	
29.50-63.50	68.00	
63.50-121.00	72.00	

EXAMPLE ONLY

..... continues

26.3 XPLORE & NDURE will run on different itineraries & routes which might coincide in whole or parts.



- 26.4 The entire leg shall be split up into a number of **SECTIONS** by use of control points. At each control point the time of passage would be recorded.
- 26.5 Penalty points would be awarded comparing the actual time taken by the competitor in completing the section with ideal time based on speed and distance. The difference between the target check in time and the actual check in time will be penalized as follows
- The penalty for late arrival will be 1-unit time per 1-unit time late.
 - The penalty for early arrival will be 2-unit time per 1-unit time early.
- 26.6 The location of these controls except the start will be undisclosed and will not be indicated on the Road Book. These may be at any point(s) on the itinerary at the sole discretion of the organizers.
- 26.7 All crew members are required to wear seatbelts throughout the entire event. Failure will lead to immediate exclusion.
- 26.8 All crew members are required to wear helmets whenever the route leaves the tarmac road. Failure will lead to the following penalties:
- First Instance Warning + fine of INR 1,000/-
 - Second Instance Time Penalty of 30 minutes.
 - Third Instance Exclusion
- 26.9 In case any competitor decides to retire, He must inform the nearest marshal and apply for retirement on a form provided in the Road Book. Failure do so will entail Steward's Sanction and the competitor will be debarred from future events.
- 26.10 The route of the certain sections in the Desert Storm traverses close to many villages. The route has been designed to avoid and bypass these inhabited areas. The detailed route as prescribed in the road book must to be followed, especially around the village bypasses. Deviation from the prescribed route will attract penalties which may vary from 5 minutes to exclusion.
- 26.11 **SUPER SPECIAL STAGES**
- a. Certain Selective Sections may be termed as Super Special Stages. Notification of this will be communicated to all competitors at the Drivers Briefing or through a CIB.
 - b. All the rules of Selective Section will apply to the Super Special Stages.
 - c. The Super Special Stage will comprise of a designated route to be traversed with designated Challenges and /or Check Points to be negotiated in the given order and direction.
 - d. Any competitor would be permitted to attempt a challenge / checkpoint upto three times. In case the competitor is unable to correctly traverse the designated route in these three attempts, a missed challenge or checkpoint penalty would be awarded and the competitor would be guided to bypass the challenge and proceed further along the route.
 - e. Crews are forbidden to drive in the opposite direction to that of the Super Special Section, under pain of penalties which may go as far as exclusion.
 - f. Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
 - g. In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing / towing upto 200 meters and would entail an additional supervisory penalty of **5 minutes** for each instance.



26.12 SCRATCH TIME

- a. When the running of a Section is definitively stopped before the passage of the last crew, regardless of the reason, a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the worst time actually set before the race was stopped.
- b. This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.
- c. It is up to the Stewards alone to decide whether or not to apply this measure, once Race Control has informed them of the reasons for the interruption.
- d. Should the Stewards consider the worst time actually set to be abnormal, they may choose as a reference time the one which they feel to be the most suitable.
- e. Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which it may have set, if this is greater than the imaginary time attributed to the other crews.
- f. In exceptional cases, for safety reasons, the Clerk of the Course may interrupt or divert a Section at any point of the route and dead time would be given. The benefit of such stoppage will be awarded to the competitor. The official at site will be the Judge of Fact and his decision on the quantum of time to be awarded will be final.
- g. For safety reasons, on the proposal of the clerk of the course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control, where the times recorded will serve to establish the classification of the Leg. On the decision of the Clerk of the Course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermé rules

26.13 FIXED PENALTIES

A fixed penalty is used to enable a competitor to remain in the competition when they would otherwise be excluded due to failing to check into certain controls or report within the time limits imposed.

- a. It is compulsory for a competitor to take the start of each day.
- b. Any competitor failing to complete a leg of the rally (i.e. failure to report at the TC at the finish of a day within the closing time) will be given a fixed penalty of 60 minutes & designated as a 'DNF' (Did Not Finish)
- c. Any competitor failing to complete a section of the rally (i.e. failure to report at the TC at the start or finish of a stage within the control closing time) will be given a penalty calculated by adding the following:
 - i. For each segment affected: Scratch Time + 5 Minutes
 - ii. Missing control: 10 Minutes per control towards supervisory penalties
 - iii. The supervisory penalties applied for missing a time control would not count towards exclusion.
- d. In no case may a fixed penalty be used by a competitor who has been excluded by the Stewards.
- e. Any competitor who fails to finish any section/leg in the maximum prescribed time (DNF) will be entitled to participate in the next legs competition and take fixed penalties provided that:



- i. The competitor conveys his/her intention to withdraw from the leg in writing with the nearest official before the close of the section in which the competitor is withdrawing (A format for this is appended to the road book).
 - ii. The competitor would be eligible to take the next legs start ONLY if a written application is made to the CRO along with a Re Entry Fee of INR 3000/- by one of the crew within 2 hours of the closing of the last Time Control.
 - iii. The competitor's vehicle is presented at the opening of the next legs Start Parc Fermè for scrutiny. Such scrutiny would be at the discretion of the Start Marshal.
 - iv. No relief will be available to any competitor who does not follow the above procedure and such a competitor would be marked a non-finisher and would not be allowed to continue in the event.
- f. For competitors who have withdrawn from a Leg, accommodation would only be provided at the end of the leg which they have started.
 - g. No competitor may take a benefit of this rule more than once in the entire event.
 - h. The organisers reserve the right to refuse without assigning any reason to permit any those competitors from continuing participation even after availing the fixed penalties.

26.14 MAXIMUM PERMITTED LATENESS (MPL)

Any crew in non-compliance of itinerary within the opening and closing time of time controls will attract penalties as detailed.

- a. The Maximum Permitted Lateness for each section or group of sections or Leg will be 30 Minutes. Any change shall be communicated by a CIB.
- b. The MPL for each section would be the scheduled time of Arrival of the last car + 5 minutes.
- c. Competitors not reporting at any control by the end of this period would be excluded from the event and may re-join the next leg subject to the provisions above.
- d. The exclusion time, or one or more maximum times, communicated by a CIB may be modified at any moment by the panel of the Stewards of the meeting, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the race for exceeding the maximum permitted lateness will only be announced at the end of a Leg.
- e. The Organizer reserves the right to increase this time.

26.15 REGROUPING

The purpose of regroupings is to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. The Parc Fermè conditions apply.

- a. On their arrival at these regroupings, the crews will hand the controller their time card. They will receive instructions on their starting time. They will then drive their vehicle immediately and directly to the Parc Fermè. The starting order shall be that of the arrival at the regrouping Time Control.
- b. For safety reasons, on the proposal of the Clerk of the Course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control, where the times recorded will serve to establish the classification of the Leg. On the decision of the Clerk of the Course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermè rules.



The following rules will apply:

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



27. PROTESTS APPEALS

- 27.1 An “Enquiry Sheet” is provided in each Road Book. In case of any Request or Enquiry, Competitors are requested to fill out the details in this form and hand it over to the C.R.O. A decision on this “Enquiry” will be taken by the C.O.C. The competitor has the right to protest against the C.O.C’s decision to the Stewards of the Meet.
- 27.2 All protests must be made in accordance with the rules laid down by the FMSCI & the International Sporting Code. They must be made in writing and given to the C.R.O / C.O.C, accompanied by the sum of INR 18,000/-, which will be retained if the protest is not considered justified.
- 27.3 Protests must state the specifics of the offence alleged and the relief sought. Vague, Oral & frivolous complaints will not be entertained.
- 27.4 If the protest requires the dismantling of different parts of a car, the claimant must pay an additional deposit
- Of INR 3,000/ if the protest involves a clearly defined part of the car (engine, transmission, bodywork, etc.) for each such part.
 - Of INR 6,000/if the protest involves the whole vehicle
- 27.5 The costs incurred by the work and by the transport of vehicles will be charged to the claimant, if the protest is not justified, and by the competitor protested against if the protest proves justified. If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less the difference will be refunded.
- 27.6 In case of a protest against another competitor, one protest can be lodged only against one competitor. Separate protests must be lodged in case it involves more than one competitor.
- 27.7 The entrants may lodge an appeal against the Stewards decisions, in conformity with the stipulations of the National Sporting Code. The appeal fee is INR 96,000/- with a sum of INR 48,000/- to be paid along with the intent of appeal and the balance to be paid within 48 hours along with the grounds of appeal.

28. CLASSIFICATIONS

The Clerk of the Course bears the responsibility for time keeping.

- 28.1 Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in all the Sections and the other penalties expressed in time. The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on.
- 28.2 In the event of a dead heat, the crew which accomplished the best time for the last Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Sections shall be taken into consideration. Except for the Legs and Prologue where no Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.
- 28.3 In case no competitor is able to complete the event. At the discretion of the organizers, Overall and/or Group wise classifications may nevertheless be obtained on the basis of the maximum distance travelled towards the finish by each competitor.



28.4 CLASSIFICATIONS

During the event, the classifications to be published will be as following:

- a. Unofficial Classifications: These are classifications distributed by the organiser during the rally
 - b. Partial Provisional Classifications: These will comprise of all the times obtained in the Selective Sections, Sporting, Supervisory and other penalties (incurred during the Road Sections and other penalties expressed in time). These will be posted each evening at the NH/ bivouac at 2300hrs, in front of the Rally Office.
- 28.5 Partial Official Classification:
- a. These will be posted at least 1 hour before the scheduled re-start time of the first car for the next leg.
 - b. They will be considered final at the end of the protest period which will end once the first competitor in the race has taken the start of the leg which follows this posting.
 - c. Given that these partial classifications becomes definitive as concerns the elements used to compile them, these elements and the classification may NOT be considered regarding any protest, once the final classifications are posted at the end of the event.
 - d. Any penalties imposed by the Stewards, if incurred in the previous legs may be added in the next legs classification.
- 28.6 Provisional Final Classification: classification published by the organiser at the end of the rally. These will be posted on the official notice board in the last NH at the latest 12h after the arrival of the 1st vehicle. They become definitive 30 minutes after their posting
- 28.7 Official Final Classification: classification approved by the stewards.
- 28.8 In the event of the provisional final classification being delayed, a new time will be advised by a Communication on the Official Notice board(s).
- 28.9 The qualifications necessary for the special prizes to be won are itemized and the decision of the Organizers will be final.
- 28.10 In order to be classified in the results, entrants should have paid to the Organizers any fines, imposed under these Supplementary Regulations before provisional results are published. The entrant should have passed the pre & post-event technical scrutiny.
- 28.11 TEAM ENTRY
- a. Each team shall consist of a minimum of 3 vehicles.
 - b. For classification, at least 3 vehicles in each team must be finishers. The penalty points of the 3 best finishers of each team will be added. The team having the lowest penalty points will be adjudged the winner and will be eligible for awards.
 - c. Each competing crew can be part of only one Club Team.
 - d. Each competing crew can be part of only one Trade Team.
 - e. There are no restrictions on the number of team entries that a trade organisation or a club may enter.

29. PRIZES – TROPHIES

29.1 OVERALL

- **NDURE:** The first 5 winners will be awarded a trophy.

29.2 CLASS AWARDS

- **NDURE:** There are no class awards.

29.3 TEAM PRIZE:

Prize for the winning Team is only applicable with the entry of a minimum of Two Teams and provided that at least 3 finishers are there. They may be in the same or different Groups.

- **NDURE** Trophy.

29.4 COUP DE DAMES

This is a prize for the Winner amongst “All Ladies Team”.

- **NDURE** Trophy.

29.5 The Organizers may at their discretion:

- a. Offer awards in addition to those specified in these Supplementary Regulations;
- b. Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion.
- c. In case the organizers decide to distribute any additional prizes or prize monies, they may at their discretion reduce the prize taking into consideration the number of entries and finishers. The organizers decision in this is final.

30. PENALTIES

Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in the report of the Clerk of the Course and the panel of Stewards will decide what penalty to impose. Where there is a difference between the text of an article and the table, it is the text of the article that takes precedence.

Any competitor found to have committed fraud or made false declarations may be excluded from participating in the Desert Storm for a period of three years.

30.1 Start Denied or Exclusion

- a. Failure to meet Vehicle Requirements
- b. Authorised Crew Not on Board
- c. Not Reporting / Failure at Scrutiny
- d. Missing / Tampered Identification Marks
- e. Loss of Scrutiny Card
- f. Late at Start Parc Fermè beyond 30 min
- g. Late at Start of Leg beyond 10 min
- h. Transporting, Blocking etc.
- i. Unsporting Behaviour
- j. Not Wearing Seat Belts
- k. Towing/Pushing by Competitor In Start Control Zone/End of Leg
- l. Unauthorised Towing/Pushing
- m. Tampering with Time Card
- n. Entry / Exit in wrong direction (2nd Repetition)
- o. Failure to Hand over Time Card at control
- p. Loss of Time Card
- q. Failure to start within 20 sec. of Start Signal
- r. Not Wearing Helmets (Off Tarmac)(3rd Offence)
- s. Refusing to start on schedule
- t. Deviation from route to gain advantage

30.2 Penalties in form of Time

- | | | |
|----|---|---|
| a. | Late at Start of Leg up to 10 Min | 1 min per min |
| b. | Speeding in Designated Areas | 2 Sec per Second |
| c. | Towing/Pushing by Competitor at Control | 15Mins |
| d. | Late Arrival at Control | 1 Sec / Sec Late |
| e. | Early Arrival at Control | 2 Sec/ Sec Early |
| f. | Entry / Exit in wrong direction | 10 Min ~ 1 Hour |
| g. | Missing a Control | 10 Minutes + Scratch Time Added to the affected Segment Penalties as defined) |
| h. | False Start | 5 Min |
| i. | Not Stopping at Control | Same as 29.2g (above) |
| j. | Not Wearing Helmets (Off Tarmac) (2nd Offence) | 30 Min |
| k. | Refusing to Start on schedule | 15 Min |
| l. | Not Stopping at Stop & Go | 5 min |
| m. | Failure to start within 20 sec. of Start Signal | 2 min |
| n. | Replacement of Turbo, Transmission | 60 minutes for each |
| o. | External / Official Assistance | 5 minutes for each instance |



- p. Not following designated route, especially around village bypasses
5mins ~ Exclusion
 - q. Not completing a Challenge / Checkpoint in a SSS 5~15 mins
 - r. Pushing in Parc Fermè 1 min
 - s. External / Official Assistance 5 minutes for each instance
 - t. Not following designated route, especially around village bypasses
5mins ~ Exclusion
 - u. Not completing a Challenge / Checkpoint in a SSS 5~15 min
 - v. Pushing in Parc Fermè 1 min
 - w. Missing S&G, DZ or FZ & other controls 15 min
- 30.3 Penalties in form of Money (INR) payable to the ASN (FMSCI) as per ISC
- a. Non Functioning Brake Light 1,000 each
 - b. Elect/Mech non-compliance with Traffic regulations 500 each
 - c. Change of 1 Crew member 5,000
 - d. Absence of Rally Number/Plate 3,000 ~10,000
 - e. Name &/or Flag missing 3,000
 - f. Missing ID Tag 3,000
 - g. Refusing Compulsory Advertisement Start Refused
 - h. Refusing Optional Advertisement 100% Increase in Entry Fee
 - i. Missing or improperly fixed Advertising 3,000 to 10,000
 - j. Late Reporting for Admin Check & Scrutiny 500~3,000
 - k. Absence at Briefing 3,000
 - l. Late at Start Parc Fermè up to 5 min 500
 - m. Late at Start Parc Fermè up to 30 min 1,000
 - n. Late at Ceremonial Parc Fermè up to 10 min @500/min
 - o. Unauthorised Service 1,000
 - p. Misbehaviour by Assistance 10,000
 - q. Not Wearing Helmets (Off Tarmac) (1st Offence) Warning+ 1,000
 - r. Non Reporting at Press Briefing 1,000
- 30.4 At STEWARD'S Discretion
- a. Late at Ceremonial Parc Fermè more than 10 min
 - b. Speeding in Villages
 - c. Tampering with DATA LOGGER
 - d. Causing Injury/Rash & Negligent Behaviour
 - e. Not Reporting Incident
 - f. Misbehaviour by Assistance
 - g. Not following Marshals Instructions
 - h. Infringements of Parc Fermè Regulations
 - i. Not following designated route, especially around village bypasses.



31. APPENDIX 1: COMPETITOR RELATIONS OFFICER

PRINCIPAL MISSIONS

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

He / She will wear a RED poncho and will be introduced to the competitors at the drivers' briefing

PRESENCE AT THE RUNNING OF AN EVENT

A schedule of his / her duties shall be posted on the notice board of the event and which shall include his/her presence at:

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

FUNCTION

- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the regulations and the running of the event.
- Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- The Competitor Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

32. APPENDIX 2: JUDGES OF FACT

Judges of fact are required to perform the following duties:

- To bring to the notice of the Clerk of the Course any unfair practices or irregularities adopted by the competitors during the running of the event.
- To bring to the notice of the Clerk of the Course the presence of any unauthorized service vehicle present within the competitive stages.
- To bring to the notice of the Clerk of the Course any cases of competition vehicles taking shortcuts or straying off the defined itinerary as specified in the official Road book. They would also be required to report incidents of competitors infringing rules pertaining to Parc Fermè, both at the night halts as well as those of the time control areas.
- 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.

32.1 A mistake by a judge may be corrected by him with the approval of the Stewards of the Meet.



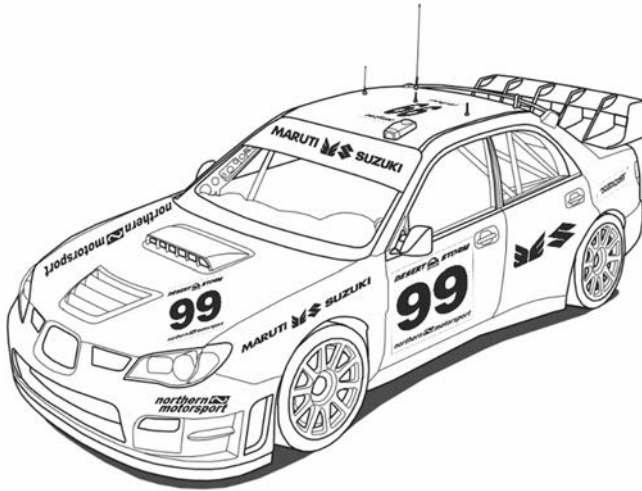
33. APPENDIX 3: TERMINOLOGY

- 33.1 **Bulletin:** The Official bulletin is an integral part of the Regulations and is intended to modify, clarify or complete them.
- 33.2 **FMSCI:** National Sporting Authority.
- 33.3 **Assistance:** Service shall be defined as unrestricted work on or the physical presence of a person around a competing vehicle except where limited by the Articles in the present Prescriptions.
- 33.4 **Briefing:** The briefing will be given by the Clerk of the Course or by the Organizers' delegate and the participation of the drivers is compulsory for the first meeting and recommended for the following briefings. The Clerk of the Course will attend the briefing. The information regarding safety and the route (amendments to the road book), dated and signed by the Clerk of the Course, will be posted on the official notice board under his responsibility.
- 33.5 **Time Card:** Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.
- 33.6 **Competitor:** Physical or legal entity used for the physical or legal person who has entered the vehicle.
- 33.7 **Manufacturer:** A Manufacturer is one who manufactures vehicles which are homologated by the FIA, bear that manufacturer's name, and are on sale to the public. Special editions of such vehicles are made for competition purposes and are in compliance with the FIA Appendix J. Manufacturers may enter cars bearing their name for competition purposes directly under their own management or contracted to an associated company.
- 33.8 **Duration of an Event:** Any Event starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the vehicle) and ends upon the expiry of one of the following time limits, whichever is the later:
- Time limit for protests or appeals or the end of any hearing by the Stewards;
 - End of the administrative checking and post-event scrutineering carried out in accordance with the Code;
 - End of the prize-giving.
- 33.9 **Crew:** "Crew" means the first driver together with any co-driver(s). It is made up of a maximum of four persons who will hold an FMSCI driver's and entrant's licence for the current year, valid for the Event.
- 33.10 **Leg:** Each part of the Event that is separated from the next by a stopping time of at least 6 hours. After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, unless otherwise decided by the Stewards on proposal from the Clerk of the Course.
- 33.11 **GPS:** 'GPS' in all cases refers to the standard equivalent to the GPS in conformity with the FIA list of requirements.
- 33.12 **Official itinerary:** This is represented by the passage through each visible or hidden way-point featured in the road book.
- 33.13 **Competitors Information:** This is information given by the Organizers and/or Race Control to the crews who, after reading it, will confirm this by signature. This note will be made available to the competitors as soon as possible.



- 33.14 **Route:** This is defined by the official road book of the Event. The route is divided into Legs consisting of one or more timed Selective Sections linked by Road Sections. The maximum length of the Selective Sections per Leg is set at 800 km.
- 33.15 **FIA/FMSCI Technical Passport:** Document issued by the competitor's FMSCI and authenticated by the FIA technical delegate or the Scrutineer in charge at the Event, who identifies the presented vehicle. This passport will be presented on demand of the Scrutineers.
- 33.16 **Neutralisation Period:** This is the time during which the crews are stopped by Race Control (Parc Fermè conditions).
- 33.17 **Sporting penalty:** A sporting penalty means a penalty imposed for Speeding, missing a PC, unsporting conduct, or other violation.
- 33.18 **Regrouping (Parc Fermè conditions) :**
- a. A halt scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still in the Event. The regrouping time may vary according to the crews.
 - b. The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals.
- 33.19 **Road Book:** Each crew shall receive a road book in conformity with the FIA format, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or maps indicating the route and/or the compulsory GPS passage coordinates, which they will observe on pain of penalties which may go as far as exclusion.
- 33.20 **Section:** Section of itinerary between two successive Time Controls.
- 33.21 **Team Manager:** Person duly authorised in writing to represent a team entered in an Event, with a competitor's licence issued in the name of this team.
- 33.22 **Target time:** Each Road Section will be covered within a target time, which the competitors will respect. Any crew exceeding this target time on the Road Section will incur a penalty given to the minute.
- 33.23 **Estimated time:** Time estimated by the Organiser to cover a Selective Section.
- 33.24 **Real time:** This is the time actually taken to cover the route of a Selective Section.
- 33.25 **Waypoint:** A Waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints, For the Desert Storm 2017 Physical or Virtual Waypoints (WPM) would be used. Each Waypoint is a compulsory passage point.

34. APPENDIX 4: ADVERTISING

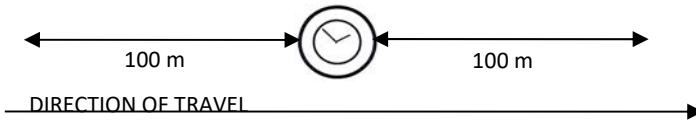


B1 to B5	RALLY PLATES	
A 1	MARUTI SUZUKI	Compulsory
A2	TBA	Optional for Sponsored
A 3	MARUTI SUZUKI	Compulsory
A 4	TBA	Optional for Sponsored
A 5	Name & Blood Group	Compulsory
A 6	TBA	Optional for Sponsored
A 7	MARUTI SUZUKI	Compulsory
A 8	MARUTI SUZUKI	Compulsory
Rear Windscreen	Northern Motorsport	Compulsory

35. APPENDIX 5: SIGNPOSTING OF CONTROLS

ZONE BEGINNING	CONTROL	END OF ZONE
No marking	Clock on Green background	No marking
No Marking	Black Clock on Red Back-ground	No marking

Start / End / Physical TIME CONTROLS



36. APPENDIX 6: INSURANCE

36.1 Cover provided by FMSCI with permit

Organizers holding a valid 2017 FMSCI permit for an event are covered for.

Organizers holding a valid 2017 FMSCI permit for an event are covered for.

- a. Third party public liability for ₹ 50 lakhs valid during the running of the event only.
 - A maximum of 100 officials officiating are covered for 25 lakhs personal accident & Rs.1 lac towards medical expenses.
 - 250 competitors with valid FMSCI competition licence participating in various events across the country on a given day are covered for personal accident insurance for Rs.5 lakhs with Rs.5 Lakhs (*FULL CLAIM UPTO Rs.3 LACS & 90% FOR REMAINING RS.2 LACS*) towards medical expenses.
- b. These insurances are issued by Oriental Insurance Company Ltd. Valid during the running of the event only.
- c. Organizers /competitors are advised to take any additional insurances they may deem fit.

36.2 DEFINITIONS

- a. Organizer: Northern Motorsport.
- b. Beneficiaries of the DESERT STORM 2017:
 - v. Competitors but NOT their assistance.
 - iv. Officials of the event,
 - v. Journalists and members of the media,
 - vi. Individuals invited by the organizers, those of their partners.

36.3 COVERAGE

The facilities are accorded on the route of the rally for the duration of the DESERT STORM 2017 (from official flag 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.

36.4 SERVICES

- a. In case of bodily injury, the medical team of the rally will put in process and organize 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 Office 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 Northern 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.

36.5 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 organizers assume the task of transport.

- a. This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, 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.

36.6 MEDICAL COSTS (INCLUDING HOSPITAL EXPENSES) COVERED ON THE DESERT STORM 2017

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

36.7 EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

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

- a. This will be done so against a deposit cheque paid and made out to Northern 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, Northern Motorsport reserves the right to take all necessary action to recover funds.

36.8 REPATRIATION OF BODIES

- a. If a beneficiary resident or domiciled in India dies during the DESERT STORM 2017, the organizers 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 DESERT STORM 2017, the organizers undertake the cost to repatriate the body to an International airport in India.
- c. All other costs remain the responsibility of the family.

36.9 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 illnesses, nervous depression, mental illness,
 - v. The use by the injured of medicines, drugs, tranquillisers 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 the accident,
 - vii. Suicide or attempted suicide.
- b. 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.

36.10 THIRD PARTY LIABILITY COVER

The organizers 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 organizers 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