

9TH MARUTI SUZUKI DAKSHIN DARE 2017
ULTIMATE CROSS COUNTRY RALLY- SELECTIVE SECTIONS
15TH JULY – 22ND JULY 2017

DRAFT SUPPLEMENTARY REGULATIONS

ORGANISED BY:

Motorsport Inc.

16, Maruti Nagar NagarBhavi Main Road

Bengaluru 560072, Karnataka India

Phone: + 080 23181709, 09035325655

Email: jaidasmenon@gmail.com

Website: www.dakshindare.co.in

SUPPLEMENTARY REGULATIONS



(National Sports Federation recognized by the Government of India)

ANNOUNCEMENT

The MARUTI SUZUKI DAKSHIN DARE 2017 - ULTIMATE – CARS will be run in compliance with the International Sporting Code of the FIA (and its appendices), the FIA Cross-Country Rally regulations (where applicable), the 2011 FMSCI General Prescriptions applicable to 4 Wheeler Rallies, the National Sporting Regulations of The Federation of Motor Sports Clubs of India which comply with the FIA regulations, and these Supplementary Regulations.

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

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

Acquaintance with & submission to rules Every person, or group of persons, organizing a competition or taking part therein shall be deemed to be acquainted with the National Regulations in force and the International Sporting Code of the FIA.

All competitors must sign the indemnity and declaration which are enclosed with the Entry form.

These are the conditions precedent attached to the submission of entries and taking part in an event and all competitors participating in the meet shall be bound by them and also the rules and regulations hereinafter set out or amendments made thereto.

Shall undertake to submit themselves without reserve to the above and to the decisions and the consequences resulting there from.

Rights & Obligations of the Organizers

The Organizing Committee and the Stewards of the Meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which arise. The organisers may also issue any Information Bulletins and Communications (both for Competitors and Officials) and/or written instructions to competitors at any time with the approval of FMSCI Stewards.

These Bulletins or communications and instructions when issued shall be signed by each competitor/entrant as proof of receipt and shall have the same legal force as these Supplementary Regulations.

All Bulletins /Communications/Instructions will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force (and will constitute an integral part) of these regulations and will be posted at Rally HQ before the start of the rally and at the Rally Offices in Each Destination at the end of each Leg.

As far as possible, these communications shall be brought to the notice of the individual competitor. However, it is the responsibility of the competitor and/or entrant to acquaint themselves with the Bulletins and or written instructions posted at the official notice boards.

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ARTICLE 1: PROGRAMME

1.1 Schedule

Opening of entries:

When: with the publication of these regulations

Where: office of motorsport inc., # 16, Maruti nagar, nagarbhavi main road, Bangalore 72

Closing date of early entries:

When: 1700 hrs. 1st may 2017

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagarbhavi Main Road, Bangalore 72

Closing Date of Standard Entries:

When: 1700 hrs: 10th June 2017

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagarbhavi Main Road, Bangalore 72

Closing Date of Late Entries:

When: 1700 hrs. 10th July 2017

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

Publication of Entry List

When: 1800 hrs. 14th July 2017

Where: Office of Motorsport Inc. # 16, Maruti Nagar, Nagarbhavi Main Road, Bangalore 72

Administrative Checks & Collection of Material and Documents - All Competitors

When: 0800 hrs. Onwards to 1900 Hrs on: 15th July 2017

0830 Hrs. onwards to 1300 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Scrutineering – Sealing and Marking

When: 0800 hrs. Onwards to 1900 Hrs on: 15th July 2017

0830 Hrs. onwards to 1300 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Doctors Briefing

When: 1400 Hrs on 16th July 2017

Where: Fair Field Marriott Bangalore

1st Stewards Meeting

When: 2000 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Opening of Media Centre and Media Accreditation

When: 1100 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Compulsory Drivers Briefing

When: 1200 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Ceremonial Flag-off

When: 1630 Hrs. on 16th July 2017

Where: Orion Mall Bangalore

Start Order for Ceremonial Flag-off will be published at
1400 Hrs on 16th July 2017

Publication of Start List & Order for Leg 1

When: 1300 Hrs. on 16th July 2017

Where: Orion Mall Bangalore

Entry to Parc Ferme for Leg 1 Starts

When: 1330 Hrs on 16th July 2017

Where: Orion Mall Bangalore

Entry to Parc Ferme Ends

When: 1600 Hrs on 16th July 2017

Where: Orion Mall Bangalore

Official Start of Leg 1 A

When: 1630 Hrs. on 16th July 2017

Where: Orion Mall Bangalore

End of Leg 1 A

When: 2200 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

Publication of Start List & Order for Leg 1 B

When: 0500 Hrs. on 17th July 2017

Where: Fair Field Marriott Bangalore

Official Start of Leg 1 B

When: 0600 Hrs. on 17th July 2017

Where: **Fair Field Marriott Bangalore**

End of Leg 1 B

When: 1700 Hrs. on 17th 2017

Where: Durgada siri chitradurga

Publication of Start List & Order for Leg 2

When: 2200 Hrs. on 17th July 2017

Where: Durgada siri chitradurga

Official Start of Leg 2

When: 0600 Hrs. on 18th July 2017

Where: Durgada siri chitradurga

End of Leg 2

When: 1600 Hrs. on 18th July 2017

Where: Durgada siri chitradurga

Publication of Start List & Order for Leg 3

When: 2100 Hrs. on 18th July 2017

Where: Durgada siri chitradurga

Official Start of Leg 3

When: 0600 Hrs. on 19th July 2017

Where: Durgada siri chitradurga

End of Leg 3

When: 1800 Hrs. on 19th July 2017

Where: Hotel Fair Field Marriott Belgaum Karnataka

Publication of Start List & Order for Leg 4

When: 2100 Hrs. on 19th July 2017

Where: Hotel Fair Field Marriott Belgaum Karnataka

Official Start of Leg 4

When: 0600 Hrs on 20th July 2017

Where: Hotel Fair Field Marriott Belgaum Karnataka

End of Leg 4

When: 1500 Hrs. on 20th July 2017

Where: Hotel Sayaji Kolhapur

Publication of Start List & Order for Leg 5

When: 2100 Hrs. on 20th July 2017

Where: Hotel Sayaji Kolhapur

Official Start of Leg 5

When: 0530 Hrs on 21st July 2017

Where: Hotel Sayaji Kolhapur

End of Leg 5

When: 1730 Hrs. on 21st July 2017

Where: Marriott Pune

Final Scrutineering

When: 1830 Hrs. on 21st July 2017

Where: Marriott Pune

Publication of the Provisional Final Classification

When: 2000 Hrs. on 21st July 2017

Where: Marriott Pune

Prize giving ceremony

When: 1000 Hrs. on 22nd July 2017

Where: Marriott Pune

ARTICLE 2: ORGANISATION

2.1 Organiser's Name: Motorsports Inc.

2.2 Address & Contact Details:

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

Phone: + 080 23181709, 09035325655

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

2.3 Name of the National Sporting Authority

The Federation of Motor Sports Clubs of India,

"Krishna Towers – I", VI Floor, Apt. # 25, New No. 50,

Sardar Patel Road, Chennai – 600 113

Tamil Nadu – India

2.4 Event Secretariat details

Up to 14th July 2017: From 0800 hrs. To 1900 Hrs: At the Office of Motorsports Inc.

15th and 16th July 2017: From 0800 hrs to 2000 hrs: *Fair Field Marriott Bangalore*

17th July 2017: From 0800 hrs to 0900 hrs of 18th July 2017: ***Durgadasiri, chitradurga***

18th July 2017: From 1700 hrs to 0900 hrs on 19th July 2017: ***Durgadasiri, chitradurga***

19th July 2017: From 1700 hrs to 0900 hrs on 20th July 2017: ***Marriott, Belgavi***

20th July 2017: From 0800 hrs to 0900 hrs on 21st July 2017: ***Sayyaji's, kolhapur***

21st July 2017: From 1700 hrs to 2000 hrs on 22nd July 2017 : ***Marriott, Pune***

Organizing Committee

Management and Organizing Committee

Mr.JAIDAS MENON

Abhilash Gowda

2.6 Stewards of the meet:

Chief Steward

: TBA

Steward

: TBA

Steward

: Mr. Umesh pandey

Chief Scrutineer 4w

: TBA

2.7 Senior Officials

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

2.8 JUDGES OF FACT: All persons (other than stewards) named in Art. 2.6. Duties of the Judges of Fact are described in Appendix II.

2.9 Identification of Officials

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

Post Chief:-Green Vest with Black "POST CHIEF"

Other Post Officials: - Green Vest with Black "CONTROL"

Medical Officers: - Yellow Vest with Red '+'

Safety Marshals: - White Vest with Red "SAFETY"

Spectator Control: - Orange Vest with Black "SPECTATOR CONTROL"

C. R. O. :- Red Vest with Black "C. R. O."

Stage Commanders:- Dark Blue Vest with White "STAGE COMMANDER"

Scrutineers: - Light Blue Vest with Black with "SCRUTINEER"

Deputy Clerks of The Course:- Light Grey Vest with Black "DCOC"

2.10 Rights & Obligations Of The Organisers

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

2.10.2 The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.

2.10.3 The organisers may at their discretion, abandon, cancel or postpone the Meet, in case of unforeseen circumstances

2.10.4 The organisers and/or the Clerk of the Course reserve the right to delete and/or change any part of the route should they deem it necessary or expedient at any time or due to FORCE MAJEURE or for any other reason.

2.10.5 THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT AFTER GIVING SUFFICIENT REASONS FOR THEIR REFUSAL. IF THE REFUSAL IS AFTER ENTRY FEE HAS BEEN DEPOSITED THEN THE ENTIRE ENTRY FEE WILL BE REFUNDED.

IN CASE THE EVENT DOES NOT FLAG OFF, 80% OF THE ENTRY FEE WILL BE REFUNDED.

2.10.6 The organisers and/or the Clerk of the Course may appoint Judges of fact.

2.10.7 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meet

ARTICLE 3: GENERAL CONDITIONS

3.1 Generalities

3.1.1 Status of the event: OPEN

3.1.1.1 Name: MARUTI SUZUKI DAKSHIN DARE 2017 – ULTIMATE CROSS COUNTRY RALLY

3.1.2 The FMSCI permit No is

3.1.3 Location of Official Notice Boards

- From publication of these regulations to 15th July 2017 at the office of Motorsport Inc.
- From the 16th July 2017 at the Rally Headquarters of DARE & at the start venue of each Leg 1, 2, 3, 4, 5 and at the end venue and after the Finish of the Dakshin DARE HQ of ULTIMATE CARS finish location at Marriot PUNE

3.1.4 Location of Start and Finish (all timings mentioned at art. 1.1 schedules)

3.1.5 Location of Parc Ferme for Each Leg (All timings Mentioned at Art.1.1Schedule)

3.1.6 Location of Media Room

Up to 14th July 2017: From 0800 hrs. To 1900 Hrs: At the Office of Motorsports Inc.

15th and 16th July 2017: From 0800 hrs to 2000 hrs: *Fair Field Marriott Bangalore*

17th July 2017: From 0800 hrs to 0900 hrs of 18th July 2017: ***Durgadasiri, chitradurga***

18th July 2017: From 1700 hrs to 0900 hrs on 19th July 2017: ***Durgadasiri, chitradurga***

19th July 2017: From 1700 hrs to 0900 hrs on 20th July 2017: ***Marriott, Belgavi***

20th July 2017: From 0800 hrs to 0900 hrs on 21st July 2017: ***Sayyaji's, kolhapur***

21st July 2017: From 1700 hrs to 2000 hrs on 22nd July 2017: ***Marriott, Pune***

3.1.7 Definitions

- 3.1.7.1 Time intervals: Between two competitors: Minimum One minute or Two minutes.
- 3.1.7.2 Crew: 2 (two) Driver and Co-driver All crew shall carry FMSCI Driver/ Co-driver licenses.
- 3.1.7.3 Official time: GPS time expressed in accordance with 24 hour clock to the seconds.
- 3.1.7.4 Driving times: The following limits shall not be exceeded except in case of force majeure and that too only with the authorization of the stewards. Maximum driving time will include exclusion time/maximum permitted lateness. **Maximum driving time for any competitor will not exceed a continuous 18 hours in any unbroken 24 hour period. Min. Compulsory rest period in a 24 hour cycle will be 6 hours.**
- 3.1.7.5 Finish: No competing vehicle may be moved other than by its own power by a competitor except for the following:
a. By outside means for a min. distance to extricate it from any difficulty and place it back on the road/route .b. Pushed by its own crew
c. Pushed by another competing crew

3.1.7.6 Maximum permitted lateness 45 minutes per leg.

3.2 Route

3.2.1 The Event Shall be run in the State of Karnataka and Maharashtra . The Route is through one of the most scenic and beautiful terrain. The road sections are made up from Motorable roads consisting of Tarmac, Broken Tarmac, Dirt/Slush and Farm/Estate roads. Expect the worse as it is monsoon season. There are both Dirt and Tarmac Selective Sections.

3.2.1.1 The Total Distance of the DARE ULTIMATE Cars is approximately + or - 2200 Km.
THE ULTIMATE CLASS WILL RUN AROUND 100 TO 150 KMS OF COMPETITIVE RALLY –
SELECTIVE SECTIONS EVERYDAY.

DAY 1	100 % DIRT
DAY 2	98 % DIRT/ 2 % TARMAC
DAY 3	85 % DIRT /15 % TARMAC
DAY 4	50 % DIRT /50 % TARMAC
DAY 5	100% TARMAC

3.2.1.2 Legs/Days: There are 5 legs for this event and runs five days

3.2.3 Road Book

The road book will contain the information regarding the route to be followed and various distances. Only one copy of the road book will be made available to one competing crew at the start time. Competitors must report at every control in the order and direction in which the controls have been scheduled by the organizers. Any infringement may entail exclusion or Penalty points.

3.3 Entrants Eligibility

3.3.1 Eligible competitors are those adults holding a valid driving Civil Driving license and a 2017 FMSCI National Rally/Entrant License (who have not been barred or suspended from rallying activities). Minors are not permitted.

3.3.2 A letter of Authority for the use of the vehicle must be produced from the owner of the vehicle in case the owner is not a member of the crew.

3.4 Vehicle Eligibility

3.4.1 Any Type of Cars following the Criteria for the FIA - T1 and T2 Group Technical requirement can participate.

3.4.2 A VEHICLE WILL NOT BE ALLOWED TO START UNLESS IT IS EQUIPPED WITH SAFETY REQUIREMENTS AS SPECIFIED IN THE 4W GENERAL PRESCRIPTIONS OF THE FMSCI / APPENDIX J to ART. 253 OF THE ISC OF THE FIA.

These include:

1. Roll bars / cage complying with FIA / FMSCI regulations.
2. Safety harness (minimum 4 POINT HARNESS) for both driver & navigator
3. Two towing eyes painted red, one at the front end and one at the rear.
4. A tow chain / Strap made of steel wire / Nylon Strap
5. A fire extinguishing system.
6. First Aid Kit.
7. Two red reflective triangles. (In the case of stopping in Selective Sections, they will be placed by the crew more than 30 meters behind the car.)
8. Mud flaps at the rear of the driving and rear wheels. Such mud flaps to be of very stout material at least 5 mm thick and 20 cm wide and fitted in such a manner as to completely mask the tyre when viewed from behind the car, the lower edge not to be more than 8 cm from the ground when the car is stationary. Hinged mud flaps are not allowed. 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).

9. It is permitted to install an auxiliary fuel tank in the car provided this is a tank manufactured by an OE supplier for use on a series production automobile. This may be mounted on a roof rack as well. If installed within the car this tank must be separated from the drivers cabin with a fire proof bulkhead and vent gases to the outside.
 10. Additional fasteners for front or rear bonnet and boot lid, preferably bayonet type.
 11. A General circuit breaker.
 12. Tyres are free
- For all the items that would be checked in the Pre Event Safety Scrutiny it is better to acquire a Scrutiny Check List from the rally office. Technical conformity to the Group entered will be as per the 4 wheel Technical Regulations of the FIA.

3.4.3 All competing cars must:

1. 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 Rs. 1000/- for each such offence, e.g., one of the rear lights not working, ineffective exhaust systems etc. However, for each of the non-functioning brake lights a penalty of Rs. 2000/- will be imposed.
2. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India. Photocopy of license aboard each car fitted with VHF radio. In case of noncompliance the radio will be removed and deposited with the organisers for the length of the rally and a fine of Rs. 10,000/- imposed.
3. Carry emergency rations and drinking water sufficient for a minimum of 24 hrs.

3.4.5 Recommended equipment:

1. 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
2. Strengthening of the aprons and lower control arms, mounting points to prevent spreading is permitted and free for all groups and classes

3.4.6 Miscellaneous:

1. 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.
2. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.
3. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
4. Rear seats need not be carried.

The Organizer will provide advice on any requirement of Technical requirements on request for the items that will be checked at pre event safety scrutiny. Please see Appendix IV. Permitted Modifications are as per 4 wheeler tech regs of the FMSCI/ FIA.

3.4.7 Groups and Classes

3.4.7.1. The Classes formed are on the basis of cylinder capacity as follows:

Group T1	Modified Cross Country Vehicles 2WD
Class 1	over 1001cc Up to 1400cc
Class 2	over 1401cc Up to 1850cc
Class 3	over 1851cc and above

Group T1	Modified Cross Country Vehicles 4WD
Class 4	over 1001cc Up to 1400cc
Class 5	over 1401cc Up to 1850cc
Class 6	over 1851cc and above

Group T2 Series Cross Country Vehicles 2WD
Class 7 over 1001cc Up to 1400cc
Class 8 over 1401cc Up to 1850cc
Class 9 over 1851cc and above

Group T2 Series Cross Country Vehicles 4WD
Class 10 over 1001cc Up to 1400cc
Class 11 over 1401cc Up to 1850cc
Class 12 over 1851cc and above

3.4.7.2 Cars entered in a Group containing fewer than 5 cars will only compete for the Overall Classification (i.e. if there are less than 5 cars in Group T1 or Group T2 they will compete for the overall classification). If the number of the verified cars in the same cubic capacity class is below four, this class will be amalgamated with the class or classes above to attain the minimum of four cars.

All cars entering T1, and T2 groups will be governed by the FIA regulations for T1 and T2

3.4.7.3 EXCEPTION Applied for through waiver:

However the minimum weight required for T1 cars will not be the table specified, but the minimum homologated weight of the vehicle +40 Kilo grams for the roll cage. T2 cars have to maintain the weight as specified in the homologation form.

3.5. Entry Procedure

- 3.5.1 Those wishing to take part in the **MARUTI SUZUKI DAKSHIN DARE ULTIMATE CAR** must send the entry form, duly completed, to the Permanent Secretariat at the address given in Article 2.2. as per programme.
- 3.5.2 If the entry is sent by facsimile or email the original documentation must be shown to the Organisers at the latest by the final date for documentation prior to scrutiny. However photocopies of all the originals must be received by the organizers as per the following closing dates for various types of Entry. These are as below:
Early Entry last dates for all documentation: 1st May 2017
Standard Entry last dates for all documentation: 10th June 2017
Late Entry last dates for all documentation: 10th July 2017
In the event these dates are not respected, Entry will be refused.
- 3.5.3 Complete details as required on the entry form must be submitted in order to qualify
In case of any details being incomplete the entry will be invalid.
- 3.5.4 Entry forms which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee may be rejected.
- 3.5.5 No amendments may be made to the entry form which has been submitted, except in the cases provided for in the present regulations.
- 3.5.6 By the very fact of signing the entry form, the entrant as well as the crew submit and bind themselves to resort only to the prescriptions of these regulations.
- 3.5.7 An entry form which contains false and/or incorrect statements shall be deemed null and void and the entrant may be deemed guilty of breach of these regulations and the **entry fee may be forfeited and the entrant excluded from the Meet.**

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

3.6 Number of Entrants accepted

The maximum number of entries shall be no more than 60 cars.

3.7 Change of crew or vehicle

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

1. Before the Start of scrutineering, with the agreement of the Organising Committee.
2. Once the scrutineering has started, with the agreement of the Stewards.
3. The changing of more than 2 members of the crew is subject to the express authorization of the Stewards and only where the total crew is 3 or more.

3.7.2 The two-crew members may choose to share the actual driving time, provided they both have valid competition Drivers licenses. (co-driver / navigator license not applicable)
Any such change shall not be permitted unless fee as prescribed under Art. 3.7.1 is paid to the organisers.

3.8 Entry Fees

3.8.1 The entry fees specified in Art. 3.8.9 and 3.8.10 include an opportunity for the crew to participate in the Maruti Suzuki Dakshin DARE ULTIMATE, one set of Road Books, Route Maps and an invitation for the driver and co-driver/s to the Prize Distribution function .

3.8.2 The Entry Fees also includes basic accommodation for the crew at the Night Halt on the days of the actual running of the DARE ULTIMATE as long as the Entrant/Competitor has not been excluded for any reason whatsoever.

3.8.3 Wherever the entrant has started a Leg and reached the official night halt he/she will be provided hospitality for that night even though he/she may have been excluded. Hospitality will cease from the next day onwards for those excluded.

3.8.4 A Retired Entrant/Competitor (other than those excluded) will be permitted to start the next leg (if they can make it to the Parc Ferme before the start). They will be solely competing for the leg prizes if any.

3.8.5 Food, as and when provided, is at the discretion of the organisers.

3.8.6 Service that is provided to the competitors is also at the discretion of the organisers. It will be given on a first come first served basis and the extent and scope of this service rests entirely with the organisers.

3.8.7 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. .

3.8.8 However, all competitors, finishers and retired, are invited for the Prize Distribution and for that night the accommodation will be provided by Motorsports Inc.

3.8.9 WITH THE ADVERTISING PROPOSED BY THE ORGANISERS

Manufacture Class

Manufactured team entry fee will be 5, 00,000/- (Five Lakh)

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

Early Entry: T1 and T2 CARS 2WD and 4WD

(Up to 1700 hrs on 1st may 2017):Rs. 40,000/-

Standard Entry: T1 and T2 CARS 2WD and 4WD

(Up to 1700 hrs on 10th June 2017):Rs. 50,000/-

Late Entry: T1 and T2 CARS 2WD and 4WD

(Up to 1700hrs on 10th July 2017):Rs. 60,000/-

3.8.10 Sponsored Entry is classified 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 organisation acting as his agent.
 - d. The vehicle displays advertising mentioned other than compulsory advertising.
 - e. If the vehicle is painted in color scheme/design of vehicles of major sponsors, whether carrying the sponsors advertising or not, which in the opinion of the organizers is a sponsored vehicle.
 - f. The decision of the organizers in this matter will be final and binding on the competitor.
 - g. If any of the advertising material is infringing with the standard pattern of mandatory advertising as given in Appendix II, the entry will be considered as sponsored entry and the crew have to pay additional and the fee shall be Rs. 12000.00 for Early and Standard Entries and Rs. 17,000.00 for Late and Very Late entries.
- Sponsored entries are not obliged to carry Organizer's "Optional Advertising" but are obliged to carry "Compulsory Advertising" as per details which are listed in Appendix V.

3.8.11 Refunds

No entry fee will be refunded after 11th July 2017 for any reason whatsoever.

For refunds requested between 1st July, 2017 and 11th July 2017 the minimum

Deduction of entry fee is 50% and refunds are for a proven, valid reason OR UNDER THE CONDITIONS SPECIFIED UNDER ARTICLE 2.10.5

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

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

80% of the Entry fee will be refunded if the event does not flag off.

3.8.12 Payment

Entries will only be accepted if accompanied by full entry fee. The entry fees can be paid

Either by Demand Draft in favor of "Motorsport Inc., Bengaluru" OR by Cash. Payment can

Also be made by RTGS transfer directly to the Motorsport Inc. account.

Name : Motorsport INC
Bank : VIJAYA BANK
Branch code : Moodalapalya Bangalore
IFSC Code : VIJB0001333
Account No. : 133300301000074

3.8.13 Entries are given preference on first received first served basis.

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 of their decision whatsoever.

3.9 Starting Order

3.9.1 Publication of the starting lists

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

The Starting Order for Leg 1 will be determined by a draw of lots for cars.

3.9.2 Late Reporting at Start of Leg

Competitors are required to line up for the start of a Leg at least 10 minutes before their Flag Off time. A competitor reporting late for Flag Off at any Leg start will be penalized at the rate of one (1) minute penalty per minute lateness up to fifteen (15) minutes lateness. All late starters will start after the rest of the field. After fifteen (15) minute lateness the competitor will be excluded.

3.9.3 Cars will be started at TWO or THREE minute intervals at the discretion of the organizers.

ARTICLE 4: OBLIGATION OF THE ENTRANTS

4.1 Documents

The entrant should produce the following for inspection at the time of administrative checks and vehicle scrutiny as given in the programme.

Competitors are required to bring the Originals of:-

1. Vehicle Registration Book
2. Blood Group Certificate
3. Vehicle Insurance
4. SPECIAL RALLY INSURANCE COVER for 5 days 17th July 2017 to 21st July 2017
5. Personal Accident Insurance Cover for a min. of Rs. Two Lakh for each crew member
6. Civil Driving license of driver and co-driver
7. Authority letter from owner of the car if Driver is not the owner of the car used in rally (THIS LETTER HAS TO BE ON A RS 100/- STAMP PAPER ATTESTED)
8. Pollution Under Control Certificate(PUC)
9. Competition license of FMSCI (FMSCI Club Sport License as Minimum)
10. Three passport size photos of each crew

- 4.1.1 The competitors are required to carry all the above original documents throughout the Rally. All competitors should sign the indemnity declaration which is printed on the entry form. This includes all crew members. Failure to do so will result in competitor not being allowed to start.
- 4.1.2 If the entrant is not the competitor, the 1st driver nominated on the entry form shall be deemed to be the entrant. Whenever an entrant or competitor is referred to in these regulations this shall also mean his / her agents, if appropriate.
- 4.1.3 Under NO circumstances will any Competitor, Crew Member, Marshal or Official admit any liability or sign any form or paper which may admit or indicate liability of the Sponsors and/or the organisers in any accident or incident which may arise.
- 4.1.4 The Scrutineering Card, Identity Card and Identity Tags, the competition numbers, plates / stickers and Organizer's advertising as applicable can be collected at the time of scrutiny.

- 4.1.5 An Identity card will be provided by the organizers and must be worn around the neck so as to be easily visible at all times. Carrying of the original Competition License is also mandatory at ALL TIMES. Loss / Violation of either will be fined at Rs. 1,000/- per violation. Any other person found in competing cars other than those registered will lead to immediate exclusion.
- 4.1.6 ULTIMATE stickers & Competition Numbers will be provided by the organizers and must be pasted on the competing vehicle as directed. It shall be sole responsibility of the competitor to ensure that the numbers are preserved and clearly legible at all times.

4.2 Safety

- 4.2.1 A competing vehicle shall only carry the people named on the Entry Form on board at all times.
- 4.2.4 The Stewards of the Meet may exclude a Competitor who was found under the influence of alcohol / intoxicating drugs or who is deemed unfit for reasons of health or lack of ability required for participation in such an event and reported by the Clerk of the Course or his nominated officials. There is no appeal against such a decision.
- 4.2.5 Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- 4.2.6 Should a competing vehicle come across another vehicle which has met with an accident, it is their duty to ensure that the crew of that vehicle does not need any medical attention. If medical assistance is required they may take the injured person on board in violation of Article 4.1.5 and 4.2.1 without incurring any adverse decision as a result.

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

- 4.2.7 **Competitors attention is drawn to the fact that the route passes through many towns, villages, Forest areas, ecogically fragile areas and they are thus advised to exercise extreme caution while passing through them and obey the speed limits and any special instructions in those areas.**
- 4.2.8 Competitors are forbidden under pain of exclusion to behave in any unsporting manner.
- 4.2.9 Helmet, Gloves, Suit and Shoes are Mandatory for both crew members. FIA / Snell /Approved for both driver & navigator Open face recommended.

ARTICLE 5: SCRUTINY & BRIEFING MEETING

- 5.1 The Pre-event safety scrutiny check will be carried out on the registration and document scrutiny.
- 5.2 **Pre-event scrutiny**
This will be essentially a safety scrutiny. This will ensure conformity to the Scrutiny Check list (Appendix IV). The issue of a SCRUTINY OK STICKER is not a guarantee that the vehicle has passed technical conformity as per these Supplementary Regulations.
During the event, the Scrutineer/ Senior DARE Official/ Judges of Fact can carry out on the spot scrutiny of the vehicle to ensure safety/ technical conformity of the vehicle / competitors.
The observations on the vehicle's safety/technical conformity by a Judge of Fact would be final.
Post-event Scrutiny will decide the vehicles conformity to these Supplementary Regulations with regard to any observation that might have been made during the running of the event.

Location for Pre-Event scrutiny:

Where: *Fair Field Marriott Bangalore*

When: 15TH July 2017 from 8.00 Hrs. to 05.30 Hrs and On 16TH July 2017 from 08.00 Hrs to 12.00 Hrs.

5.2.2 Time/Schedule

All the competitors shall be informed individually through letters/telephone/email/website, regarding their time and date of scrutiny. Lateness will attract a fine of Rs. 500.00 per hour.

- 5.2.3 Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations and the safety requirements, conformity of the car to the series production units on sale to the general public.
- 5.2.4 Drivers taking part in the ULTIMATE category must arrive at scrutineering with full crew, driving gear, helmets, other items and car as per given schedule.
- 5.2.6 At Scrutineering, crew members will be asked to produce their identity cards and original competition licenses.
- 5.2.7 The scrutineering card must be carried in the vehicle throughout the event. This scrutineering card must be produced to any official on demand and surrendered at the finish. Loss of the scrutineering card may result in exclusion.
- 5.2.8 Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Stewards of the Meeting who may impose a fine.
- 5.2.9 **Any vehicle which appears on external examination to be ineligible for the Specific Class for DARE ULTIMATE may be rejected and called back for re-scrutineering on payment of the re- scrutineering fee of Rs 500/- for each recall.**
- 5.2.10 In order to prevent the engine or body shell from being changed during the event these items will be identified by the Organizers at pre-start scrutineering, using wire and special numbered seals and/or paint.
- 5.2.11 One paint mark will be placed on the body shell or chassis frame within the engine compartment and another on the engine block. Other means of identification may also be used. Missing marks will result in immediate exclusion. Any fraud discovered, in particular the fact of presenting as intact identification 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.
- 5.2.12 Entrants/Drivers will be required to sign on the Scrutineering Card that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through DARE Headquarters.
- 5.2.13 All vehicles must be equipped with roll bars/cage complying with FMSCI specifications, and with all other safety devices as specified by FMSCI in the NCR. All main hoops of the roll cage (that is, main and lateral) should have a 6 mm hole for the Scrutineer to check wall thickness of the pipe.
- 5.2.14 Additional scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- 5.2.15 The competitor is responsible for the technical conformity of his car throughout the entire duration of the event.

5.3 Drivers Briefing

When: 1200 Hrs. on 16th July 2017

Where: Fair Field Marriott Bangalore

A fine of Rs. 1000/- will be levied and non-attendees at drivers briefing may not be allowed to

start.

ARTICLE 6: TIME CARD

- 6.1 Time card will be issued to each competing crew at the start of each leg of the rally. Responsibility for the card rests solely with the crew until it is handed back to an official or marshal of the rally.
- 6.2 The Time card for each leg has Columns/Space to fill the following details for each Selective Section separately:--
Comp. No.
Start time from Parc Ferme
Reporting time at Selective Section Start
Provisional Start time
Actual Start time
FF time
FF stop Time
- 6.3 Specimen sample of time card will be shown to the competitor during the drivers briefing. The driver should make necessary arrangement to carry and protect his time card book throughout the event.
- 6.4 At every control, the crew must ensure that the time card is signed by the marshal and the marshal's card is signed by the competitor and (except in the case of passage controls) that the correct time is entered. **Competitors are themselves solely responsible for presentation and/or collection of the time card at the various controls and for the accuracy of the entries in the time card.**
- 6.5 The time card must remain on board of a vehicle, for the duration of the event and must be presented to the time control / passage control marshal personally by the competitor at all the control points.
- 6.6 Officials of the same TC are permitted to modify an entry that they might have made earlier at the same TC, but in such case they must strike out the original entry and replace it with a completely new one which must be re-authenticated by a further signature. Any entry which appears to have been tampered with may be deemed not to have been made and may result in the exclusion of the competitor.
- 6.7 A competitor losing his time card will be excluded.
- 6.8 Time card is the property of organizers and upon retirement for any reasons whatsoever, MUST be returned to the organizers without delay.
- 6.9 At every control except for the FF the crew must ensure that the time is also entered in the marshal's register. This must be signed by the competitor and the Marshal.
- 6.10 The onus of ensuring that the correct time is entered rest solely on the competitor.
- 6.11 In case of difference in time noted on the time card and the marshal's register, the time noted in the marshal's register shall be considered final and binding on all competitors.
- 6.12 **The entry on time card will be to seconds. i.e. 01 hours 30 minutes 34 seconds. (01:30:34) No time is allowed for competitors at any TC point for time card marking.**

ARTICLE 7: IN

All competitors should sign the indemnity declaration which is printed on the entry form. This includes all crew members. Failure to do so will result in competitor not being allowed to start.

ARTICLE 8: INSURANCE

- 8.1 ONLY DURING THE RUNNING OF THE EVENT,
- 250 COMPETITORS WITH VALID FMSCI COMPETITION LICENCE ARE COVERED FOR Rs.5 LACS PERSONAL ACCIDENT & Rs.5 LAC TOWARDS MEDICAL EXPENSES (FULL CLAIM UPTO Rs.3 LACS & 90% FOR REMAINING Rs.2 LACS)
 - 100 OFFICIALS ARE COVERED FOR Rs.25 LACS (PERSONAL ACCIDENT) & Rs.1 LAC TOWARDS MEDICAL EXPENSES.
 - THIRD PARTY PUBLIC LIABILITY FOR RS.50 LAKHS THESE INSURANCES ARE ISSUED BY THE ORIENTAL INSURANCE COMPANY LTD VALID DURING THE RUNNING OF THE EVENT ONLY.
- 8.2 All competitors are highly recommended to take further personal accident insurance for Rs.2,00,000/- each, including hospitalization benefits.
This insurance should not be normal insurance, but specifically “High Risk Table III” or higher insurance.
- 8.3 The insurance of each vehicle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required prior to the closing of entries. ENTRANTS/DRIVERS ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RELIABILITY / ADVENTURE TRIALS. **As such It is mandatory for all Competing vehicles t h a t they should be covered by taking a special RALLY INSURANCE for the event.** Proof of such insurance cover will have to be produced at the Documentation Scrutineering.

ARTICLE 9: ADVERTISING

- 9.1 It is compulsory to carry the Organizers advertisement on the competing vehicles. Advertising is as indicated in Appendix II and all competitors will be bound by this article save exceptions provided to Sponsored Entries, provided that conditions under Article 3.8.10 have been complied with.
- 9.2 Other advertising by competitors are allowed provided that they pay the prescribed additional fee and any instruction by the organizers are observed;
1. No advertising material shall be placed on any windows
 2. Advertisement must not be of political or religious in nature
 3. It is not likely to cause any offence
 4. It is authorized by the National laws and FMSCI regulations
 5. Advertising is as indicated in Appendix II
- 9.3 For specific exemptions please contact Motorsport Inc.
- 9.4 **The competitors have the right to promote themselves, however, all or/any of the advertising for this rally Maruti Suzuki Dakshin DARE - Ultimate Cross Country Rally is the Sole proprietary rights of the Organizers and the Main Sponsor Maruti Suzuki India Ltd. Any commercial advertisement given by the competitors and or teams or other third parties, before, during and after the rally should be done only with the written approval of the Organizers and Maruti Suzuki India Ltd.**

ARTICLE 10: RUNNING OF THE DARE ULTIMATE

10.1 GENERALITIES

- 10.1.1 A compulsory drivers briefing will be held as per given schedule. All drivers have to attend this briefing. An attendance register will be maintained. Failure to attend this briefing will attract a penalty of Rs. 2000/- .and start may be refused.
- 10.1.2 All the crews shall receive a road book containing a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of exclusion, except for Force Majeure, Natural calamities, or situations not under the competitor's control.
- 10.1.3 Official time will be available with the Chief Timekeeper during the course of the DARE ULTIMATE

10.2 CONTROLS - GENERAL PROVISIONS

- 10.2.1 The Road Marshals and Post Chiefs shall be distinguished as indicated in Art.1.4.
- 10.2.2 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.
- 10.2.3 Control posts shall be ready to function 1 hour before the target time for the passage of the 1st car. Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, MPL time.
- 10.2.4 Any failure on the part of the crew to observe the rules of the check in procedures at each control will be recorded by the Post Chief at that post and sent in a written report to the Clerk of the Course.
- 10.2.5 If a time control is wrongly located on the route, crews must check in as if it were correctly located.
- 10.2.6 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, crews must continue along the official route.
- 10.2.7 For time controls, the time due at the next time control will be calculated by adding the times allowed for the sections concerned and will therefore remain unchanged.
- 10.2.8 All control areas (i.e., all the areas between the first warning signal and the final one) are considered as 'Parc Ferme'.
- 10.2.9 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 10.2.10 It is strictly forbidden under pain of exclusion:
- a) To enter a control area in any direction other than that of the DARE ULTIMATE;
 - b) To re-cross or re-enter a control area once checking in has taken place at this control.
- 10.2.11 All controls, i.e., passage and time controls, regrouping and neutralization zone controls, will be indicated by means of FMSCI approved standardized signals.

10.2.12 Passage Controls

- 10.2.12.1 In order to check that the crews are respecting the itinerary in the road book, passage controls may be set up along the route.

10.2.12.2 The Passage control zone will be defined using the following signs:

- a) Beginning of zone : Rubber Stamp sign on a Yellow background
- b) Passage control post : Rubber Stamp sign on a Red background
- c) End of control Zone sign : 3 transversal stripes in a circle on a Beige background

10.2.12.2 The penalty for missing a PASSAGE CONTROL will be 30 penalty minutes for each PC missed. Missing of more than 2 PC in any leg will lead to exclusion.

10.2.13 Time Controls

10.2.13.1 Normal Time control Zone (Leg Start/ Finish, Re-Group, Service in, Service Out) will be defined using the following signs

- a) Beginning of Time Control Zone : Clock sign on Yellow background
- b) Time control post : Clock sign on Red background
- c) End of control Zone sign : 3 transversal stripes in a circle on a Beige background

10.2.13.2 Selective Section Control Zone will be defined using the following signs:

- a) Beginning of Time Control Zone : Clock sign on Yellow background
- b) Time control post : Clock sign on Red background
- c) SS Start : Furled Flag sign on Red background
- d) Warning – approaching FF : Checkered Flag sign on Yellow background
- e) Flying Finish : Checkered Flag sign on Red background
- f) FF stop for recording time : STOP sign on Red background
- g) End of control Zone sign : 3 transversal stripes in a circle on a Beige background

10.2.13.3 The check-in procedure commences the moment the car passes the entry sign for the time control zone. The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. If not this will be reported to Stewards for further action

10.2.13.4 When a time control is followed by the start point of a Selective Sections, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:

- a) Beginning of Time Control Zone : Clock sign on Yellow background
- b) Time control post : Clock sign on Red background
- c) SS Start : Furled Flag sign on Red background
- d) End of control Zone sign : 3 transversal stripes in a circle on a Beige background

10.3 Start Area/Start Parc Ferme

10.3.1 All competitors must check their vehicles into the start Parc Ferme at least 60 minutes before the flag off of the first car. This is applicable for all the Legs.

10.3.2 The parc ferme shall be sealed 30 minutes before the flag off of the first car. Non-compliance may result in the vehicle not being allowed into the start parc ferme nor being allowed to start. The vehicles may be presented by a representative of the entrant.

10.3.3 Competitors are required to line up for the start before Each Leg according to the published starting order at least 10 minutes before the individuals competitors Flag Off time.

10.3.4 The starting lineup area shall also be regarded as a 'Parc Ferme'.

10.3.5 A competitor reporting late for Flag Off at any Leg start will be penalized at the rate of (1) One minute penalty per minute lateness up to 15 minutes lateness. All late starters will start after the rest of the field. After 15 minutes lateness the competitor will be excluded.

10.4 Time Cards and Time Entries

10.4.1 The Time Card will be issued two minutes before flag off with the actual start time recorded by the marshal.

10.4.2 The Target time given in the time card will be the time from start of one Section to the start of the next Section.

10.4.3 The target times for covering the Selective Section distance between Selective Section Start and Flying Finish will not appear on the Time Card.

10.4.4 At the time control at the finish of a road section the post chief will enter on the time sheet on the one hand the check-in time of the crew and on the other enter the starting time for the Selective Section.

10.4.5 Where the section is a road section after a Selective Section, the check in time entered on the Time Card shall constitute both the arrival time at the end of the Selective Section and the starting time of the following transport section.

10.5 Section Start

10.5.1 The Start will be given with a Manual Count Down.

10.5.2 Competitors are given considerable time during the transport and should observe all traffic rules.

10.5.3 The target check-in-time is the responsibility of the crews alone, who may consult the official GPS with the marshals. The post Marshals may not give them any information on this target check-in- time. Even if the post marshal offers his calculations and the competitor follows his advice and they turn out to be wrong it is the decision of the competitor to follow wrong advice that will be upheld.

10.5.4 The target check in time is that obtained by adding the time allowed for completing the road section or the Selective Section to the starting time for that section. These times are expressed in hours, minutes and seconds are always shown from 00:01:00 to 24:00:00.

10.5.5 For road sections, the crew does not incur any penalty for early arrival if the car enters the control zone during the target check-in minute.

10.5.6 For road sections any difference between the target check-in time and the actual check-in time will be penalized as follows

a) The penalty for late arrival will be 1 minute penalty per 1 min late, counting towards maximum permissible lateness.

b) The penalty for early arrival will be 2 minute penalty per 1 min. early, not counting towards maximum permissible lateness.

10.5.7 There will be a minimum Two (2) minute gap between two competitors to allow the crew to prepare for the start.

Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of Ten (10) minutes extra, with a penalty of Five (5) minutes. Punctures may be changed only by the crew with the equipment on board. Any time taken over this will be penalized at one (1) minute penalty per minute extra taken.

10.5.8 Immediately after checking-in at the time control the crew will go to the start of competitive section (Second Red Flag). The Marshal will flag them off at the time entered by the Post Chief for the start of the Selective Section.

10.6 Starting systems of Selective Sections **Definition as per 2011 FIA Cross-Country Rally General Prescriptions**

10.6.1 Selective Section

Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event. This provision must be indicated in the Regulations. (itinerary will be provided) Starts of selective sections are preceded by or twinned with a time control, and followed by a time control after the finish.

10.6.1.1 Road Section

Section of itinerary with a target time between two successive time controls.

10.6.2 During the Selective Sections, all members of the crew must wear approved crash helmets and have their seat belts appropriately adjusted and fastened, under pain of exclusion.

10.6.3 Crews are forbidden to drive in the opposite direction to that of the Selective Sections under pain of penalties which may go as far as exclusion.

10.6.4 At the end of transport Section time controls, the Marshals will write on the Time Card the check-in time, which corresponds to the exact moment at which one of the crew members submits the Time Card to the Marshall. He may get out of the vehicle to do so. The clocking of the Time Card will only be carried out if all the crew members and the car are within the immediate vicinity of the control

10.6.5 When the Selective Section is timed to start, The Marshal will write and give the competitor a provisional start time.

10.6.6 The start of a Selective Section may only be delayed in relation to the scheduled starting time by the Marshall in case of "force majeure".

10.6.7 The Start will be given with a Manual Count Down.

10.6.8 At the starts of Selective Sections when the car with its crew on board has stopped in front of the starting control, the Marshall will enter the actual time of the start of the car in question on the Time Card (hour and minute), and will then countdown a loud: 30" - 20" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.

10.6.9 The penalty for not starting within 60 seconds is exclusion. In case of a mechanical problem or stalling, the competitors can push their car from the start line before the 60 seconds is up and push it out of the control zone by themselves and park at the side, without causing any obstruction to cars which will be starting behind them. Any obstruction caused will lead to immediate exclusion.

10.6.10 For Selective Sections, the finish times will be taken to the second. There is no penalty for early arrival. In case of early arrival in a Selective Section the balance time i.e. earliness between time allowed and actual early arrival will be deducted from the overall leg penalties.

- 10.6.11 A false start shall be penalized by one (1) minute. This will be reported to the Stewards. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially if the offence is repeated.
- 10.6.12 Selective Section will end when the centre of the front wheels of the car passes over an imaginary line drawn across the road at this point where the Red Chequered Flag is Displayed
- 10.6.13 Timing will be done on the flying finish line by hand held timing equipment and whistle.
- 10.6.14 Two times will be recorded by the Marshals, Primary and Secondary. (The Secondary time is a back- up in case of malfunction of timing equipment) The Primary time will be relayed by the FF marshal to the Stop control Marshal.
- 10.6.15 At the “STOP” on a Red sign, you stop and hand over the Time Card which is endorsed with the time that was recorded at the Flying Finish (hours, minutes and seconds). This time will also be the starting time of the following road section. (hrs. and min. only will be considered for this)
- 10.6.16 Stopping or overtaking another competitor between the Flying Finish approaching Yellow warning sign and the Flying Finish Stop sign is forbidden under pain of exclusion.
- 10.6.17 During a Selective Section, Competitors can overtake other competitors. IF a competitor is found deliberately obstructing free passage of an overtaking car and up to 30 minutes penalty will be applied at the discretion of the Stewards. Like wise, No queries or complaints will be entertained regarding time loss due to Dust from the car in the front, from the competitors who is trying to overtake another competitor.
- 10.6.18 During a Selective Section, any assistance is forbidden other than that of another racing crew using parts transported by another racing crew.
- 10.6.19 The starting intervals of the Selective Section will respect the same dispositions as those laid down for starting legs.
- 10.6.20 Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of thirty (30) minutes or which may go as far as exclusion at the discretion of the stewards.
- 10.6.21 Vehicles checking in to a control at the same minute shall leave that control in the order in which they arrived. A change in order may be authorized by the Post Marshal however.
- 10.6.22 The Time Card will not be returned to the crew unless both crew members are seated in their car, and their seat belts fastened and helmets strapped on.
- 10.6.23 If two or more vehicles arrive into the control point within the same minute, they will be restarted in their order of arrival at two (2) minute intervals. The time between their check in and restart will be treated as Dead Time for each vehicle respectively.

10.7 Interruption of a Selective Section:

- 10.7.1 **When a Selective Section has to be definitely stopped for any reason whatsoever before the last crew has covered it, a classification for the section may however be established by allocating to each crew which has been unable to complete the Selective Section because of the interruption, the fairest time set before the interruption.**
- 10.7.2 This classification may be drawn up even if only one crew has been able to cover the Selective Section in normal competing conditions. Only the Stewards of the Meet may apply this disposition after reception of reasons for the interruption from the Clerk of the Course.

- 10.7.3 Should the Stewards consider the slowest time set as abnormal, they may choose as the scratch time the one among the four slowest which seems the most suitable.
- 10.7.4 However, no crew which is totally or partially responsible for stopping in a Selective Section may benefit from the measure. It will be given the time which it eventually sets provided that this time is greater than the scratch time awarded to the other crews.
- 10.7.5 **In case of the Selective Section when it is in progress has to be interrupted, The Radio/SOS points marshall will wave a yellow flag indicating the competitors to slow down completely and proceed. All competitors to respect this yellow flag situation, where no overtaking is allowed. And the Competitors will be given Scratch Time. Follow the instructions of the Marshals if any. If this is not followed It will be reported to stewards who will penalize the parties.**
- 10.8 Early check in at the end of a Leg**
- 10.8.1 At the time controls at the end of legs, crews are authorized to check in ahead of time without incurring a penalty except in those cases to the contrary informed by a written bulletin.
- 10.9 Maximum Permitted Lateness (MPL)**
- 10.9.1 The maximum permitted lateness for each section or group of sections is announced in this Supplementary Regulations. In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.
- 10.9.2 The exclusion time (MPL) defined in the Supplementary regulations may be modified at any time 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 DARE for exceeding the maximum permitted lateness may only be announced at the end of a leg except in a case where a time condition is previously specified. On Selective Sections that are being run both ways MPL can be applied on a Selective Section even.
- 10.9.3 The competitors will be made aware of the time and place restrictions in writing before the start of a Leg. This instance will only occur if DARE return timing clashes with a competitor running late and into oncoming rally traffic.
- 10.10 Regrouping Controls / Neutralization Zones**
- 10.10.1 Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts. The purpose of these regroupings will be to reduce the interval between the first car and the last car which may occur as a result of late arrivals and/or retirements.
- 10.10.2 In the interest of safety, DCOC's may be stationed in sections that could become dangerous or impassable. Should such a situation arise, this will, if possible, be reported to the COC who will request the Stewards of the Meet to decide that an Emergency Halt with Dead Time (Neutralization Zone) be established while drivers wait for conditions to return to a reasonably safe level.
- 10.10.3 On their arrival at such controls, the crews will hand the Post Marshall their Time Card. They will receive instructions on their starting time. Such Zones will be considered as Parc Ferme. The starting order shall be that of the arrival. At the moment of the start, they may be given a new Time Card and Starting time.

10.11 Parc Ferme

10.11.1 The cars shall be subject to the 'Parc Ferme' rules:

- a) From the moment they enter a starting area or a regrouping zone, until they leave one of these.
- b) From the moment they enter a control area until they leave it.
- c) From the moment they reach the end of the event until the time for lodging protests has expired.
- d) From the moment they enter established Parc fermes at the beginning and end of Legs.

10.11.2 Repairs or refueling are forbidden in Parc Ferme, except the washing of windows, lights, DARE plates, competition number plates and advertisements. Offenders may be excluded.

10.11.3 Refueling is permitted in Parc ferme only when authorized in writing and when it is permitted for every single vehicle of the meet at that time.

10.11.4 If the Scrutineer notes that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course or his Deputy thereof who may request that the car be repaired, failing which, excluded from the event.

10.11.5 In this case, the minutes used to carry out the intervention will be considered as the same number of minutes of lateness recorded in a road selection. They will therefore be taken into consideration for the calculation of the exclusion. If this time is exceeded, exclusion may be announced.

10.11.6 In order to prevent a crew from trying to make up lost time after the repair; the crew will possibly be given a new starting time.

10.11.7 By way of exception, and under the supervision of the competent Marshal, the crew may, while in Parc Ferme:

- a) Change punctured or damaged tyre/s using equipment carried on board;
- b) Have a new windscreen fitted with the possibility of having outside help;
- c) Refuel if specifically authorized by a bulletin before the start of leg.

10.11.8 As soon as they have parked their car in the Parc Ferme, other than a Time Control, the drivers will leave the Parc Ferme and no member of the Crew will be allowed to re-enter it.

10.11.9 To leave a Parc Ferme for the start or restart from a regrouping halt the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.

10.11.10 Vehicles may be push started in parc ferme by the crew with assistance of Marshals or another competing crew or pushed out of parc ferme and control altogether.

10.11.11 Any infringement of Parc Ferme regulations may result in exclusion from the event at the discretion of the Stewards of the Meet.

10.11.12 The competitor has to place the vehicle in the established Parc Ferme at the end of each leg. The opening and closing timings of Parc Ferme would be made available by the Area coordinator at the end of the previous leg. The cars shall be subject to the Parc Ferme rules once they have entered it.

10.12 Final Control

10.12.1 As soon as each crew arrives at the end of Leg 8, they shall drive their car to the Parc Ferme. A brief check shall be carried out there to verify:

- a) its conformity with the car submitted at the pre event Scrutineering.
- b) if there is cause to impose the penalties prescribed.

- 10.12.2 The list of cars and the times they are to be presented for a thorough scrutineering will be notified be posted on the Official Notice Board at the DARE HQ,
- 10.12.3 These competitors will report to Parc Ferme at the appointed time where their cars will be dismantled for a complete scrutineering. Any competitor who refuses to present his car to the Scrutineer at the appointed time will be excluded.
- 10.12.4 Cars may be removed from Parc Ferme at the end of the event after the protest period has elapsed, subject to the approval of the Stewards of the Meet.
- 10.12.5 The absence of even one of the identification marks, as per Article 5.2.11 shall result in exclusion from the event.
- 10.12.6 Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the Stewards may be asked to impose heavier sanctions.
- 10.12.7 Without it being compulsory, thorough scrutineering involving the dismantling of the vehicle for the crews in the first three places in the Overall Classification, for those classed first in each group and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the Meet ex-officio or following a protest or upon the decision of the Clerk of the Course.
- 10.12.8 Should the above-mentioned dismantling be the result of a protest, a deposit will be payable by the claimant in advance to cover all the costs incurred by the operation. If the protest turns out to be founded, the deposit shall be reimbursed to claimant, and charged to the defaulting competitor.

ARTICLE 11: PENALTIES (to be remitted to FMSCI)

Description of Offence	Penalty
11.1 Entries	
Entry dates not respected	Entry Refused
Change of One Crew member	Rs. 5000.00 per member
Entry form which contains false and/or incorrect statements	Entry fee forfeited and entrant excluded
Sign the indemnity declaration by all crew members	Competitor not allowed to start.
11.2 Scrutiny	
Not arriving in time and date of Document scrutiny:	Rs. 500.00 per hour.
Not arriving in time and date of Technical scrutiny:	Rs. 500.00 per hour.
Failure at Document Scrutiny:	Exclusion and no refunds will be given.
Failure at Technical Scrutiny:	Exclusion and no refunds will be given.
Called back for re-scrutineering	Re-scrutineering fee of Rs 300/- for each recall.
Car reporting to the scrutineering area outside the prescribed time limits	Report to the Stewards of the Meeting
Missing Technical identification Marks	Exclusion
Any Technical fraud discovered. Presenting as intact identification marks that have been tampered with.	Exclusion to competitor and other entrant or competitor who has helped / been involved in carrying out the infringement.

11.3 Drivers Briefing

Non attendees at drivers briefing	Rs. 2000/- + Report to Stewards and may not be allowed to start.
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11.4 Loss of Cards

Loss of the scrutineering card	Exclusion.
Loss of Time Card	Exclusion
Not wearing ID or Loss of ID tag /	Rs. 1000.00
Not Carrying or Loss of Competition License	Rs. 1000.00

11.5 At Start

Arriving late to take start :	15 minutes additional to the lateness time and will start after the rest of the field.
Arriving late to start after 15 minutes	Start Refused

11.6 At Controls

Arriving late Per Minute	10 Sec penalty per Minute
Arriving early Per Minute	1minute penalty per Minute
Time given for changing Puncture At Selective Section Start is 10 minutes	with 5 minutes penalty
Time taken Over 10 minutes to change puncture	1 minute per 1 minute taken additionally
Not Stopping at TC or PC	5 minutes + (penalty for missing TC)
Missing 1 (one) Time Control :	30 minutes
Missing 2 (two) Time Controls :	Exclusion
Missing 1 (one) Passage control :	30 minutes
Missing 2 (two) Passage controls	Exclusion
Entering control in wrong direction	Exclusion
To re-cross or re-enter a control	Exclusion
Lateness exceeding MPL time of 45 minutes	Exclusion
Stopping or driving abnormally slowly between the zone entry sign and the control post	Report to Stewards
Not following the instructions of the Marshall	Report to Stewards

11.7 Selective Sections

Not wearing crash helmets and seat belts fastened	exclusion.
Drive in the opposite direction to that of the Selective Section	Report to Stewards
Not starting within 60 seconds is	exclusion.
False start	one (1) minute + Report to the Stewards.
Stopping or overtaking another competitor between the Flying Finish approaching warning Yellow warning sign and the Flying	exclusion.
Deliberately obstructing free passage of an overtaking car	30 minutes
Assistance from others other than another racing crew using parts transported by another racing crew.	Exclusion
Refusing to start in at the time and in the position allocated	thirty (30) minutes + Report to the stewards..

11.8 Parc Ferme

Infringement of Parc Ferme regulations	Exclusion at Stewards discretion
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11.9 Traffic and RTO Regulations

1 st Traffic Offence :	Rs. 2,000.00 penalty
2 nd Traffic Offence	Exclusion
Eqpts. On Vehicles As per RTO not working	Rs. 1000.00 per offence
Tail Lights not working	Rs. 2000.00 per offence

On board radio without license	Rs. 10,000.00 + confiscation of eqpt.
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11.10 Other

Missing 1 Comp. No. Sticker	Rs. 2000.00 penalty per sticker
Missing 1 Compulsory Advertisement	Rs. 2000.00 penalty per sticker
Any other person found in competing cars other than those	Exclusion
Failure to provide assistance to other competitors during emergency and Failing to report any breakdown /accident to the next official on the route	Exclusion at the discretion of the Stewards

Note: No queries or complaints will be entertained Regarding Dust From Competitors in Front.

Lateness Exceeding MPL Time: EXCLUSION

ARTICLE 12: PROTEST AND APPEALS

- 12.1 A “Request Form” is attached with every leg of the Road book. Once filled, these can be deposited with the Area Commander at the end of Leg detailing the competitor’s grievance. **No request will be entertained that is not on the Request Form.** If the Request is lengthy and does not fit into the space on the form, a plain paper carrying the entire details may be appended to the form. Frivolous requests will not be entertained. Repeated requests of such nature will be reported to the Stewards who will decide at their discretion. **The request will be taken up by the COC and a decision on the subject will be taken by the C.O.C of the event. If the decision of the C.O.C is not palatable to the competitor he/she has the right to protest against the COC's Decision to the Stewards.**
- 12.2 **The time limit to protest against COC decision is within 30 minutes from the publication of the decision.**
- 12.3 The time limit for protest against Provisional results is within 30 minutes after the results are declared on the Official Notice Board at the Finish Venue/Rally HQ.
- 12.4 Any protest must be made in writing and submitted to the COC along with the protest fee.
- 12.5 Protest fee will be Rs. **6,000.00** as per FMSCI General Prescription. If the protest is unfounded this amount will not be given back.
- 12.6 Any ruling by the stewards shall be final and subject only to the right of appeal as provided for by the General Prescriptions of FMSCI.
- 12.7 The appeal fee is set by the FMSCI as Rs. **96,000.00** with Rs.**48, 000/-** to be paid with intention of appeal and balance amount of Rs.**48, 000/-** along with grounds of appeal within **96** hours.

ARTICLE 13: RANKING & PRIZES

13.1 Classification

- 13.1.1 In order to be classified as a finisher the competitors must:
- i) Check in to controls in the direction set by the organisers.
 - ii) Pass the finishing line and place the vehicle in the Parc Ferme
 - iii) Finish the event within the Maximum Permissible Lateness (MPL)
- 13.1.2 Penalties shall be expressed in hours, minutes and seconds.

- 13.1.3 The final results shall be determined by adding the penalties incurred in the competitive sections to the penalties incurred in the road sections plus any other penalties expressed in time as Supervisory Penalties. The finishing crew with the lowest total shall be proclaimed the overall winner, the next lowest - second, and so on.
- 13.1.4 The Group and Class results will be determined on the same basis.
In case of a tie, it will be resolved by determining the winner of most competitive sections.
- 13.1.5 The Partial unaudited Provisional results shall be posted in accordance with the programme, unless the finish is unduly delayed in which case the results shall be posted as soon as possible after the arrival of the last car at the finish.
- 13.1.6 The Provisional final classification shall be Official final Classification at the end of the Dare Ultimate within 30 minutes after the posting of the results subject to Protests / Appeals, if any.
- 13.1.7 The qualifications necessary for the special prizes to be won are itemized and the decision of the Organizers will be final.
- 13.1.8 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.

13.2 Ranking

Competitors will be ranked separately for Each Group and Class

Prizes will be awarded to the first three ranks in the respective Group and Class

All competitors can also compete for the Overall ranking. Prizes will be awarded to the first Five Overall winners irrespective of their Group and Class.

In both Groups, and classes: A minimum of Five entries is required to form a class. If there is less than five competitors in a class, different classes will be clubbed together to form one class and prizes awarded for one class.

13.2 Prizes and Prize Distribution

13.2.1 Prizes

Overall

1st Overall Winner	Trophy
2nd Overall Winner	Trophy
3 rd Overall Winner	Trophy
4 th Overall Winner	Trophy
5 th Overall Winner	Trophy

Group T1 Modified Cross Country Vehicles 2WD

Class 1: Over 1001cc Up to 1400cc

1st Trophy +Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy +Rs 5,000.00

Class 2: Over 1401cc Up to 1850cc

1st Trophy + Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy + Rs 5,000.00

Class 3: Over 1851cc and above

1st Trophy+ Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy+Rs5000.00

Group T1 Modified Cross Country Vehicles 4WD

Class 4: Over 1001cc Up to 1400cc

1st Trophy +Rs15,000.00

2nd Trophy +Rs10, 000.00

3rd Trophy +Rs 5000.00

Class 5: Over 1401cc Up to 1850cc

1st Trophy+ Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy +Rs 5000.00

Class 6: Over 1851cc and above

1st Trophy +Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy+Rs5000.00

Group T2 Cross Country Vehicles 2WD

Class 7: Over 1001cc Up to 1400cc

1st Trophy +Rs15,000.00

2nd Trophy +Rs10, 000.00

3rd Trophy +Rs 5000.00

Class 8: Over 1401cc Up to 1850cc

1st Trophy+ Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy +Rs 5000.00

Class 9: Over 1851cc and above

1st Trophy +Rs 15,000.00

2nd Trophy +Rs 10,000.00

3rd Trophy+Rs5000.00

Group T2 Cross Country Vehicles 4WD

Class 10: Over 1001cc Up to 1400cc

- 1st Trophy +Rs15,000.00
- 2nd Trophy +Rs10, 000.00
- 3rd Trophy +Rs 5000.00

Class 11: Over 1401cc Up to 1850cc

- 1st Trophy+ Rs 15,000.00
- 2nd Trophy +Rs 10,000.00
- 3rd Trophy +Rs 5000.00

Class 12 : Over 1851cc and above

- 1st Trophy +Rs 15,000.00
- 2nd Trophy +Rs 10,000.00
- 3rd Trophy+Rs5000.00

Tuner Trophy

Tuner of 1st Overall Winner Trophy

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

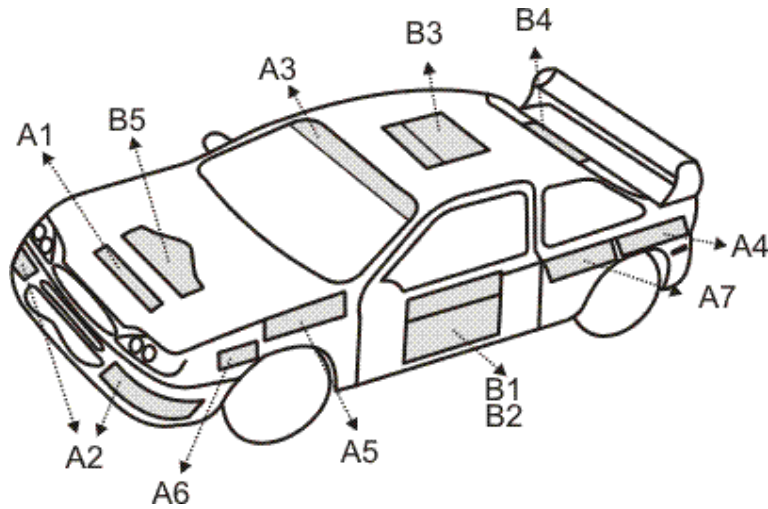
- 13.2.2 The Organizers reserve the right to add any number of prizes or increase the prize money for this event,. Any such addition shall be informed to the competitors by way of a Communication.
- 13.2.3 The Overall winning positions 1, 2 and 3 will not be entitled for any cash prize for the Group/Class prizes. However they will be declared winners of the class and group they are in and given trophies.
- 13.2.4 All cash prizes above Rs. 5,000.00 will attract TDS as per The Govt. Tax rules.

ARTICLE 14: SERVICE AND SERVICE VEHICLE/CREW

- 14.1 It is to be noted that for Each Competitor 1 Service vehicle with 4 man crew is allowed.
It is also to be noted that one service Vehicle can provide service to more than one competitor. All service cars used in the event must be registered with the Organisers.
- 14.2 Service Car Stickers and ID tags of service crews to be positively collected at the time of registration.
The Organizer will provide, free of cost, 2 service stickers per service car, which must be affixed one each on front doors. Service crew to wear their ID tags at all times during the event.
- 14.3 Should a competitor wish to register more than one service vehicle, the balance service vehicles will be issued service stickers on payment of a registration fee of Rs.1000/- per service vehicle.

- 14.4 The registration number and the corresponding sticker number of the service vehicle will be noted along with the competition number of the competitor(s) using the service vehicle/s in a register which will be maintained by the Organisers.
- 14.5 Any competitor found to be receiving service from a vehicle not registered & without service stickers will be excluded.
- 14.6 Any competitor whose registered service car is found inside a Selective Section; behaves in a manner that endangers other competitors or road users; causes disturbance in the normal way of life of the locals and is complained against, will be fined up to Rs.30,000/- and/or the competitor excluded at the discretion of the Stewards of the Meet.
- 14.7 Restriction on the movement of service vehicles:
Repairs and Refueling are freely permitted throughout the event, except in those cases expressly forbidden by a provision in the present regulations. Where they exist, the areas where all assistance is forbidden will be designated by a bulletin issued prior to the start of the event. Any infraction will entail immediate exclusion from the event.
- 14.8 Further, ALL SELECTIVE SECTIONS OF THE ROUTE WILL BE DESIGNATED AS UNSUITABLE OR SERVICE VEHICLES. In these sections the passage of service vehicles is prohibited except in an emergency and with the written authorization of the Post Chief at the commencement of the section. Other road sections may be designated by means of bulletins prior to the start of the event.
- 14.9 FOR AN INFRINGEMENT, A PENALTY DESCRIBED IN 14.6 WILL BE APPLIED. ALL THE COMPETITION CARS BEING SERVICED BY THE ERRANT SERVICE CAR/S WILL STAND TO BE AFFECTED BY AN ADVERSE DECISION. For e.g If a service car is registered service for more than 2 Four wheelers and 2 Two wheelers and it is found in a Selective Section and the penalty decided by the Stewards is exclusion, then all the competition cars stand excluded !!!
- 14.10 In any case service vehicles must not impede the progress of the Dare in any way. No service vehicle must ever drive in a direction opposite to that of the Dare cars in Selective sections, or deliberately block the passage of competing cars, or official vehicles, or prevent them from overtaking. For an infringement, a monetary penalty of up to Rs. 10,000.00 and including exclusion may be imposed on the car(s) they are servicing, at the discretion of the Stewards.
- 14.11 At the end of a leg, the organizers will provide a secure parking area for the repair and service of Dare vehicles. This area will be accessible to crews, registered service vehicles and registered service mechanics only.
- 14.12 On completion of service, the Dare vehicles must be placed in Parc Ferme.
- 14.13 The Service crew should be available at the end of Dare for Post Event scrutiny, within 30 minutes when it is notified to the competitors.

**Appendix1
 ADVERTISEMENT**



A1	Front Bonnet Tip	: (c)	Vehicle Registration No. (white background and black
A2	Front Bumper Left and Right	: (c)	letters) Maruti Suzuki Dakshin Dare
A3	Top of Front Windshield	: (c)	Maruti Suzuki Sports
A4	Rear Fender Back Front Fender	:	Maruti Suzuki
A5	Rear Front Fender Tip Rear Door	: (c)	Blood Group Competitors
A6	Top	:	TBA TBA
A7		:	
B1	Front Left and Right Door Top	: (c)	Competition Nos.
B2	Front Left and Right Door Bottom:	(c)	Maruti Suzuki Sports
B3	Top roof	:	Free
B4	Rear Windshield	: (c)	Rally Plate
B5	Front Bonnet	: (c)	Rally Plate

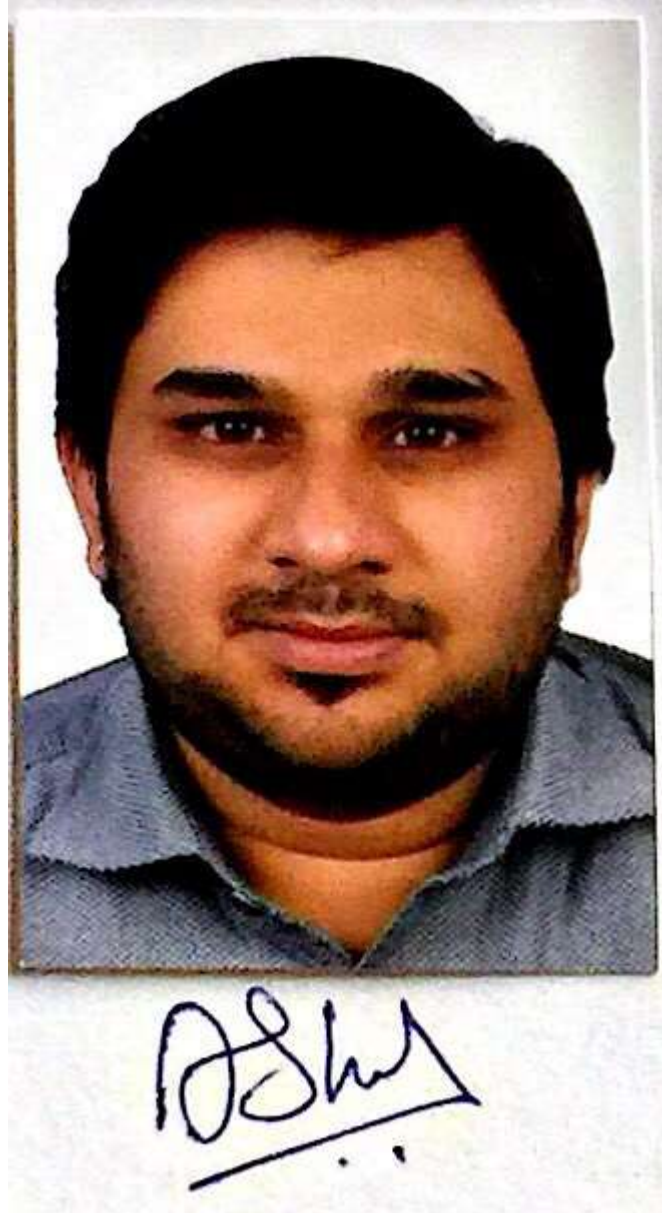
APPENDIX II

DUTIES OF THE JUDGES OF FACT

Judges of fact are required to perform the following duties:

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

APPENDIX III
COMPETITORS' RELATIONS OFFICERS



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

There will be more than 2 persons acting CRO's. 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.

The Competitors' Relations Officer must be able to be easily identified by the competitors. To this end :

1. He/She will wear a Red poncho.
2. Be introduced to the competitors when there is a drivers' briefing
3. His/Her photograph will be included in a Bulletin if possible.

Presence At The Running Of An Event:

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

Presence :

At the Secretariat.

At the start of the scrutineering.

At the regrouping Parc Ferme at end of event halts and sections.

Near the "parc ferme" at the arrival (the latter being dependent on the Dare timetable) Function:

Give appropriate 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 Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests. Help assist crews at night halts for getting their Accommodations.

APPENDIX IV SCRUTINY LIST

- 1 Competition # Displayed as per Appendix 1
- 2 Registration # Displayed as per Appendix 1
Make a sticker 15 inches length X 6 in with a "White" background & "Black" letters and numbers. Location is on the front of the bonnet above the grill. Letters & Numbers to be sized to 2 inches and having a thickness of 3 mm. to be made from reflective stickers.
- 3 Name & Blood Group
For the Driver & Co-Driver to be displayed on black background of 4 in. X 8in. dimension. with white letters symbols. Location is on top-end of the both front fenders. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker
- 4 Compulsory ads Displayed as per Appendix 1
- 5 Head Lights – Main & Dipper
Functional in High Beam/ dipper mode; bulbs should be of twin filament type (no xenon white lighting though)
- 6 Additional Lights Should not be mounted above the lower level of the front windscreen and must be in pairs. (maximum 3 pairs and No xenon lights)
- 7 Parking Lights Fully Functional
- 8 Side Indicators Fully Functional
- 9 Tail Lights Fully Functional
- 10 Reverse Lights Fully Functional
- 11 Number Plate Lights Fully Functional
- 12 Brake Lights Fully Functional
- 13 Bonnet & Boot fasteners To be of American bayonet type
- 14 Towing eye Front/ Rear Towing eye should be painted red. If of the removable screw-on type, should be carried for inspection during scrutiny.
- 15 Windshield Wipers Rubber must not be cracked, windshield washer must work
- 16 Horn Should be heard loud & clear (large horns recommended – No air horns though)

- 17 Tyre Condition (4mm min.) Should be in good condition having a minimum tread depth of 4mm atleast, sidewalls should not be damaged
- 18 Mud Flaps – Front/Rear Must on all 4 wheels. May be the OE unit supplied
- 19 Wheel Rim Size - Free
- 20 Circuit Breaker Compulsory
- 21 Safety Harness (4 Pt.or 6pt)
- 22 Head Restraint Must for both crew members
- 23 Roll Cage 45 mm as per FMSCI revised specs for 2009 (6mm hole must for inspection)
- 24 Fire Extinguisher – min. 2.5 Kg. As per FMSCI regulations
- 25 Rear view Mirrors 1 each on the driver and co-driver side mounted on the doors and one inside the cabin for the driver
- 26 Red Triangles 2 in number, Made of reflective material, must be secured firmly
- 27 First-Aid Kit Medicines must be checked for Expiry Date
- 28 Survival Rations For both crew members, individual portions for at least 24 hours. Must consist of potable water, high energy food, etc.
- 29 Brakes – Foot & Parking Parking - Should lock between 5-8 notches
Ballast – to be added secured for vehicles weighing less than requirement
- 31 Additional Fuel Tank Position Must be a unit manufactured by an OE supplier.
- 32 Exhaust Group A/Group N
- 33 Helmet, Gloves, Suit and Shoes is Mandatory for both crew members. FIA / Snell /Approved for both driver & navigator Open face recommended.
- 34 Identity Card Issued by motorsport Inc, to be secured and displayed on the rear left window.
- 35 Identification Marks Put on engine and body shell using wires, special numbered seals and/ or paint
- 36 Tow Chain /Tow rope of steel or Polyster
- 37 Tools as required. (secured and declared)
- 38 Small amount of Spares (secured and declared)