



25 - 28 Nov 2010

ORGANISED BY:



COUGAR MOTORSPORT PVT. LTD.

4E, HANSALAYA, 15 BARAKHAMBA ROAD

NEW DELHI 110001

(+11) 43552974

info@cougarmotorsport.in

APPROVED BY THE



The Federation of Motor Sports Clubs of India
(National Sports Federation recognized by the Government of India)

ANNOUNCEMENT

This rally will run in Time/Speed/Distance (TSD) format on a Non-Cumulative basis, and will be run in compliance with the International Sporting Code of the FIA (the present Code), National Competition Rules (NCR) and appendices of The Federation of Motor Sports Clubs of India (FMSCI) and these Supplementary Regulations (SRs).

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Competitors Information Bulletins (CIB), issued by the Organiser and approved by the FMSCI / Stewards.

ACQUAINTANCE WITH & SUBMISSION TO RULES

Every person, or group of persons, organizing a competition or taking part therein:

1. Shall be deemed to be acquainted with the present Code and National Competition Rules of the FMSCI.
2. All competitors must sign the indemnity, waiver and declaration, which are enclosed with the Entry form.
3. 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.
4. Shall undertake to submit themselves without reserve to the above and to the decisions and the consequences resulting there from.

ARTICLE 1: PROGRAMME

1.1 Schedule

	Description	Venue	Time and Date
1	Entries open with publication of these Supplementary Regulations	Rally Office, 4E Hansalaya, 15, Barakhamba Road, New Delhi 110001	1000 hrs, 1 st March 2010
2	Closing of entries	Rally Office, 4E Hansalaya, 15, Barakhamba Road, New Delhi 110001	1500 hrs, 10 th November 2010
3	Publication of Starting Order	Rally Office, 4E Hansalaya, 15, Barakhamba Road, New Delhi 110001	1700 hrs, 10 November 2010
4	Document Verification and Pre event scrutiny	The Aman, New Delhi	From 1000 hrs to 1700 hrs on 23 November and 24 November 2010

5	First Stewards Meeting	The Aman, New Delhi	0730 hrs, 25 November 2010
6	Reporting for Ceremonial Start	The Aman, New Delhi	0800 hrs, 25 November 2010
7	Compulsory Drivers Briefing Meeting & Breakfast	The Aman, New Delhi	0830 hrs, 25 November 2010
8	Ceremonial Start	The Aman, New Delhi	1000 hrs, 25 November 2010
9	Entry to Leg 1 Start Parc Fermé begins	Alsisar Mahal, Alsisar	0800 hrs, 26 November 2010
10	Entry to Leg 1 Start Parc Fermé closes	Alsisar Mahal, Alsisar	0900 hrs, 26 November 2010
11	Start of Leg 1	Alsisar Mahal, Alsisar	0930 hrs, 26 November 2010
12	End of Leg 1	Lallgarh Palace, Bikaner	1800 hrs, 26 November 2010
13	Publication of Starting Order for Leg 2	Lallgarh Palace, Bikaner	2200 hrs, 26 November 2010
14	Entry to Leg 2 Start Parc Fermé begins	Lallgarh Palace, Bikaner	0800 hrs, 27 November 2010
15	Entry to Leg 2 Start Parc Fermé closes	Lallgarh Palace, Bikaner	0900 hrs, 27 November 2010
16	Start of Leg 2	Lallgarh Palace, Bikaner	0930 hrs, 27 November 2010
17	End of Leg 2	Khimsar Dunes Village, Khimsar	1700 hrs, 27 November 2010
18	Publication of Starting Order for Leg 3	Khimsar Fort, Khimsar	2200 hrs, 27 November 2010
19	Entry to Leg 3 Start Parc Fermé begins	Khimsar Fort, Khimsar	0530 hrs, 28 November 2010
20	Entry to Leg 3 Start Parc Fermé closes	Khimsar Fort, Khimsar	0630 hrs, 28 November 2010
21	Start of Leg 3	Khimsar Fort, Khimsar	0700 hrs, 28 November 2010
22	End of Leg 3 and Finish of the Rally	Amanbagh, Ajabgarh	1700 hrs, 28 November 2010
23	Posting of Provisional Results	Amanbagh, Ajabgarh	1800 hrs, 28 November 2010
24	Final Scrutineering	Amanbagh, Ajabgarh	1830 hrs, 28 November 2010
25	Final Results & Prize Distribution	Amanbagh, Ajabgarh	2030 hrs, 28 November 2010

1.2 Official Notice Board:

Official Notice Board will be located at Rally H.Q.

Time	Venue
TILL 22 Nov 2010 - UPTO 1700 HRS	Rally Office, 4E Hansalaya, 15, Barakhamba Road, New Delhi 110001
23 & 24 Nov 2010 - FROM 1000 HRS	The Aman, New Delhi
25 Nov 2010 - FROM 1700 HRS	Alsisar Mahal, Alsisar
26 Nov 2010 - FROM 1700 HRS	Lallgarh Palace, Bikaner
27 Nov 2010 - FROM 1700 HRS	Khimsar Fort, Khimsar
From 28 Nov 2010 - 1500 Hrs Till End Of The event	Amanbagh, Ajabgarh

1.3 Start of the Rally:

Ceremonial Start: 1000 Hrs. 25 November 2010 The Aman, New Delhi

Start of Leg 1: 0930 Hrs. 26th November 2010 Alsisar Mahal, Alsisar

ARTICLE 2: ORGANISATION

2.1.1 Organisers:



COUGAR MOTORSPORT PVT. LTD.

4E, HANSALAYA, 15 BARAKHAMBA ROAD

NEW DELHI 110001

2.1.2 Chief Patron:

TBA

2.1.3 Organising Committee:

Ashish Gupta, Ravi Kaushal, Gautam Gode, Hemant Tucker, Gaurav Monga, Yuvraj Sharma, Alok Lodha, Vishal Dua, Vivek Kalra, Navneet, Nithant Kaushal, Madhulika Kaushal, Pratima Gupta, Rima Hinduja, Rachna Lodha, Kirti Dua, Sumedha Kalra, Geeta

2.1.4 Officials of the meet:

Chief Steward	TBA
Steward	TBA
Club Steward	Ravi Kaushal
Chief Scrutineer	TBA
Clerk of the Course	Ashish Gupta
Secretary of the Meet	Madhulika Kaushal
Competitors' Relation Officer	Hemant Tucker
Media Relation Officer	Gaurav Monga
Results Co-ordinator	Vivek Kalra
Chief Marshal	Gautam Gode
Chief Safety Officer	Yuvraj Sharma
Chief Medical Officer	TBA

2.1.5 Judges of Fact:

All members of the organisation and all persons (other than Stewards) named in Art. 2, as well as all the post officials whose names will be declared in a CIB. Judges of fact are required to perform the following duties:

1. To bring to the notice of the Clerk of the Course of any unfair practices or irregularities adopted by the competitors during the running of the event.
2. To bring to the notice of the Clerk of the Course the presence of any unauthorized service vehicle present within the competitive stages.
3. To bring to the notice of the Clerk of the Course any cases of competing 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 Fermé, both at the night halts as well as those of the TC 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 vehicles have completed the course.
5. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.
6. Stewards are the principal Judges of Fact and can overrule a judge of fact.

2.2 Rights And Obligations Of The Organisers

- 2.2.1 The Organisers may 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 the official notice board. Details of the official notice board should be mentioned in the SR. As far as possible, the CIBs shall be brought to the notice of the individual competitors. 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 board.
- 2.2.2 The provisions of the present regulations may only be amended according to the present Code. The Organising Committee and the Stewards of the meeting are vested with the rights to amend the prescriptions of the present regulations according to the circumstances and cases which arise once the event is running. Competitors will be informed of any amendments as soon as possible through CIBs.
- 2.2.3 The Stewards are empowered to take a decision on any case not covered by the present regulations.
- 2.2.4 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest solely with the Steward/s of the meeting.
- 2.2.5 The Organisers may at their discretion abandon, cancel or postpone the event in case of unforeseen circumstances as per the present Code.

ARTICLE 3: GENERAL CONDITIONS

3.1 Generalities

- 3.1.1 Status of the event: CLOSED INVITATION
- 3.1.2 FMSCI Permit No: APPLIED FOR

3.2 Route

- 3.2.1 *LEG 1: ALSISAR MAHAL, ALSISAR – LALLGARH PALACE, BIKANER*
LEG 2: LALLGARH PALACE, BIKANER – KHIMSAR DUNES VILLAGE, KHIMSAR
LEG 3: KHIMSAR FORT, KHIMSAR – AMANBAGH, AJABGARH

THE EVENT WILL RUN ON STATE ROADS DIRT ROADS AND NATIONAL HIGHWAYS. TOTAL DISTANCE WILL BE APPROX. 1000 KMS.

- 3.2.2 The Road Book will contain the information regarding the route to be followed and various distances. The location of controls WILL NOT be disclosed in the road book. Only one copy of the Road Book will be made available at the Start Time.
- 3.2.3 Competitors must report at every control in the order and direction in which the controls have been scheduled by the Organisers. Any infringement may entail exclusion.

3.3 Entrant's Eligibility

- 3.3.1 Any person holding a valid driving license / permit recognised in India and competition license of FMSCI for the year 2010 may enter in this event. Minors are not permitted. Minimum requirement is Clubsport TSD rally license @ Rs.250/- or National Rally Driver license.
- 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.
- 3.3.3 It is compulsory for competitors' vehicle to have rally insurance cover for the period of the event. Entrants/Drivers' attention is particularly drawn to the fact the normal motor policies issued in India do not provide cover for motor sports. Special insurance cover is mandatory.
- 3.3.4 Under the laws of the country, it is mandatory that any accident out of which a claim may arise be reported to the nearest police station.

3.4 Vehicle Eligibility

3.4.1 All the vehicles must be individually licensed / officially permitted for the road and comply with the legal requirements of cars used on public roads in India.

3.4.2 This event is open to ALL TYPES of four wheelers by invitation.

3.4.3 Groups and Classes:

The Classes formed are as follows:

Cars and SUV's of any make, any year, having any engine cubic capacity are eligible for this event.

1. There will be only one group and class for all 2 wheel drive vehicles.
2. There will be another group and class for all 4 wheel drive vehicles.

The Organisers reserve the right to merge a group and class with another in case there are less than 5 vehicles entered in that group and class. Competitors with 2 wheel drive vehicles, at their option exercisable at the time of entry, will be allowed to participate in the group and class for 4 wheel drive vehicles. The Organisers decision will be final on which group and class a vehicle falls in.

3.4.3 Any type of fuel is permitted provided it complies with Government / RTO Laws.

3.4.4 The vehicles entered must have:

1. Safety Harness (Seat Belts). The normal seat belts provided in the vehicle by the manufacturer are sufficient. All crew front & rear to have seat belts.
2. Two towing eyes, one at the front and one at the rear.
3. First aid kit
4. A red reflective triangle. (In the case of stopping in a competitive section, this will be placed by the crew more than 30 metres behind the vehicle)
5. All electrics should work.

6. Tyres must be in good condition. The scrutineers will have the final decision on this.
7. Hard tops are compulsory. No fabric roofed vehicles will be permitted. Fibre-glass tops are acceptable.
8. Side facing seats are not permitted as seating for competitors.
9. It is not permitted to install / carry an auxiliary fuel tank in the vehicle.
10. 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 who may impose a fine.
11. The names of the crew, their blood groups, 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.

3.4.5 The vehicles entered are recommended to carry:

1. An extraction kit consisting of:
 - a. A tow chain / strap made of steel wire / nylon strap
 - b. A spade
 - c. 2 sand channels or rubber mats at Least 30 cms wide & 70 cms long
2. Emergency rations and drinking water sufficient for a minimum period of 24 hours.
3. A 1 Kg fire extinguisher.

3.5 Entries

- 3.5.1 Those wishing to take part in the DESERT DASH 10 must send the 'Entry Form' which is available on our website www.cougarmotorsport.in or from the office of Cougar Motorsport Private Limited duly completed to the Rally Office at the address given as per programme. If the entry is sent by facsimile or email the original must reach the Organisers at the latest by the final date for close of the relevant entries.
- 3.5.2 The Organisers, at their discretion will accept or reject any entry and communicate the same to the prospective participant. On receipt of acceptance of the entry, the participant must remit the entry fees and complete all paperwork and formalities as per Art. 3.6 below.
- 3.5.3 The submission of 'Entry Form' by an entrant/ competitor does not in any way ensure acceptance of the entry by the Organisers.
- 3.5.4 By the very fact of signing the entry form, the entrant as well as all the crew members submit and bind themselves to resort only to the sporting jurisdictions specified in the present Code, NCR of the FMSCI and the regulations only. No amendments may be made to the entry form, except in the cases provided for in the regulations.
- 3.5.5 The changing of a single crew member may be carried out till the closing date of entries. Subsequent to the closing date of entries, the changing of 1 to 4 crew members may only be authorised by the FMSCI or by the Stewards. The entrant/competitor will have to pay for the costs, if any, of reissuing the FMSCI

competition and entrant licenses and high risk personal accident insurance policies for the new crew member(s).

- 3.5.6 Up to the closing date of entries, the competitor may freely replace the entered vehicle with another. The entrant/competitor will have to pay for the costs, if any, of reissuing the vehicle rally insurance cover for the replaced vehicle.
- 3.5.7 Any change of entrant is prohibited after closing of entries. Entry fee cannot be transferred to another entrant / competitor.
- 3.5.8 The entry fee will be increased by 100% for those competitors not accepting the advertising of the event sponsors / partners.
- 3.5.9 The maximum number of entries shall be no more than 30 vehicles. The Organisers reserve the right to decide how many and which entries will be accepted.

3.6 Entry Fee

3.6.1 The Entry Fee for The Desert Dash 10 is INR 150,000/-

a. Registrations up to 30th September 2010:

For registrations up to 30th September, 2010, competitors have an option of confirming their entry in The Desert Dash 10 by paying a booking fee of INR 10,000/-. The balance entry fee in this case has to be paid in full and the documentation has to be completed in its entirety by 1700 hrs on 30th September 2010. Failure to do so will result in cancellation of the entry and forfeiture of the booking fee at the sole discretion of the Organisers.

For registrations up to 30th September, 2010, competitors can also avail of a group incentive as per the following schedule:

Single Entry	Nil
Group of 2 entries	5% to each entry in the group
Group of 3 entries	10% to each entry in the group
Group of 4 or more entries	15% to each entry in the group

The above incentive is only applicable to competitors registering up to 1700 hrs on 30th September 2010 and provided all members of the group have paid the entry fee in full and completed the documentation in its entirety by that date.

b. Registrations between 1st October 2010 and 10th November 2010:

For registrations from 1st October 2010 till closing of entries on 10th November 2010, competitors can confirm their entry in The Desert Dash 10 by paying the entry fee in full and completing the documentation in its entirety. Failure to do so by 1700 hrs on 10th November 2010 will result in cancellation of the entry and forfeiture of the entry fee at the sole discretion of the Organisers.

- 3.6.2 The entry fees specified above includes an opportunity for the crew to participate in the DESERT DASH 10, one set of Road Books, Competition and Entrant Licenses of FMSCI and high risk personal accident insurance coverage of atleast INR 2,00,000 (Indian Rupees Two Hundred Thousand Only) including hospitalisation benefits for each crew member, vehicle rally insurance cover for the duration of the event, and an invitation for the crew on board to the Prize Distribution function and Rally Ball.

The entry fee specified above is for a crew of TWO PERSONS and includes accommodation on twin sharing basis along with breakfast and dinner for the registered crew on board at all the night halts. Additional Crew is optional to the maximum of four persons per vehicle. Up to one additional passenger / crew member may be accommodated in the same room at an additional cost of INR 20,000/-. Additional accommodation will have to be requested for in case of two additional passengers / crew members and will be charged at INR 50,000/- per person on a twin sharing basis.

3.6.3 PAYMENT DETAILS

The entry fee can be paid by Cheque / Demand Draft in favour of "Cougar Motorsport Private Limited"

3.6.4 REFUNDS

Entry fee is NON REFUNDABLE. Entry fee will be refunded ONLY to those candidates whose entry has not been accepted OR in case the Rally does not take place. Entry fee will NOT be refunded for ANY OTHER reason. Costs of the FMSCI competition and entrant licenses, high risk personal accident insurance policies and vehicle rally insurance cover, if already issued at the time of refund, shall be deducted from amount of entry fee to be refunded.

3.7 Starting Order

- 3.7.1 The initial Starting Order will be determined on the basis of the results of previous years events and by a draw of lots.
- 3.7.2 The starts for the next Leg shall be given in the order of the provisional results of the previous leg.
- 3.7.3 Vehicles will start at minimum one minute intervals. The Organisers may decide to increase the time interval between vehicles at their discretion.
- 3.7.4 In case Organisers feel that one or two drivers are bunching up consistently they may reposition their start order on random basis.
- 3.7.5 The start Parc-Ferme will be operational as per scheduled program and will close as stated. Lateness will be penalised as follows:
- a. Up to 30 minutes: 1 minute penalty for each minute of lateness
 - b. Beyond 30 mins: Start Denied
- 3.7.6 The Parc Ferme' shall be sealed 30 minutes after the scheduled closing and non compliance may result in the vehicle not being allowed into the start Parc Ferme' & being refused a start. The vehicles may be presented by a representative crew of the entrant.
- 3.7.7 The starting area shall also be regarded as a 'Parc Ferme'.

- 3.7.8 The exact time of start will appear on the time card.
- 3.7.9 Any vehicle reporting late for the start of the event or of a leg shall be penalised by 1 minute for every minute late and will be issued a fresh start time which shall be after the last competing vehicle. Any crew reporting more than 10 minutes late shall be denied a start.
- 3.7.10 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 3.7.10 is from the proposed restart time of individual competitor.
- 3.7.11 The start lists will be published on the official notice board at Rally Headquarters as per programme

3.8 Control Zones

- 3.8.1 Parc Fermé: The following rules will apply in the Parc Fermé:
1. It is forbidden to refuel or repair the vehicle in the start-of-event Parc Fermé or in the start-of-Leg Parc(s) Fermé(s).
 2. Starting the vehicle with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute;
 3. Vehicles will be in Parc Fermé from the moment they enter a Parc Fermé for the start, regrouping or end of Leg, until they leave it;
 4. Vehicles will be in Parc Fermé from the moment they enter a control zone. If the vehicle is unable to restart, it may be either towed or pushed out of the zone without external help without penalties, under the supervision of the control official.
 5. Vehicles will be in Parc Fermé from as soon as they reach the end of the last Leg (and at least until the time for lodging protests has expired).
 6. Smoking is prohibited in the Parc Fermé.
 7. Any infringement of the Parc Fermé regulations shall result in a penalty ranging from 1 hour to exclusion.
 8. Before the exit from the Parc Fermé or at the start of a Leg, if the Scrutineers of the event note that a vehicle seems to be in a condition which is not compatible with normal use, they will immediately inform the Clerk of the Course, who may request that it be repaired. In this case, the time in whole minutes used for such repairs shall be considered as the same number of minutes penalties registered. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives at the start more than 10 minutes late will be excluded from the event.
 9. As soon as they have parked their vehicle in the Parc Fermé, crews may cover their vehicle. Crews will leave the Parc Fermé immediately and no member of the crew will be allowed to re-enter it.

10. By way of exception to the Parc Fermé rules, and on the responsibility of an official, the crew may, while in the Parc Fermé at the start, regrouping zone or end of Leg:

- change one or two punctured or damaged tyres using the equipment on board;
- have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;
- check and/or adjust the pressure of its tyres.
- clean the windscreen

These repairs will be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.

11. In order to remove its vehicle from a Parc Fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermé 10 minutes before its starting time.

12. Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the event. Under no circumstances may this battery be taken on board the vehicle.

3.8.2 Dead Time: 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.

Delays at railway crossings will not qualify for award of dead time. Helping a stranded competitor who does not require medical attention is purely voluntary and will also not qualify for award of dead time. An extraordinary traffic delay on the route due to a stranded vehicle, accident, demonstration etc. may be considered for award of dead time to affected competitors at the discretion of the Stewards, provided that an application in writing is submitted at the end of leg and is substantiated by multiple competitors and/or officials.

3.8.3 Regroupings: 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 Fermé conditions apply. 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 Fermé. The starting order shall be that of the arrival at the regrouping TC. 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 TC will then be set up, acting as the end-of-Leg control, where the times recorded will serve to establish the provisional results 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.

ARTICLE 4: ENTRANTS OBLIGATIONS

4.1 Document Submission

4.1.1 Competitors wishing to participate in the event are required to submit the following duly completed and signed documents:-

1. Entry Form including medical data form for each crew
2. Indemnity, Waiver, Declaration and No Claim Form for each crew
3. FMSCI clubsport license application form for each crew
4. High risk personal accident insurance policy proposal form for each crew
5. Authority letter from owner of the vehicle if First Driver / Second Driver are not the owner of the vehicle used in the event

Competitors are also required to submit all specified annexures and documents including passport size photographs, copies of driving licenses / permits and blood group reports for each crew, copies of vehicles registration book / official permits, vehicle insurance cover note, etc. A detailed documentation check-list is attached as Appendix 2.

4.1.2 Competitors are required to carry the following documents in original throughout the event: -

1. Vehicle Registration Book / Official permit for being driven in India
2. Vehicle insurance cover note.
3. Valid Driving Licences / permits recognised in India.

4.2 Safety

4.2.1 The Clerk of the Course or his nominated officials may at their sole discretion exclude a competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs.

4.2.2 The members of the crew will be recognisable by means of an identification tag. The blood group & emergency number must be written on this tag.

4.2.3 In the event of an infringement of traffic laws committed by a crew participating in the event, the personnel, officers or 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 provisional results 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.

4.2.4 It is forbidden, under pain of exclusion:

- a. To transport the vehicles.

- b. Deliberately to block the passage of the vehicles, or to prevent them from overtaking.
- 4.2.5 Competitors are forbidden under pain of exclusion to behave in any unsporting manner.
- 4.2.6 The wearing of safety harnesses is compulsory throughout the event including all road sections and the wearing of helmets is compulsory on all off-road sections, on pain of immediate exclusion.
- 4.2.7 It is mandatory for competing vehicles to come to a dead stop at the Time Control. Serious action against erring competitors apart from the penalties specified in 11.1 will be initiated based on the observation of the present official.
- 4.2.8 Where the entrant 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 entrant/competitor, throughout the whole event.
- 4.2.9 A competing vehicle shall only carry the people named on the Entry Form on board at all times. 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.
- 4.2.10 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. 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. 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 and is substantiated by the injured / next competing crew.
- 4.2.11 The Organisers will arrange for a minimum of one equipped ambulance with qualified medical practitioner and para-medical staff to be stationed at the start of the event. This ambulance will be in communication either by radio or cell-phone with the Clerk of the Course, at all times during the running of the event. This ambulance will follow the last vehicle in the direction of the rally till last TC and all competitors are accounted for.
- 4.2.12 All TCs, if possible will carry a first-aid box.
- 4.2.13 The Organisers will try to ensure that the hospitals en-route the rally and perhaps slightly off the route are informed of the event and suitably prepared to receive any casualties. The address / contact numbers of some of these hospitals will be communicated to competitors and officials alike.
- 4.2.14 Use of fire extinguishers is recommended at pre-event, post-event scrutiny bay, Parc Fermé and at start and finish venues.

ARTICLE 5: SCRUTINY & BRIEFING MEETING

- 5.1 The Pre-event scrutiny of the vehicles will be carried from **1000 hrs to 1700 hrs on 23rd November and 24th November 2010** AT The Aman, New Delhi. Only those crews who have completed the

documentation will be allowed to present themselves with their vehicle equipped with the competition numbers at scrutineering.

- 5.2** Competitors vehicles not conforming to the prescribed 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 Code. For a list of items that will be checked for compliance please refer to Appendix 1.
- 5.3** Additional scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- 5.4** 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.
- 5.4** A driver briefing will be held from **0830 hrs on 25th November 2010** AT the Aman, New Delhi. The presence of at least one member of each crew is compulsory. Non-attendees may not be allowed to start.

ARTICLE 6: TIME CARD

- 6.1** A time card will be issued to each competing crew at the start of Rally. Responsibility for the card rests solely with the crew until it is handed back to an official of the rally.

Given in the time card, will be following details: -

1. Competition Number.
2. Name of the Driver / Co-driver.
3. Make of the vehicle.
4. Starting time.
5. Registration number of the vehicle.

- 6.2** ***The specimen sample of time card will be shown to the competitor, he should make the necessary arrangement to carry and protect his time card book through out the event.***

At every control, the crew must ensure that the official signs the time card and furthermore (except at passage controls) that the time at which their time card is handed over to the official is entered there in. The absence of signature from control or the failure to hand in the time card at any control (time or passage) will entail penalties as per Article No. 11. Competitors are themselves 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. The time card must remain on board of a vehicle, for the duration of the event and must be presented personally by the competitor at all the control points.

- 6.3** Officials are permitted to modify an entry that they might have made earlier, but in such case they must strike out the original entry, and replace it by a completely new one which must be re-authenticated by a

further signature. Any entry which appears to have been tampered with, may be deemed not to have been made and may result in exclusion for the competitor.

- 6.4 A competitor losing his time card WILL be excluded.
- 6.5 Time card is a property of the Organisers and upon retirement for any reasons whatsoever, MUST be returned to the Organisers without delay.
- 6.6 At every control, the crew must ensure that the time is also entered in the official's register. This must be signed by the competitor.
- 6.7 The onus of ensuring that the correct time is entered rest solely on the competitor.
- 6.8 In case of difference in time noted on the time card and the official's register, the time noted in the official's register shall be considered final and binding on all competitors.

ARTICLE 7: INDEMNITY

All Entrants must sign the Indemnity, Waiver, Declaration and No Claim form along with the Entry Form.

ARTICLE 8: INSURANCE

- 8.1 All vehicles must have minimum third party insurance and Special Rally cover (with hospitalization benefit), valid for the period of the Rally.
- 8.2 All competitors are to take mandatory personal accident insurance for at least INR 2,00,000/- each including hospitalization benefits. This insurance should not be normal insurance, but specifically "High Risk" insurance.
- 8.3 Under no circumstance are the Organisers 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.
- 8.4 Only during the running of the event, all FMSCI Competition License holders are insured for
 - i) Personal Accident Insurance: INR 2, 00,000/-
 - ii) Hospitalization benefits: INR 40, 000/-

However, it is strongly advised that all Drivers / Co-Drivers and crew take necessary and adequate additional insurance covers on their own including hospitalization benefits.

All vehicles must have minimum third party insurance and Special Rally cover (with hospitalization benefit), valid for the period of the rally.

ARTICLE 9: ADVERTISING

It is compulsory to carry the competition numbers, Organisers branding and event branding on the competing vehicles. The carrying of the advertising of the event sponsors / partners on the competing

vehicles is optional. The entry fees will be increased by 100% for those competitors not accepting the advertising of the event sponsors / partners. Competitors are allowed to carry any kind of advertisement on the vehicle provided that:

- a. It is authorised by the National Laws and FMSCI regulations
- b. It is not likely to cause any offence
- c. It is not political, obscene, insulting or religious in nature
- d. Any instructions issued by the Organisers are observed
- e. It must be in good taste and not conflict with the vehicles competition numbers in any way
- f. It should not be placed as to prevent recognition by officials
- g. The front doors shall be left free of advertising other than that provided by the Organisers.
- h. It does not interfere with the crew's vision through the windows.

ARTICLE 10: CONTROLS & CONTROL PROCEDURE

There will be 2 types of controls: TIME CONTROL and PASSAGE CONTROL

10.1 Time Control:

A Banner displaying a clock with a red background will indicate a time control. Each competitor will stop at these Time Controls (TC) and present the time card to the official for entering the time of arrival – which will be noted on the official's register and signed by both. The time recorded will be the time of crossing the line by vehicle. The time will be recorded to the seconds. i.e.11 Hrs 37 Min. 03 Sec,

10.2 Passage Control:

A Banner displaying a stamp sign with a red background will indicate a passage control. Each competitor will stop at these controls and present the time card to the official who will stamp / sign the same as a proof of the passage of the vehicle at that point. TIME WILL NOT BE NOTED.

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

ARTICLE 11: PENALTIES

11.1 At Time Control

1minute late:	1 minute penalty
1 minute early:	2 minute penalty
Stopping / zig zag / reversing in sight of TC:	10 minute penalty
Not stopping completely at TC:	15 minute penalty
Missing Time Card:	Exclusion

Missing each TC:	30 Minutes
Missing more than 2 TCs:	EXCLUSION
1 st Traffic offence:	INR 5,000 penalty
2 nd Traffic offence:	Exclusion

11.2 At Passage Controls

Missing a control:	30 minutes
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11.3 Entering a control in WRONG DIRECTION: EXCLUSION

11.4 This rally will run in Time/Speed/Distance format on a Non-Cumulative Basis. The restart time at every TC will be to the second minute (if restart is not given)

Example:

Check In Time	Restart Time
11.07.00	11.09
11.07.01	11.09
11.07.59	11.09
11.08.00	11.10

ARTICLE 12: PROTEST AND APPEALS

- 12.1 The time limit for protest against technicalities of any vehicle, unsporting behaviour of a competing crew or mistakes at TCs during a Leg is within 30 minutes of the end of the respective leg. No protests on technicalities as above will be entertained once the provisional results are declared on the official notice board at the finish venue.
- 12.2 The time limit for protest against provisional results (calculations or missives only) is within 30 minutes after the results are declared on the official notice board at the finish venue.
- 12.3 Any protest must be made in writing and addressed to the COC along with the protest fee. Protests not accompanied by fees will not be entertained.
- 12.4 Protest fee is INR 5,000/- per protest. If the protest is unfounded this amount will be forfeited and not given back.
- 12.5 Protests must state the specifics of the offence alleged and the relief sought. Vague, Oral & such frivolous complaints will not be entertained.
- 12.6 Protests against decisions made by Judges of Fact in the exercise of their duties, as laid down in Article 2, will not be admitted. A single protest against more than one competitor will not be accepted.
- 12.7 Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the NCR of the FMSCI. Competitors must, under pain of forfeiture of their right to appeal, notify the Stewards in writing within one hour of the publication of the decision of their intention to appeal.

12.8 The Appeal procedure will be as per the FMSCI's NCR.

ARTICLE 13: RANKING & PRIZES

13.1 Ranking

13.1.1 The Clerk of the Course bears the responsibility for timekeeping.

13.1.2 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 group and class that it is participating in, the next one being second, and so on.

13.1.3 In case of a tie between the competitors who have tied in total penalties, the same will be resolved as follows:

13.1.4 The competitor with the highest number of sections completed with ZERO penalties will be declared as the winner.

13.1.5 In spite of this if the TIE is not resolved the competitor with highest number of sections completed with ONE penalty will be declared as the winner.

13.1.6 In spite of this if the TIE is not resolved the competitor with the highest number of sections completed with TWO penalties will be declared as the winner.

13.1.7 AND SO ON. In spite of this, if the tie is not resolved, the tie will be resolved by a draw of lots and the winner will be awarded the Trophy, however the cash prize, if any, will be equally distributed amongst the tied competitors.

13.2 Prizes & Prizes Distribution

2 wheel drive vehicles	
1 st	Trophy
2 nd	Trophy
3 rd	Trophy
1 st Coup de Dames	Trophy

4 wheel drive vehicles	
1 st	Trophy
2 nd	Trophy
3 rd	Trophy
1 st Coup de Dames	Trophy

13.2.2 The prize-giving shall not begin until at least half an hour has elapsed after the official publication of the results.

13.2.3 The Organisers may at their discretion:

1. Offer awards in addition to those specified in these Supplementary Regulations
2. Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion.
3. All cash prizes added, if any, will be subject to tax deduction at source (TDS) at the current rates applicable at the time.

13.2.4 All winners and competitors must be present at the award ceremony under pain of exclusion/ licence endorsement/ future penalties as the function is to honour the sponsors and the Organisers. Absence will be treated as unsporting behaviour. If a competitor is absent his award will be given to the next finalist from the final results.

Warning:

Motorsport can be dangerous. Despite Organisers taking all possible precautions, unavoidable accidents may happen. You are present at your own risk.

APPENDIX 1: SCRUTINY CHECK-LIST

S.No.	Particulars	Description	Remarks
1	Registration Plates with Number / Permit	Both front and rear. Valid for national use	
2.	Competition Numbers	As per instructions	Will be provided by Organisers
3.	Organisers Advertising	As per instructions	Will be provided by Organisers
4.	Names and Blood Groups	For all crew affixed on both front fenders	Will be provided by Organisers
5.	Seat Belts	Must for all crew	
6.	Head Restraint	Must for all crew	
7.	Helmets	Must for all crew	Will be provided by Organisers. Participants are welcome to bring their own helmets
8.	Front facing seats	No side facing seats for crew	
9.	Hard Top	Not fabric roofed	
10.	Rear View Mirrors	1 inside the cabin and 1 each on doors for driver and co-driver	
11.	Towing eye	Both front and rear	
12.	First-Aid Kit		Will be provided by Organisers
13.	Red Triangle	Made of reflective material	
14.	Horn	Fully functional	
15.	Head Lights	Fully functional	
16.	Parking Lights	Fully functional	

17.	Brake Lights	Fully functional	
18.	Side Indicators	Fully functional	
19.	Reverse Lights	Fully functional	
20.	Number Plate Lights	Fully functional	
21.	Extra Lighting	Not above lower level of front windscreen and in pairs only	
22.	Windshield Wipers	Fully functional	
23.	Brakes & Parking Brake	Good working condition	
24.	Tyre tread depth	Minimum 4 mm	

APPENDIX 2: DOCUMENTATION CHECK-LIST

S.No.	Document	Remarks	
1	Entry Form	Duly completed	
2	4 Passport size photographs for each crew member		
3	Photocopy of driving license / permit recognised in India, of each crew member		
4	Photocopy of blood group report of each crew member		
5	Photocopy of Registration Certificate / Permit for being driven in India, of vehicle to be used in the event		
6	Photocopy of Insurance Policy of vehicle to be used in the event		
7	Authority letter from the owner of the vehicle if any of the crew members are not owners of the vehicle to be used in the event		
8.	Indemnity, waiver and declaration form from each crew member	Duly signed	
9.	Personal accident insurance proposal form for each crew member	Duly signed	
10.	FMSCI clubsport license application form for each crew member	Duly signed	