



July 17 - July 27, 2010

From The Lalit, New Delhi to The Lalit Grand Palace, Srinagar



Associate Sponsors



Hospitality Partner



Service Partner



Media Partners

ORGANISED BY:



**COUGAR MOTORSPORT PVT. LTD.**

**4E, HANSALAYA, 15 BARAKHAMBA ROAD**

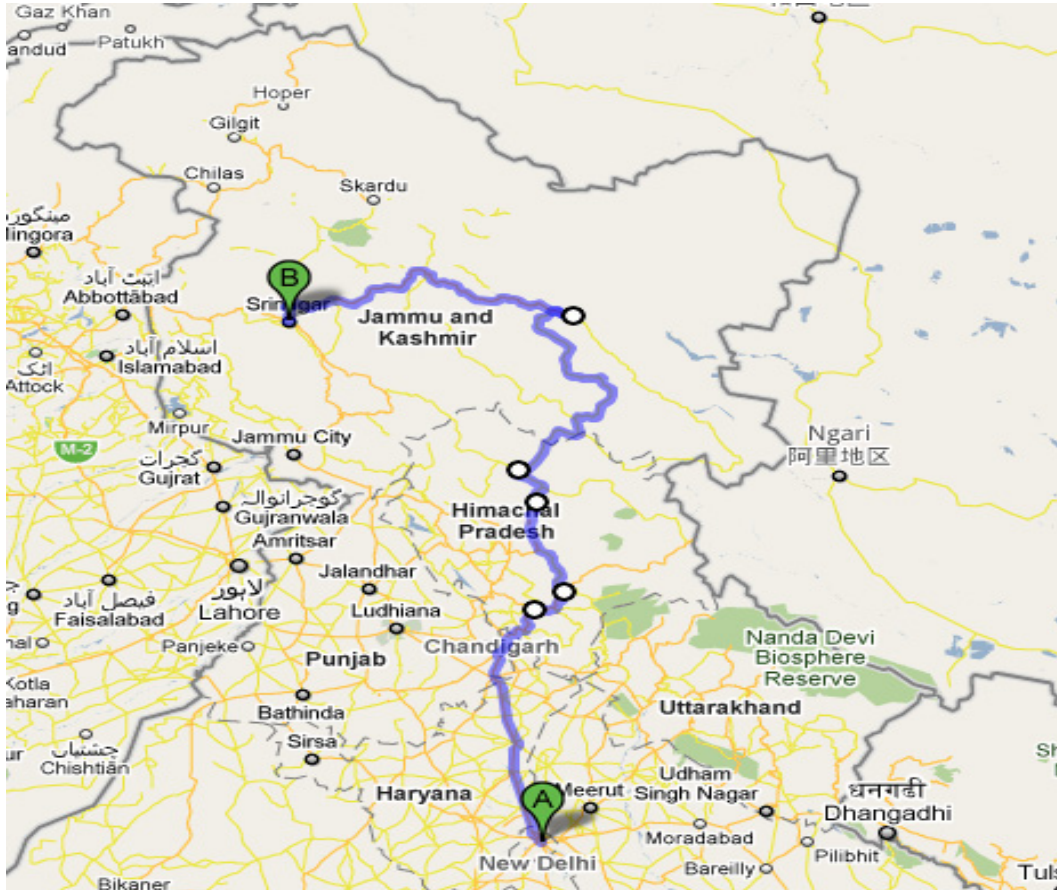
**NEW DELHI 110001**

**(+11) 43552974**

**info@cougarmotorsport.in**

## THE HIMALAYAN DASH

The Himalayan Dash is an organised driving excursion starting from Delhi on 17th of July, 2010 and moving through Shimla, Manali, Jispa, Sarchu, Tsomoriri Lake, Leh, Pangong Lake, Nubra Valley and Mulbeg before culminating in Srinagar on the 27th of July, 2010.



The route has been carefully planned to provide an unforgettable motoring experience, with relaxed driving and adequate breaks. The itinerary is also flexible with options to drive in the full 11 day excursion to Srinagar or return from Leh after the 6th or 9th day. The drive allows gradual acclimatization while crossing some of the world's highest motorable mountain passes; long stretches of the cold desert and deep gorges of the Beas, Chandra & Indus rivers.

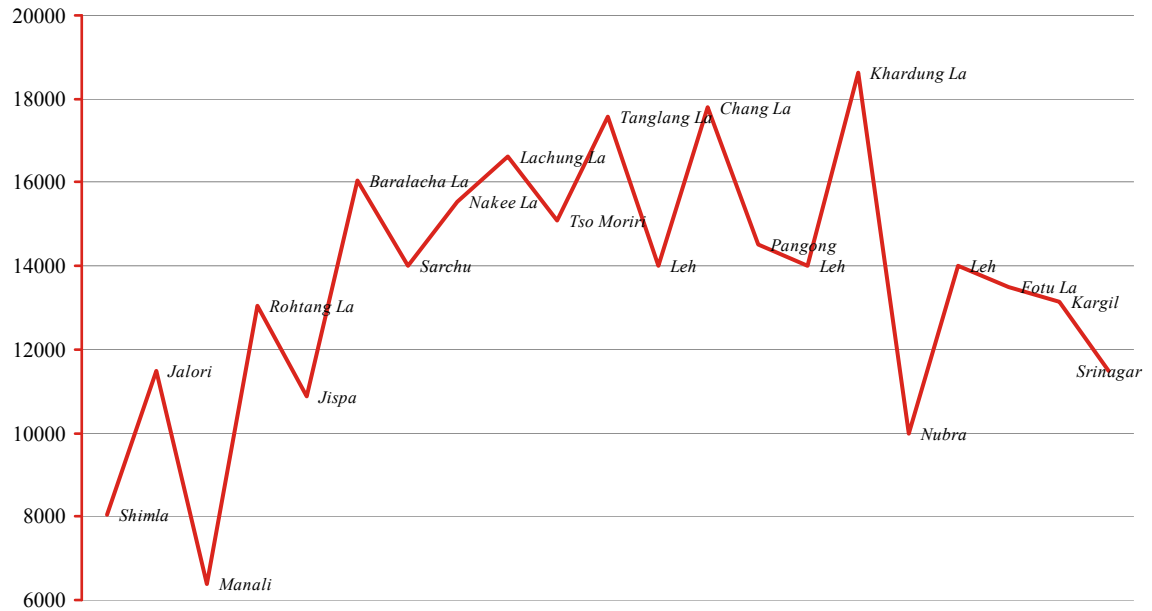
The Himalayan Dash is neither a race nor a rally but a motoring expedition where participants will drive together in a group following convoy rules. All vehicles will start together every morning and end the day at the same night halt. Adequate halts will be planned in between to discuss directions, take pictures, eat food, and enjoy the holiday!

Cougar Motorsport will take care of all details including:

- Planning the route and itinerary to include the “must see” sights
- Road books, GPS tracks
- Coordination of the convoy
- Local guidance and support from experts
- Ceremonial start with cocktails and dinner at The Lalit, New Delhi
- The best boarding and lodging available en-route including The Wildflower Hall, Shimla, Manuallaya Resort-Spa, Manali and The Lalit Grand Palace, Srinagar
- Doctor with medical supplies
- Service support from Carnation Magneti Marelli Auto Premio Solutions
- Liaison with the local authorities for inner line permits
- Drivers for the return journey, If requested

The itinerary for The Himalayan Dash has been designed for gradual acclimatization and to include the best lodging and boarding options available on this route.

Day	Date	Weekday	From	To	Kms	Night Halt
0	16-Jul	Friday				Cocktails & Dinner at The Lalit, New Delhi
1	17-Jul	Saturday	Delhi	Shimla	370	Oberoi Wildflower Hall
2	18-Jul	Sunday	Shimla	Manali	260	Manuallaya Resort Spa
3	19-Jul	Monday	Manali	Jispa	150	Hotel Ibex
4	20-Jul	Tuesday	Jispa	Sarchu	72	Campsite
5	21-Jul	Wednesday	Sarchu	Tsomoriri Lake	206	Campsite
6	22-Jul	Thursday	Tsomoriri Lake	Leh	240	Lha-riSa Resort
7	23-Jul	Friday	Leh	Leh	290	Lha-riSa Resort
8	24-Jul	Saturday	Leh	Hunder	125	Campsite
9	25-Jul	Sunday	Hunder	Leh	125	Lha-ri-Sa Resort
10	26-Jul	Monday	Leh	Mulbeg	190	Campsite
11	27-Jul	Tuesday	Mulbeg	Srinagar	244	The Lalit Grand Palace
<b>Total</b>					<b>2272</b>	



#### Day 1: Delhi to Shimla

We will drive from Delhi to Chharabara, Shimla for the night halt at The Wildflower Hall. The journey to Shimla is the least exciting part of this expedition with most of the highway & the hills now highly commercialized. However, there are several interesting eating options on the drive at Murthal, Karnal, Parwanoo & Shimla. Wildflower Hall is an Oberoi Hotels run property 13 Kms from Shimla and is rated as the 5<sup>th</sup> best resort in Asia. Approximate driving day of 9 hours.

#### Day 2: Shimla to Manali

With an early start, we drive to Manali through parts of the old Hindustan-Tibet road and across the Jalori pass. The night halt will be at Manuallaya Resort Spa (formerly called Ambassador Resorts), the best hotel in town. Approximate driving day of 7 hours.

#### Day 3: Manali to Jispa

From Manali, we drive across the Rohtang pass to Jispa, a small village on the banks of Bhaga River (a tributary of Chenab) in Lahaul region. Though the next planned overnight halt is just 72 Km away, a halt at Jispa has been planned for proper acclimatization to high altitude. On our way to Jispa, we will be refuelling at Tandi which is the last fuel station before Leh. The overnight stay will be at Hotel Ibex, located on the banks of the Bhaga. Approximate driving day of 8 hours.

#### Day 4: Jispa to Sarchu

The road beyond Jispa follows the picturesque Bhaga river across Baralacha La pass. Sarchu is on the Himachal Pradesh-Jammu & Kashmir border. Enroute to Sarchu we will pass the Surajtal

Lake. Overnight stay will be at campsite, the first camping halt for the expedition. Approximate driving day of 5 hours.

**Day 5: Sarchu to Tsokar and Tsomoriri Lake**

After a relaxed day at Sarchu, an early start will take us to Tsomoriri lake via Tso Kar. We will cross Zaskar range and climb up the Gatta Loops, a series of 21 hairpin bends carved into the mountainside and then pass Lachung La and Nakee La passes, Pang & More plains. Tsomoriri lake is approx 45 kms northwest of Tsokar. Overnight stay will be at campsite. Approximate driving day of 8 hours.

**Day 6: Tsomoriri Lake to Leh**

From Tsomoriri, we will drive to Leh via Chumathang village which is known for its famous medicated hot water springs. Enroute to Leh we can stop at the Thiksey, Shey and Hemis monasteries. At Leh we will stay at Lha-ri-Sa resort. Approximate driving day of 8 hours.

**Day 7: Leh to Pangong Lake and back**

We will drive east of Leh to Pangong Lake via Changlang La pass. Pangong is a saline water lake on the Line of Actual Control (60% of the lake is under Chinese control) between India & China. We will drive back to Leh on the same day and return to Lha-ri-Sa resort. Approximate driving day of 10 hours.

**Day 8: Leh to Hunder**

From Leh we drive to Nubra Valley, the road to which passes through Khardung La Pass, which was once the highest motorable road in the world. Nubra valley, just south of Siachen glacier, separates the Ladakh & Karakoram ranges of Himalayas and is a high altitude desert with scant vegetation. Historically, this was an important trade centre with Central Asia & East Turkestan. In Hunder one can see people with startling blue eyes, auburn hair and rosy cheeks which according to local lore are descendents of a Greek tribe. Nubra is home to several 17th century Gompas including 132 year old Samstanling Gompa & Chamba Gompa. Diskit monastery located on a hill is the largest and oldest monastery in Nubra. Next to Hunder are several kilometers of sand dunes and one can enjoy a camel ride on the near extinct two humped Bactrian camels. Overnight stay will be at the campsite. Approximate driving day of 7 hours.

**Day 9: Hunder to Leh**

On day 9, we return from Nubra to Leh and the day can be used to soak in the rich local culture & heritage and to visit some of the other monasteries of importance to the region. Overnight stay in Leh will again be at the Lha-ri-Sa resort. Approximate driving day of 7 hours.

**Day 10: Leh to Mulbeg**

We begin our journey on the Leh to Srinagar highway and will pass Magnetic hill where layout of the surrounding hills produce an optical illusion and a downhill slope appears to be an uphill slope. As a result the vehicle appears to move uphill without any external power. We will drive over Fotu La, a high mountain pass and exit the Indus valley. Enroute, we also pass the Lamayuru monastery. Overnight stay will be at campsite. Approximate driving day of 4 hours.

Day 11: Mulbeg to Srinagar

Our final drive of the expedition, on which we drive across Kargil & Drass towards Srinagar. We will cross Zojila pass and several hills like Tiger hill which came into public consciousness as a result of the Kargill war. Overnight stay in Srinagar will be at The Lalit Grand Palace, the finest hotel in Srinagar. Approximate driving day of 6 hours.

**TERMS & CONDITIONS**

1. Any person holding a valid driving license / permit recognised in India may register to participate in The Himalayan Dash. Minors are not permitted.
2. The Organisers, at their discretion may accept or reject any registration and participant for The Himalayan Dash.
3. Any four wheeled vehicle, with either 2 wheel drive or 4 wheel drive, can be driven in The Himalayan Dash. A vehicle with a high ground clearance, reliable mechanical systems, good brake, tyre and battery condition, is recommended. All vehicles must be individually licensed / officially permitted for the road and comply with the legal requirements of cars used on public roads in India. 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. It is compulsory for the vehicle to have a valid comprehensive insurance coverage policy.
4. The charges for participating in The Himalayan Dash are as follows:

Delhi – Srinagar (11 nights)	Delhi – Leh (9 nights)	Delhi – Leh (6 nights)
INR 65,000/- per head	INR 55,000/- per head	INR 50,000/- per head

5. The charges specified above are for each crew member in the participating vehicle and includes accommodation on twin sharing basis along with breakfast, lunch and dinner at the specified halts and night halts, inner line permits, local guides, doctor and medical supplies, service crew and equipment and high risk personal accident insurance coverage of at least INR 2,00,000 (Indian Rupees Two Hundred Thousand Only) including hospitalisation benefits.
6. The charges can be paid by Cheque / Demand Draft in favour of “Cougar Motorsport Private Limited”
7. Participants can register for The Himalayan Dash by paying the applicable charges in full and completing the related documentation as specified in the registration form. Registrations will close once 15 vehicles have been registered for The Himalayan Dash. Failure to complete the documentation in advance of the departure date will result in cancellation of the registration.
8. The charges paid will be refunded on cancellation of the registration by the participant or cancellation of The Himalayan Dash by the Organisers. In case of a cancellation by the participant, the refund would be reduced by any amounts that we are unable to recover from the hoteliers/contractors. The charges will NOT be refunded for ANY OTHER reason.
9. Participants may bring their drivers in their vehicles to accompany them on The Himalayan Dash. Registration of the drivers is compulsory. The charges payable for registration will be INR 15,000

per head. These charges include accommodation at night halts where drivers accommodation is not provided by the hotels, along with breakfast, lunch and dinner at the specified halts and night halts, inner line permits, doctor and medical supplies and high risk personal accident insurance coverage of at least INR 2,00,000 (Indian Rupees Two Hundred Thousand Only) including hospitalisation benefits.

10. Participants may also request the Organisers to arrange for drivers to transport their vehicles to Delhi from Srinagar or Leh, as applicable. The charges for such services will be as per actuals and will include the boarding and lodging expenses for the return journey, per day allowance, return transportation to place of origin, fuel costs etc. Requests for such assistance have to be made latest by the **31<sup>st</sup> of May, 2010**. The responsibility for safe-keeping of the vehicles will at all times remain with the participants.
11. The Himalayan Dash will take the participants into altitudes above 4,500 meters/14,000 feet and they should be familiar with the prevention, recognition, and treatment of altitude sickness including shortness of breath, restlessness or sleeplessness, and headaches as well as other health dangers potentially arising from such high altitude. To learn more about this topic visit [www.high-altitude-medicine.com](http://www.high-altitude-medicine.com) and see the medical notes.
12. In case medical assistance is required by a participant, the accompanying medical team will try and provide the necessary assistance within their means and the medical supplies and equipment available with them, subject to the participant continuing to remain with the convoy. The medical team may take a decision to transport the participant to the nearest appropriate medical facility, using any terrestrial or aerial means. Decisions will be based only on the medical aspect and the respect of the health regulations in vigour, either to hospitalise the participant in a nearby medical facility, before envisaging transport to the nearest hospital/facility at the nearest town. The information of the patient's regular doctor, often important, may help the medical team make the most opportune decision. It is, in this regard, expressly stated that the final decision concerning the medical interests of the participant, rest with the medical team. In case where the participant refuses to follow the decision considered as the most opportune by the medical team, they discharge Cougar Motorsport of all responsibility, notably in the case where the participant returns by their own means or in the case where the participant aggravates their own health. They may therefore not make any claim to be refunded any expenses incurred. If the health of the participant causes, in the conditions indicated above, the medical team to decide to transfer them or repatriate them, the Organisers will assume the task of transport. In such an event, the cost of the transportation will be borne by the participant. This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, ambulance plane) if necessary under medical surveillance. Only the medical interests of the participant and the respect of current health regulations will be considered when choosing the

means of transport used. All medical costs incurred (consultation, medication prescribed by a doctor or a surgeon, medical costs decided by the medical team), except the medical assistance by the accompanying medical team, are the responsibility of the participant.

13. The safekeeping of the participant's vehicles will remain the sole responsibility of the participants. In case of a breakdown in the participant's vehicle, the accompanying service team will try to carry out possible repairs within their means and the spares and equipment available with them, subject to the participant's vehicle continuing to remain with the convoy. In case of a major breakdown that cannot be repaired, the Organisers will use their best efforts to arrange for a recovery vehicle to transport the participant's vehicle to the nearest point where repair facilities may be available. In such an event, the cost of the recovery vehicle will be borne by the participant. The Organisers will not be under any obligation to arrange for alternate vehicles or transportation for the participants to continue in The Himalayan Dash and no request for refund of charges for the remaining journey will be entertained.
14. All participants are responsible for calculating the fuel range of their vehicles and must refuel their vehicles at the commercial fuel pumps enroute. Re-fuelling at the last fuel pump at Tandi on the Manali-Leh highway will be mandatory for all vehicles. The Organisers will arrange for some emergency stock of fuel to be carried and this will be provided to participants on a chargeable basis.
15. **Limitation of Liability:** These Terms and Conditions govern the relationship between you, the participant, and Cougar Motorsport Private Limited along with its shareholders, sponsors, affiliates, sub-contractors and suppliers and all of their respective officers, directors, employees, servants and agents ("Cougar Motorsport" or the "Organisers"). By registering for The Himalayan Dash, you agree to be bound by these Terms and Conditions. Although Cougar Motorsport is making the arrangement for The Himalayan Dash, our responsibility is limited. Cougar Motorsport is involved in the bookings related to The Himalayan Dash but does not act as an agent for any party whatsoever. The limits of our responsibility arise from the fact that we liaise with independent third parties such as independent tour operators, hotel companies, transportation companies and/ or drivers and other ground operators and suppliers to supply goods and services to participants; however such third parties are not our employees or agents or employers or principals. Accordingly, each participant agrees that Cougar Motorsport shall not and shall be deemed not to manage, control or supervise the goods or services they supply and shall not be liable for any acts or omissions, including any negligence, gross negligence, or reckless or willful acts, on the part of such third parties or any other defect in such goods or services. By accepting and utilizing the goods and/ or services of said third parties, each participant agrees that Cougar Motorsport shall not be held liable in any way for any injury, loss, damage, delay, or death or property loss or damage arising from any act or omission of any such third party. Participants will

be subject to the terms and conditions, if any, made applicable by such third party suppliers. Cougar Motorsport reserves the right to make changes in the itinerary at its sole discretion. The right is reserved to change or substitute hotels, alter the itinerary, reverse the order of places to be visited, or to cancel the tour at the sole discretion of Cougar Motorsport. Cougar Motorsport is not responsible for expenses incurred by participants in preparation for The Himalayan Dash or for any other travel arrangements made by the participants.

16. The Organisers shall not be responsible for any delays or alterations in the programme or expenses incurred - directly or indirectly - due to natural hazards, accident, mechanical breakdowns, weather, sickness, landslides, political closures or any untoward incidents.
17. Other than the high risk personal accident insurance coverage described above, the Organisers will not take any insurance policy covering any other risk. Participants are advised to seek their own insurance coverage as they seek appropriate. All baggage and personal property/s at all times will be at the participants' risk and participants agree that Organisers will be not be in a position to guard or protect their belongings at any time.

**LIST OF DOCUMENTS REQUIRED**

1. Completed Registration Form
2. Completed Crew Member Details Form for each crew member
3. Signed Indemnity, Waiver & Declaration Form for each crew member
4. Signed PA Policy Form for each crew member
5. Copy of the registration certificate of the vehicle
6. Authority letter from owner of vehicle (Only if owner is not a crew member - format attached)
7. Copy of the insurance policy of the vehicle
8. Copy of driver's license for each crew member
9. A copy of passport / voter ID for each crew member
10. Three (3) photographs of each crew member with names written at the back of the photographs
11. Cheque/Draft drawn in favour of "Cougar Motorsport Private. Limited"

## CONVOY RULES

Certain rules or procedures need to be practiced when moving in big convoy. This is to ensure that your fellow drivers are not left behind or lost. These also make all of us look well organized. These rules are crucial to ensuring the safety of participants and members of the public, and to ensure participants arrive at the destination as a group.

### Prior to departure

- Make sure your vehicle has enough fuel, oil, water well before the run, and is mechanically able to complete the journey. If your vehicle uses excessive fuel, let the organizers and Convoy Leader know so a fuel stop can be planned.

### Convoy Structure: Convoy Leader

- Will be in front and is also a trip guide. Convoy leader plays an essential role to ensure the condition of the convoy.
- The Trip Leader will endeavour to obey speed limits at all times, remembering that the rear of the convoy may be a long way back.
- The Trip leader may pull over somewhere and initiate regroup.
- Will inform the group prior to departure of the destination and planned stops.
- If the convoy is too large to keep together, there may be more than one group formed.

### Participants vehicles

- When in a convoy and especially on public roads, it is expected that all participants are courteous to other road users and pedestrians.
- Speed limits and all traffic rules must be obeyed.
- Do not pass other convoy vehicles except in emergency.
- Maintain a safe distance from the vehicle in front
- Flash your lights if in trouble.
- Stay aware of the vehicle both in front and behind you. **If you find that the vehicle behind you has stopped, then you must stop as well.**
- When stopping, move off the road as quickly as possible. Do not stop on the roadway.
- If you want to go slower than the speed limit or look around let your Trip Leader know so that you are not holding up the convoy.

- While on an off-road drive, the vehicles should take turn one by one when ascending or descending a steep hill or narrow corner.
- It would be expected that general traffic would at times join or hold up a convoy. It is not essential that all convoy members be strictly together if general traffic has broken the convoy. Provided that members can clearly see and are not excessively behind the next vehicle in front, members should continue in that lane and not overtake and risk cutting in front of the vehicle being overtaken.

Tail-end Charlie/Sweeper

- Will try and keep visual contact with the Trip Leader (if possible).
- Use radios or mobiles to contact Trip Leader when necessary.
- Contact Trip Leader if vehicles at the rear have to travel too fast to keep up.
- Always stay behind the last participants vehicle in the convoy.

Other rules:

- If a vehicle breaks down or you experience any problems requiring you to pull over and stop, stay with your vehicle and contact the Trip Leader or Tail-end Charlie / Sweeper.
- If you do stop let everyone know why and for approximately how long.
- If you see something you feel is interesting and want to stop and investigate please call it to the groups attention. It is likely others are thinking the same thing or just happened to miss seeing it.
- Be on time and be ready to move out in the mornings as per the schedule..

## **MEDICAL NOTES**

### High Altitude Do's and Donts

High Altitude affects everyone in different ways and to a different extent. A young 25 year old who does regular exercise may be flat on his back at 16000ft and the man smiling down at him as he regains consciousness may be the fat, balding 45 year old on the seat next to him. When High Altitude Sickness hits, you feel a dull headache, nausea, shortness of breath and complete lack of appetite. However there are a few things one can do to avoid, or to at least lessen the effects of High Altitude on your body.

### Blood Pressure

Get your BP checked by your doctor. If it is even slightly higher than normal this will get exaggerated as the ambient pressure drops once you start climbing above 12000 ft. Once we reach 16000 ft your heart will be most unhappy trying to pump against the backpressure. Consult your doctor before the event and tell him where you are going.....to a bit above 17000 ft! Maybe he needs to readjust some medicinal dosages for the event.

Normally taking a Disprin after eating something in the morning will be good for even those not suffering from anything. This is dangerous for hemophiliacs and others with similar disorders so you must consult your physician before trying the Disprin fix incase of any adverse side effects. Disprin thins the blood and keeps the headaches away for most of the day!!! But the downside is it also slows blood clotting incase of an injury.

### Asthma

Asthmatic people are advised against coming for the event. However if you are only mildly so, you may consult your doctor. It is true that as a participant you will require great amounts of oxygen as you will be exerting hard.

You should carry your own puffs etc and inform the organisers immediately if you feel any discomfort. Asthalin or some other broncho dilator too may need to be carried by you if you are an asthmatic. This is advised to be taken under qualified medical supervision.

### Pulmonary and Cerebral Oedema

The major High Altitude problems manifest themselves as Pulmonary or Cerebral Oedema.

### Pulmonary

Your lungs start filling up with water secreted by your own body and the already "starved for air body" now has less lung space for air as the water fills up!

Some medicines like Diamox prevent this by being diuretics. You need to go to the bathroom more often but you get rid of the excess water anyway!! However as this medication once again differs from person to person you need a medical OK before you try it.

### Cerebral

Cerebral Oedema manifests itself as water retention in the brain. Speech slurs and the person walks as if drunk. Dangerous if not treated immediately.

The cure for "Cerebral and Pulmonary oedema" is to bring the patient down to a lower altitude very very fast. Don't panic. Ask informed people which way is the best to lose altitude. Inform the Organisers immediately.

### Dehydration

Because the weather will be cold and extremely dry you will tend to dehydrate extremely rapidly without realising it. The first indication is a dryness of the lips. You have to guard against this everyday as it hastens the onset of High Altitude Sickness.

### Do's

Drink lots and lots of water. Carry a bottle of water all the time.

Carry a moisturiser and use it often.

Wear dark glasses for UV protection

Put on a warm jacket before the sun goes down.

Dress in layers ..not just one thick jacket.

Eat whenever the opportunity presents itself. You will not feel hungry but you may be very short of calories.

Carry chocolates or dry fruit all the time.

### Dont's

Don't exert unnecessarily or suddenly. Avoid running till you are fully acclimatised.

Don't smoke too much.

Avoid alcohol.

Don't dress lightly just because it seems hot in the sun. The difference between sunburn and frostbite is only 30 minutes ...after the sun goes down.

Don't wander off in your vehicle alone. Always inform the organisers before you do.

Be careful of where you are standing while taking pictures.

### Recommended medicines / per person

Disprin / Crocin/Ecospirin            20 Tablets each

Diamox                                        20 Tablets

Combiflam	10 Tablets
Throat Lozenges	20 Tablets
Otrivin Nasal drops	1 Bottle
Albucid Eye drops	1 Bottle
Imosec	10 Tablets
Dulcolax	5 Tablets
First Aid Kit	
Oxygen cylinder	2 Units
Sun glasses	1 pair
Sunblock	One
LactoCalamine	One
Crepe Bandage	One
Gauze Bandage	One
Antiseptic Creme	One
Band Aids	Many
Cotton wool	One
Vaseline / lip gloss	Two