

THE INTERNATIONAL OFFROAD CHALLENGE OF MALAYSIA



RAINFOREST
CHALLENGE
INDIA

GO! | July 26th - Aug 1st, 2026

A Luis J.A Wee Presentation



Provisional Rules & Regulations

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Any clarification or information required in regards to the rules and regulations laid down in the event can be obtained from:

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1. Event Format and Regulating Body

- 1.1. The Rainforest Challenge India (RFC India) is a part of the Rainforest Challenge International Global Series, designed to bring 4-wheel drive enthusiasts together from India and around the world, with the ultimate aim of successfully completing an off-road adventure and competition in India. Special Stages are included to test drivers and riders to their limits in extreme off-road conditions.
- 1.2. Rainforest Challenge International Sdn. Bhd. (RFC) is the regulating body for the event.
- 1.3. The event is open to 4x4 vehicles, categorized as under:
 - 1.3.1. 4x4 Extreme
 - 1.3.2. 4x4 Modified
 - 1.3.3. 4x4 Stock
- 1.4. The authority on running the event will be the Event Director and Competition Committee.
- 1.5. The Special Stages (SS):

SS results will determine the overall champions, 1st Runners up and 2nd Runners up in the respective classes of each category. Scoring will be a combination of elapsed time, less any penalties incurred by competitors, as specified, in the competition rules.

To qualify for any award, the competitor may be required to compete in at least 50% of the total SS in the competition.
- 1.6. SS will be varied, with a major emphasis on safety. The competition sections will be designed to test 4-wheel driving and recovery skills first and foremost.
- 1.7. “The David Metcalfe Jungleman Award”, is a prestigious individual award of RFC India. This award is given to any competitor who shows outstanding combination of teamwork, survival, mechanical, 4-wheel driving, and recovery and outdoors skills during all aspects of the adventure.
- 1.8. The “Environment Award” is given to any competitor or group of competitors who show the most care and attention to the preservation of the environment, to promote the 4-wheel drive and off-road movement as a responsible user of public land.
- 1.9. Other special awards may include Most Unique 4x4 and Ladies Team, among others.

2. Event Schedule

Note: The event schedule is subject to changes and prevailing weather conditions.

Date	Day	4x4 Extreme	4x4 Modified	4x4 Stock
9 March	Monday	Entries Open		
26 July	Sunday	Scrutiny (0900 hrs onwards)		
		Drivers Briefing (1900 hrs onwards)		
27 July	Monday	SS 1-4 (0900 hrs onwards)	Scrutiny (0900 hrs onwards)	
			Drivers Briefing (1900 hrs onwards)	
28 July	Tuesday	SS 5-9 (0900 hrs onwards)	SS 1-4 (0900 hrs onwards)	Scrutiny (0900 hrs onwards)
				Drivers Briefing (1900 hrs onwards)
29 July	Wednesday	SS 10-14 (0900 hrs onwards)	SS 5-8 (0900 hrs onwards)	SS 1-4 (0900 hrs onwards)
30 July	Thursday	SS 15-19 (0900 hrs onwards)	SS 9-13 (0900 hrs onwards)	SS 5-8 (0900 hrs onwards)
31 July	Friday	SS 20-24 (0900 hrs onwards)	SS 14-18 (0900 hrs onwards)	SS 9-12 (0900 hrs onwards)
1 Aug	Saturday	SS 25-26 (0900 hrs onwards)	SS 19-20 (0900 hrs onwards)	SS 13-14 (0900 hrs onwards)
		Prize Distribution (1800 hrs onwards)		
		Closing Night		

3. Vehicle Class and Scrutineering

3.1. The Classes and Overall Rankings will be as below:

4x4 Extreme	4x4 Modified	4x4 Stock
Up to 1610 cc - Petrol or Diesel Engines	Up to 1610 cc - Petrol or Diesel Engines	Up to 1510 cc Petrol Engines
1611 to 3010 cc Petrol Engines	1611 to 3010 cc Petrol Engines	1511 to 2010 cc Petrol Engines
1611 to 3010 cc Diesel Engines	1611 to 3010 cc Diesel Engines	Above 2010 cc Petrol Engines
Above 3010 cc Petrol Engines	Above 3010 cc Petrol Engines	Up to 2210 cc Diesel Engines
Above 3010 cc Diesel Engines	Above 3010 cc Diesel Engines	2211 to 2510 cc Diesel Engines
-	-	Above 2510 cc Diesel Engines
Overall Ranking	Overall Ranking	Overall Ranking

Note: The Competition Committee reserves the right to amalgamate classes where there are less than 3 competitors entered. Prior notice will be given. Points will be accumulated in all the SS for the Overall Rankings irrespective of the classes.

- 3.2. Vehicles and all equipment are required to be available for scrutineering at designated time and place. A competitor’s representative must be present during these checks.
- 3.3. Vehicle must be presented in a ready to start condition including all compulsory equipment and documentation.
- 3.4. The Competition Committee’s emphasis is on the safety aspects of the vehicle and its condition to successfully complete the event. It is the competitor’s responsibility that the compulsory equipment is in good working order and that they are self-sufficient to complete the event. Scrutinizing may again take place at any time in between two SS, start or at the end of an SS on grounds of safety. Any vehicle or equipment that is deemed not to be in good condition will be excluded.
- 3.5. Damages to the laminated windscreen in any SS will have to be reported before the start of the next SS to the Competition Committee, who will advise on future course of action.

4. Vehicle Specifications

- 4.1. Fuel that is available from a regular fuel station and sold to the public is to be used
- 4.2. No prototype 4x4 private or commercial vehicles, vans or agricultural vehicles are allowed.
- 4.3. Competition Vehicles that are not road registered will have to be transported on Vehicle Carriers between stages.
- 4.4. Unusual or extraordinary 4x4 vehicles can be considered for entry. Any vehicle failing to comply with any of the rules and regulations contained in this event guide is required to

apply for an exemption in writing to the Competition Committee, stating the regulations that the vehicle fails to comply with. Each request will be considered on its merit.

- 4.5. An exemption will only be granted when the Competition Committee is satisfied that the vehicle has no unfair advantage over other competing vehicles and no safety aspects have been ignored. Failure to apply for an exemption may exclude the competitor from starting the event.

ALL MODIFICATIONS ARE SUBJECT TO APPROVAL BY COMPETITION COMMITTEE

4x4 Extreme

- 4.6. Bulkhead of a production 4x4 vehicle is mandatory.
- 4.7. Non-standard engines and suspension upgrades are allowed.
- 4.8. Chassis of a production 4x4 vehicle or fabricated using box sections is mandatory for mounting of the engine, suspension and roll cage. Monocoque, tubular or space frame chassis is not allowed.
- 4.9. When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts will be visible.
- 4.10. The following are allowed:
 - 4.10.1. Portal Axles
 - 4.10.2. Cutting Brakes
 - 4.10.3. Rear Steering Mechanism
 - 4.10.4. Engine Relocation
 - 4.10.5. After Market Full Hydraulic Steering System
 - 4.10.6. After Market Dual Triangulation Heim Joint Link Suspension

4x4 Modified

- 4.11. Open to all road registered 4x4 vehicles, provided the vehicle currently or previously has been sold to the general public or the government by the manufacturer.
- 4.12. Chassis of a production 4x4 vehicle and bulkhead of a production 4x4 vehicle are mandatory. Fabricated chassis is not allowed.
- 4.13. Non-standard engines and suspension upgrades are allowed.
- 4.14. Chassis can be strengthened and modified to allow fitting of non-standard engines. Front and Rear Chassis overhang modifications past the furthest points of front and rear suspension mounting to improve approach and departure angles is allowed. Chassis modification on the section between the front and rear spring mounting is not allowed, except that it can be strengthened for suspension upgrades and shortened to reduce wheel base.
- 4.15. When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts will be visible.

- 4.16. The following are allowed:
 - 4.16.1. Cutting Brakes
 - 4.16.2. Engine Relocation
 - 4.16.3. After Market Full Hydraulic Steering System
 - 4.16.4. After Market Dual Triangulation Heim Joint Link Suspension
- 4.17. Rear Steering Mechanism and Portal Axles are not allowed. Vehicles fitted with rear steering may participate provided the mechanism is locked and not used anywhere in the stages or transport between stages. Failure to comply will lead to disqualification from the event.
- 4.18. A competitor's vehicle should be able to be identified as a declared model and any one of the following original sections or parts of the declared model will be considered as qualifying criteria:
 - 4.18.1. Front Grill with light assembly
 - 4.18.2. Engine compartment and bonnet
 - 4.18.3. Driver and passenger cabin with A-Pillar, B-Pillar, bulkhead, doors, roof, floor and windscreen

4x4 Stock

- 4.19. Open to all road registered 4x4 vehicles, provided the vehicle currently or previously has been sold to the general public or the government by the manufacturer.
- 4.20. Full Chassis of a production 4x4 vehicle combined with the original engine type, gearbox and body (incl. soft top) of a production 4x4 vehicle of the same model on chassis frame are mandatory.
- 4.21. Suspension upgrades, spacers, body bushes, installation of lockers, performance air intake & air intake snorkel, ECU & exhaust modifications and off the shelf accessories are allowed.
- 4.22. Front and Rear Chassis overhang modifications are not allowed. Bumpers cannot be removed but can be replaced with bolt-on off-road / metal bumpers. The brake lights & indicators must remain functional.
- 4.23. When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts will be visible.
- 4.24. The following are not allowed:
 - 4.24.1. Half doors
 - 4.24.2. Axle swaps with vehicles of a different model
 - 4.24.3. Cutting Brakes
 - 4.24.4. Rear Steering Mechanism
 - 4.24.5. Engine swaps or relocation or modification of engine head
 - 4.24.6. After market Turbo or Supercharger
 - 4.24.7. After Market Full Hydraulic Steering System

4.24.8. After Market Dual Triangulation Heim Joint Link Suspension

4.24.9. External roll cages

5. Compulsory Modifications

- 5.1. Fuel tank outside passenger and engine compartment with spill proof inlet (refer to Appendix 1).
- 5.2. Upright laminated windscreen.
- 5.3. Bonnet covering the engine and rotating pulleys.
- 5.4. Doors must be fitted to all vehicles. Half doors (allowed only in 4x4 Extreme and 4x4 Modified) are to be at least 150mm above the highest part of seat swab. All vehicles with operational doors must have positive locking mechanism.
- 5.5. Crew name and blood group stickers on both front fenders.
- 5.6. Fire wall between passenger compartment and the engine bay.
- 5.7. Working lights, indicators, wipers and horn.
- 5.8. Soft top vehicles to have roof protection to protect the crew from intrusions consisting of minimum 3mm thickness aluminium or 2mm thickness steel plate or high impact plastic panel extending the full width of the vehicle from the windscreen frame to the rollover protection and terminating behind the heads of the crew.
- 5.9. Open backed vehicles to have a wire mesh cargo barrier of minimum 3mm thickness aluminium or 2mm thickness steel (with maximum openings of 50x50mm) fitted immediately behind driver and co-driver seats. Cargo barrier to be secured in at least 4 places by clamps or bolt on brackets.
- 5.10. If equipment such as radiator/wet batteries are relocated from the engine bay to behind driver or co-driver, a steel, poly carbonate or perspex wall must be fitted to the entire opening and sealed from the cabin. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not constitute a shield.

4x4 Extreme

- 5.11. 6-point seamless pipe roll cage with compulsory members and reinforcements (refer to Appendix 1).
- 5.12. Minimum 4-point harness, mounted in 4 separate places (refer to Appendix 1).
- 5.13. Minimum 8000lb electric winch fitted with an automatic operational brake, synthetic rope, hooks with working safety catch and a dual battery system. Any protruding winch "horns" must not be pointy and be made of material having a radius of at least 30mm (refer to Appendix 1).
- 5.14. Air intake snorkel.
- 5.15. A mechanical battery isolation switch. Winch circuit is exempted (refer to Appendix 1).

- 5.16. A 4,000kg recovery point painted red or yellow on the front and rear of the vehicle (refer to Appendix 1).
- 5.17. Mud type tread pattern non-agricultural tyres classified for road use with maximum 40" diameter and at least 60% tread depth (refer to Appendix 1).
- 5.18. Flare material, extending the whole length of the wheel arch, to cover wheel and tyre combinations protruding past the vehicle body.

4x4 Modified

- 5.19. 6-point seamless pipe roll cage with compulsory members and reinforcements (refer to Appendix 1).
- 5.20. Minimum 4-point harness, mounted in 4 separate places (refer to Appendix 1).
- 5.21. Air intake snorkel.
- 5.22. A mechanical battery isolation switch (refer to Appendix 1).
- 5.23. A 4,000kg recovery point painted red or yellow on the front and rear of the vehicle (refer to Appendix 1).
- 5.24. Mud type tread pattern non-agricultural tyres classified for road use with maximum 35" diameter and at least 60% tread depth (refer to Appendix 1).
- 5.25. Flare material, extending the whole length of the wheel arch, to cover wheel and tyre combinations protruding past the vehicle body.

4x4 Stock

- 5.26. Safety harness (minimum 3 point) for both driver & co-driver.
- 5.27. A recovery point painted red or yellow on the front and rear of the vehicle (refer to Appendix 1).
- 5.28. Non-agricultural tyres classified for road use with maximum 33" diameter and at least 60% tread depth (refer to Appendix 1).

Refer to Appendix 1 for Technical Notes relating to the compulsory modifications and Appendix 2 for sample Scrutiny Check Lists.

6. Compulsory Equipment

- 6.1. A 4,000kg recovery strap minimum 5 metre in length.
- 6.2. 4 shackles rated at 3250kg or better.
- 6.3. ISI / FIA / FIM Standard crash helmets.
- 6.4. 2 x pair finger enclosed leather or material gloves.
- 6.5. One valid 1.8kg or two 0.9kg operable ABC type fire extinguishers, mounted within easy reach of the driver and co-driver.

- 6.6. Comprehensive 'First Aid Kit.
- 6.7. Garbage bags (minimum 10 pcs).

All equipment carried on board must be securely mounted to remain in place while the vehicle is in motion.

4x4 Extreme

- 6.8. Spare wheel
- 6.9. Hi Lift Jack.
- 6.10. A 4,000kg tree trunk protector with minimum width of 75mm.
- 6.11. A 4,000kg winch extension strap/rope.
- 6.12. 4,000kg rated Snatch block.
- 6.13. Ground anchor.
- 6.14. Waffle boards/sand ladders.

4x4 Modified

- 6.15. Spare wheel
- 6.16. Hi Lift Jack.
- 6.17. Waffle boards/sand ladders.

7. Recommended Equipment

- 7.1. Safety Tool/ Emergency Hammer.
- 7.2. Eye protection glasses.
- 7.3. Wireless intercoms only for communication between Driver and Co-Driver.
- 7.4. Auxilliary lights / LED bars.
- 7.5. Air Compressor.
- 7.6. Puncture repair kit.
- 7.7. Comprehensive tool kit and spares to effect running repairs for the duration of the event.

8. Regulations for Special Stages (SS)

- 8.1. Starting order for the first day will be as published by the Competition Committee and thereafter in order of points obtained. Competitors must start in their respective order, unless the Competition Committee grants prior permission for a change in the running order. Competitors waiting at an SS may be redirected by the Competition Committee to attempt any other SS to reduce waiting time. Any vehicle not ready to start at the time the previous

- vehicle leaves the SS may be deemed a non-starter and a DNS recorded. Vehicles must be driven into the start box by the competitors themselves.
- 8.2. Driver and Co-Driver are the only persons allowed in the competing vehicle during an SS. Use of communication equipment except between Driver and Co-Driver is prohibited. The driver must have a current Driver's License issued by any motor authority that is recognized under the Motor Traffic Act in India. Driver and co-driver will wear identity cards and/or event safety vests, fully enclosed foot wear, half or full sleeved shirt, long pants, securely fastened helmets and seat belts while in a moving vehicle during an SS.
 - 8.3. Driver and Co-driver combination will remain the same for the entire event, alternating between driver and co-driver for any particular SS is allowed. A crew member may be changed once during the event in exceptional circumstances arising due to injury or sickness. Prior approval of the Competition Committee and execution of indemnity will be required. NOTE: The new crew member may not be covered by any personal accident insurance, if any and will have to accept the risk arising out of the same.
 - 8.4. Competitors must complete the event and all SS, using the original winch, tyres, jack(s), ground anchor, waffle boards/sand ladders, as with the vehicle at the time of scrutineering. Replacements must have the approval of the Competition Committee.
 - 8.5. Timing will be done by the Marshal in charge of the SS, in the event of any difference in the timing done by the Competitor and the Marshal, the timing taken by the Marshal shall be taken as the final timing of the SS.
 - 8.6. Timing of the SS will cease when the vehicle (to the rear of the front doors) has come to a complete stop in the finish garage. Both crew members must be inside the vehicle at the finish of an SS. Neither the spare wheel nor any recovery equipment can be abandoned and must be on the vehicle and not dragging on the ground at the finish of an SS. Any equipment abandoned in an SS must be recovered post completion of the SS by the crew themselves. Tree trunk protectors, recovery straps and winch extension strap/rope can be carried inside the vehicle after detaching them from the winch/vehicle. Any item provided in the SS must be restored to its original position. NOTE: Entry into the finish garage is to be forward unless directed otherwise. Competitors shall not move from the finish garage until directed by an official. Vehicles must be driven out of the finish box by the competitors themselves.
 - 8.7. SS can be marked by pegs, bunting or stated as a formed track. Holding or pushing bunting by a crew member to improve line of vehicle will result in penalties, provided however it can be held and removed in case it is entangled with the vehicle. Breaking bunting or knocking down peg will result in penalties. Specially designated pegs or bunting marking an SS, if broken will incur a 30 point penalty. The Competition Committee reserves the right to replace the tree with a marker should this happen. A DNF will be recorded if 4 wheels of the vehicle cross the course boundary to gain an advantage. A DNF will also be recorded if a representation is made to the Competition Committee and it concludes that external assistance for spotting, recovery or repair was taken by competitors in an SS.
 - 8.8. Competitors may walk the track and watch other vehicles negotiating through an SS unless it is specifically prohibited for that SS. They must however be ready to start at the time the previous vehicle leaves the SS. Competitors in the first batch of vehicles for the day in an SS may be offered to walk the track along with an Official as and when allowed.

- 8.9. Competitors must prevent deterioration of the track from excessive wheel spin especially while driving on soft surfaces like mud and slush.
- 8.10. Competitors when directed by a SS Marshal or Official must immediately remove themselves and their vehicle from the course.
- 8.11. Use of finger enclosed gloves by the driver/co-driver are compulsory for handling recovery equipment. Stepping over/under a live rope i.e. once it is secured at both ends irrespective of whether winching has started or not, is prohibited. Handling a live rope or any protective sleeve without stopping winching and/or driving is prohibited except that the rope can be held to remove slack and guide it in. Rope cannot be left dragging on the ground and can be wrapped or spooled onto horns at the finish of an SS but must be wound back before reporting for the start of an SS. Winch rope hooks must be secured at all times unless they are removed. Specially designated trees will not be allowed to be used for winching. Failure to use a tree trunk protector or choking a tree during winching operations will result in penalties being recorded for the SS. Breaking a tree during winching may result in penalties being recorded for the SS. Using a ground anchor against a tree is strictly prohibited. A snatch block must be used to redirect the course of the winch rope or to increase the pulling capacity of the winch. Passing winch rope through a hook or shackle is prohibited. All straps and ropes must be connected together using a hook or shackle only.
- 8.12. The Competition Committee with the approval from the Event Director, reserves the right to modify or add Supplementary Rules and Regulations, and decide on matters not specifically covered in the RFC India Rules and Regulations and allocate the penalty points at his discretion provided however that no penalties shall be imposed or rules changed retrospectively and no rules shall be amended without prior notice to all competitors.

9. Special Stage (SS) Penalties

- 9.1. Competitors that do not present their vehicle and start an SS will receive a DNS with 0 points.
- 9.2. Competitors that do not reach the designated SS marker will receive a DNF with 0 points.
- 9.3. Competitors that reach the designated SS marker but do not complete the SS within the allocated time will receive a DNF with 20 points.
- 9.4. If 4 wheels of the vehicle cross the course boundary to gain an advantage, or if both crew members are not inside the vehicle at the finish of an SS, the competitor will receive a DNF with 20 points.

9.5. Ten (10) Points penalty without warning:

- 9.5.1. Failure to wear seat belt correctly.
- 9.5.2. Failure to wear helmet correctly.
- 9.5.3. Stepping over/under a live rope.
- 9.5.4. Handling a live rope/sleeve while winching or driving.
- 9.5.5. Carrying connected strap/rope inside the vehicle.
- 9.5.6. Riding on outside of vehicle.

- 9.5.7. Failure to use a tree trunk protector.
- 9.5.8. Abandoned or Unrestored recovery equipment or spare wheel.
- 9.5.9. Breaking bunting or knocking down peg.
- 9.5.10. Failure to follow course/event directions or rules.
- 9.5.11. Failure to stop when signaled to stop by a Marshal.

9.6. Ten (10) point penalty after one warning is given:

- 9.6.1. Handling recovery equipment without finger enclosed gloves.
- 9.6.2. Continuing to stand in front of vehicle whilst winching.
- 9.6.3. Failure to wear proper clothing.
- 9.6.4. Continuing any unsafe practice.
- 9.6.5. Excessive wheel spin and failing to recover on direction.
- 9.6.6. Holding or pushing bunting to improve line of vehicle.

Note: Some SS may have added penalties, if this is the case competitors will be advised prior to the start of the SS.

10. Other Penalties

- 10.1. After an official warning a minimum forty (40) point penalty up to event disqualification will apply for:
 - Verbal abuse of Marshals, Spectators or Competitors.
 - Seek favor, influence, interfere with Marshal's duties.
 - Tampering with other competitors vehicle.
 - Using alcohol or narcotic drugs during the SS.
 - Littering the campsite or trail.
- 10.2. Appropriate clothing is to be worn to all briefings. At least one crew member will be at roll call unless approval has been obtained from Competition Committee. Roll call will commence after the welcome message. A 10-point penalty for non-compliance of these conditions will apply after warning is given.
- 10.3. Breakdowns and repairs must be completed in the designated area if advised by the Competition Committee failing which penalties may be levied.
- 10.4. Competitors and support teams must drive competition and support vehicles on public roads and campsites with utmost caution and within speed limits. No speed testing of vehicles will be allowed at any venue. Riding of support crew on the outside of the vehicle will invite penal action.

11. Scoring

- 11.1. Competitors that complete the SS will be allocated points in order of merit from fastest to slowest as follows:

1st	100	11th	66	21st	45	31st	31
2nd	95	12th	63	22nd	44	32nd	30
3rd	90	13th	60	23rd	43	33rd	29
4th	87	14th	58	24th	42	34th	28
5th	84	15th	56	25th	41	35th	27
6th	81	16th	54	26th	40	36th	26
7th	78	17th	52	27th	39	37th	25
8th	75	18th	50	28th	38	38th	24
9th	72	19th	48	29th	37	39th	23

- 11.2. Timing will be scored to the 10th of a second.
- 11.3. Stage awards will be calculated on highest points scored. Penalties will be deducted for infringements including from DNF scores.
- 11.4. If 2 or more competitors finish an SS with the same elapsed time, they shall be awarded equal points and placing in the SS. The competitor with the next fastest time shall be placed according to their own finishing positioning in that SS. The placing left vacant due to the tie will not be allocated.
- 11.5. In case of a tied score in major awards, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred. If this fails to break the tie, then both will be tied as winners in their placing.

12. Protest

- 12.1. Written protests on scores for a particular SS will only be accepted from a competitor handed directly to the Event Director or a member of the Competition Committee within 2 hours of the morning briefing on the following day. Unless a decision on a valid protest is pending with the Competition Committee, the scores of all previous SS will be considered as final when the provisional scores of the current day are put up.
- 12.2. Vehicle related protests must be received by the end of the first day of the event.
- 12.3. All protests must be submitted with a fee of INR 10,000 (Indian Rupees Ten Thousand) which shall be forfeited if the protest is dismissed.

- 12.4. The Event Director and Competition Committee shall be required to judge on any formal protest and must have a 2/3rd majority for the protest to be upheld. However, in the interest of the overall good of the event, the final say rests with the Event Director after hearing all the views.
- 12.5. A pre-selected representative from the competing team will be allowed to sit in on any protest proceedings, but will have no voting rights.

13. Recovery

- 13.1. SS Manager will be in charge of any recovery operations in the SS by either controlling the recovery personally or by nominating an official as the recovery leader. In the interest of safety all competitors must abide by the recovery leader's instructions. Only one recovery leader will be nominated for any situation.

14. Sportsmanship

- 14.1. The goal of RFC is to promote a respectable adventure sport and sponsoring companies in a professional light.
- 14.2. If a competitor or team member (including support crew) promotes unsportsmanlike conduct, is rude or abusive to officials, landowners, fellow competitors, local authorities, sponsors, destroys property, displays drunken or disrespectful behavior, they and, or the entire team may be disqualified from the current event or future events.

15. Environment

These rules have been included to ensure we all participate in a world class event that is at the forefront of environment conservation, by abiding with globally accepted environmental practices when travelling through and camping on public land. Penalty points will be imposed on entrants for breach of any environment rules stated herein and elsewhere, including a breach by their support crews:

- 15.1. Campsites, assembly, holding and work areas, are to be left clean. Take all of your own rubbish, and maybe that of other people. Do not bury any rubbish.
- 15.2. Where toilets are not available, ensure you dig a hole and bury "night soil" at least 100 meters away from camp sites and watercourses. Failure to comply with this requirement, will be immediate disqualification from the event.
- 15.3. In the event of driving on a beach, ensure that you keep to the marked tracks and don't drive over or damage vegetated sand dunes. When in the jungle do not cut down or damage standing trees or plants. Ensure you drive on the marked tracks and if you encounter fallen trees etc, that block the track, rather than trying to drive around them, remove them off the track.

16. Media Crisis Management

The media has a right to report news that they see fit. It is important that anything we do reflects positively on our chosen recreation of off road activities and ensures we are viewed as a responsible organisation. Potential adverse media or public interest generated by an incident at the event, could threaten the reputation of the event or organisation in the future. An incident is defined:

- A situation caused by a direct result of event activities.
- Affects the safety of any person engaged in event activities.
- A situation, which exposes any deficiency in safety or environment protection procedures

It is the Event Director's aim to ensure a safe and incident free event. However with any type of motor sport there is an element of danger and unplanned incidents are not unusual. Any incident has the potential to become a media crisis e.g. personal injury, vehicle accident or environmental concerns. Competitors are advised to leave all media questions to the Event Director. After he has been briefed on all aspects of the crisis the Event Director will issue a statement on the incident and focus attention on the positive steps being taken to resolve the incident.

17. Rights of Competition Committee

- 17.1. The Competition Committee can exclude any person or vehicle, which fails to meet the event guidelines as set out in these Rules & Regulations.
- 17.2. The Competition Committee can cancel any SS at any time including when some competitors have already completed the section for any reason whatsoever.
- 17.3. The Competition Committee can disqualify any competitor who fails to abide by any rules set out in these Rules & Regulations and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund of entry fee.

18. Insurance

- 18.1. Cougar Motorsport Pvt. Ltd. will only take a third-party liability insurance conforming to current regulation. It is the Competitors own responsibility to have in force, a valid insurance coverage against third-party liability.
- 18.2. All competitors are also advised to take their own high risk personal accident insurance coverage for mishaps or illness during the event.

APPENDIX 1

Technical Notes

1. Recovery Point

A recovery point compatible to winch rating is required on the front and rear of the vehicle and must be welded or securely mounted to the chassis by a minimum of two 12mm, or four 10mm, grade 8 (or equivalent) high tensile bolts. Recovery points must be painted red or yellow. Recovery points can be mounted to a bulbar, if the bulbar is sufficiently strong enough to cope with the load.

2. Recovery Equipment

For calculating the Working Load Limit (WLL) of the tree trunk protector, winch extension strap and recovery strap, a safety factor of 2:1 shall be applicable. For lifting straps, it will be assumed that the manufacturer rated WLL is based on a safety factor of 5:1 and appropriate adjustment will be done. For example, a lifting strap with a WLL of 1,500 kgs will be considered as having a WLL of 3,750 kgs for a straight line pull.

3. Harness

Full harnesses (4 point) must be fitted for all occupants, the minimum being a 2 or 3 inch webbing Four (4) Point rotary, latch & link or automotive style buckle Harness, and must comply with recognized European, American, Australian or FIA Standards. The full harness must not be frayed, torn or damaged in any way.

Examples of Harnesses as below

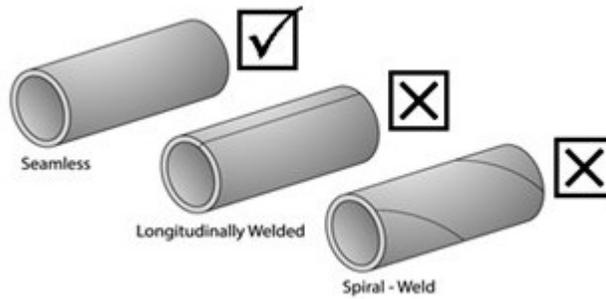


The lap part of the harness must be secured to the floor pan behind the line of the seat back. The shoulder harness must be secured no lower than 100mm below the top of the seat back. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 15° to the horizontal from the upper rim of the backrest although it is recommended that this angle should not exceed 10°. Mounting bolts must be 10mm high tensile. Backing plates are to be fitted under floor pan for seat belt bolts.

4. Roll Cage

Vehicles shall be fitted with a 6 point seamless pipe roll cage with compulsory members and reinforcements as follows:

- 4.1. Tubing used in the manufacture must be minimum 45mm OD seamless mild steel steam pipe with 2.5mm wall thickness (or 43.5mm with 3.5mm). For the sake of clarity, seamless pipes are made from a solid metal piece while non-seamless pipes are made by rolling a steel coil into a cylindrical shape and welding the edges together to create a seam.



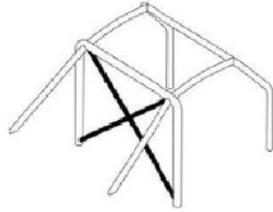
- 4.2. Basic structure must be made according to one of the following designs:

- 4.2.1. 1 main rollbar + 1 front rollbar + 2 longitudinal members + 2 backstays + 6 mounting feet (Drawing 253-1) Or
- 4.2.2. 2 lateral rollbars + 2 transverse members + 2 backstays + 6 mounting feet (Drawing 253-2) Or
- 4.2.3. 1 main rollbar + 2 lateral half-rollbars + 1 transverse member + 2 backstays + 6 mounting feet (Drawing 253-3)



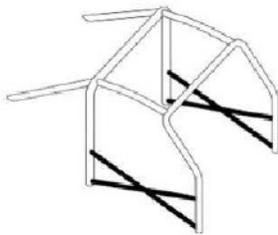
- 4.3. Compulsory members and reinforcements:

- 4.3.1. Diagonal members: The cage must have two diagonal members on the main rollbar according to Drawing 253-7.

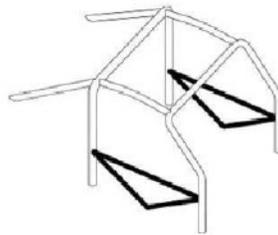


253-7

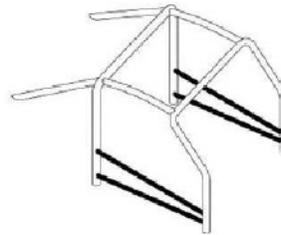
4.3.2. Door bars: Two longitudinal members must be fitted at each side of the vehicle according to Drawings 253-9, 253-10 or 253-11.



253-9

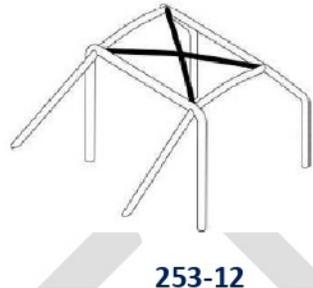


253-10



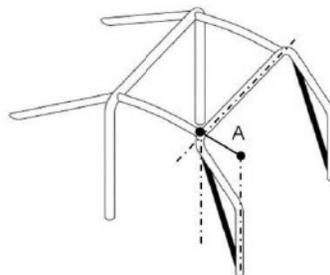
253-11

4.3.3. Roof bars: The upper part of the safety cage must comply with Drawing 253-12.



253-12

4.3.4. Windscreen pillar reinforcement: It must be fitted on each side of the front rollbar if dimension "A" is greater than 200 mm (Drawing 253-15).



253-15

4.3.5. Reinforcement of bends and junctions: The junctions between:

- 4.3.5.1. The diagonal members of the main rollbar
- 4.3.5.2. The roof bars (Drawing 253-12)

4.3.5.3. The door bars (configuration of Drawing 253-9)

4.3.5.4. The door bars and the windscreen pillar reinforcement (Drawing 253-15)

Must be reinforced by a minimum of 2 gussets. Reinforcements must be made of tubes or bent-sheet metal with U shape. The thickness of the components forming a reinforcement must not be less than 1.0 mm.

- 4.1. Mounting feet: Internal roll cage will be mounted to the floor pan of the cabin in six places by 100mm square mild steel plates of 5mm thick, either welded or bolted to the floor pan with at least 2x10mm high tensile bolts per mounting feet. Backing plates of the same or larger size and thickness shall be used on the underside of the floor pan.
- 4.2. Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.
- 4.3. Upper section of the roll cage or bracing must be fully protected with flame retardant padding, of at least 15mm thickness. Hollow cylindrical pipe insulation may be utilized for this purpose.
- 4.4. While Internal roll cages are recommended for higher safety, External roll cages may be used provided they do not protrude beyond the wheel arches, the design does not compromise the vision of the driver and they are chassis mounted i.e. the load is transferred to the chassis. No holes are allowed to be drilled in the chassis for mounting the roll cage.
- 4.5. All roll cages must be built to acceptable engineering practices. All joints are to be full penetration butt-welded. The Competition Committee will have the final say on the design and mounting points of all roll cages.

5. Fuel – Air Systems/Engines

- 5.1. Jerry cans or fuel storage containers are not allowed to be stored on roof of vehicle. All fuel storage must be metal or an approved plastic container for cartage of fuel. The Competition Committee reserves the right to reject any fuel tank or fuel storage container that is deemed to be unsafe.
- 5.2. All fuel tanks must be outside the passenger or engine compartment and be fitted with a spill proof inlet.
- 5.3. Automatic fuel cut-off is recommended for all classes. All fuel feed pipes going to the engine to be provided with automatic cut-off valves located directly on the fuel tank which automatically close all the fuel lines under pressure if one of these lines in the fuel system is fractured or leaks.
- 5.4. Vehicles must use pump fuel only. No boost additives allowed. LPG is allowed on petrol motors. No nitrous or performance enhancing gas is allowed.

6. Wheels and Tyres

- 6.1. Tyre and wheel combinations are restricted to the maximum specified diameter for each category.
- 6.2. Agricultural tyres of any type are not allowed.
- 6.3. Wheel chains of any type are not allowed during competition.
- 6.4. Tyres must be of a mud type tread pattern and be classified for road use.

6.5. Tyres must have at least 60% tread depth at the start of the event.

7. Electrical System

7.1. A mechanical battery isolation switch (circuit breaker) is to be fitted to the battery or batteries providing power to the competing vehicles electrics. This is to be placed within reach of the driver and co-driver whilst secured in vehicle. (Winch circuit is exempted).

7.2. External power sources are not allowed.

7.3. Auxilliary lights / LED bars are recommended as some SS may be run in the dark. Mounting of the lights / bars is free. Auxilliary lights are allowed in pairs only unless LED bars are fitted.

8. Winch (for 4x4 Extreme)

8.1. Vehicles shall be fitted with a minimum 8000 lb recovery electric winch.

8.2. Winches shall be fitted with an automatic operational brake.

8.3. Steel cables are not allowed.

8.4. Synthetic rope must be compatible to the winch rating.

8.5. Winch rope must be in a serviceable condition.

8.6. Winch rope hooks, including double hooks must have a working safety catch, no open hooks at any time.

8.7. Synthetic Ropes must be spliced to manufactures guidelines.

8.8. Any protruding "horns" must not be pointy and be made of material having a radius of 30mm

8.9. Cable repairs must be approved by the Competition Committee. Competitors will not be allowed to start an SS without approval.

APPENDIX 2
Sample Scrutiny Card
4x4 Extreme

Competition No:		Registration No:	
Driver:		Co-Driver	
Vehicle Make:		Class	<i>Upto 1610/1611-3010/Above 3010</i>
Engine:	Petrol / Diesel	Tyre Type, Size & Nos:	

ELECTRICALS		RECOVERY EQUIPMENT	
BRAKE LIGHT		MIN 8000 LB ELECTRIC WINCH	
HORN		SYNTHETIC CABLE	
HEAD LAMPS		WINCH ROPE CONDITION	
BATTERY CLAMPED / FIREWALL TERMINALS SECURE		WINCH MOUNTS SECURE	
INDICATORS		WINCH HORNS COMPLY	
TAIL LAMPS		WINCH HOOK SAFETY CATCH	
REAR LAMPS		4 X MIN 3250 KG 0.75 INCH SHACKLES	
WINDSCREEN WIPERS		1 X 4,000 KG TREE TRUNK PROTECTOR WITH MINIMUM 75MM WIDTH	
BATTERY ISOLATION SWITCH		1 X 4,000 KG RECOVERY STRAP MIN 5 METRES LENGTH	
WIRING – SECURE / INSULATED		1 X 4,000 KG WINCH EXTENSION STRAP/ROPE	
DUAL BATTERY SYSTEM FOR ELECTRIC WINCH		1 X 4,000 KG SNATCH BLOCK	
BODY/CHASSIS		2 PR FINGER ENCLOSED GLOVES	
LAMINATED WINDSCREEN		4,000 KG FRONT/REAR RECOVERY POINTS PAINTED RED	
ENGINE BAY FIRE WALL /BULKHEAD		WAFFLE BOARDS / SAND LADDERS	
DOOR 150mm FROM SEAT SWAB		HI-LIFT JACK	

ROOF PROTECTION MIN 3MM ALUMINIUM / 2MM STEEL		GROUND ANCHOR	
CHASSIS PROTRUSION		COMP STICKERS CONFORMITY	
OCCUPANT PROTECTION		NAME & BLOOD GROUP	
CARGO BARRIER MIN 2MM/UNSECURE OBJECTS		SIDE DECALS & COMP NO	
FULL REAR FIRE WALL FOR RELOCATED RADIATOR/WET BATTERIES		BONNET DECAL	
6 POINT ROLL CAGE CONFORMITY		SPONSOR STICKERS	
HELMETS		SCRUTINY STICKER	
4 POINT HARNESS		NO OFFENSIVE BRANDING	
FIRST AID KIT		GARBAGE BAGS MIN 10 PCS	
FUEL SYSTEM		ENGINE BAY	
TANK SECURE /DAMAGE PROTECTION / FIREWALL / SPILL PROOF INLET		RADIATOR SECURE /FIRE WALL SHIELDED RADIATOR HOSES	
FUEL LINE HOSE CLIPS		BONNET COVERING ROTATING PULLEYS	
FIRE EXTINGUISHER 1X1.8KG OR 2X0.9KG ABC TYPE		APPROVED FUEL TYPE: PETROL/DIESEL	
DRIVETRAIN		AIR INTAKE SNORKEL	
WORKING 4x4		BONNET CATCH SECURE	
STEERING COMPONENT SECURE		OIL LEAKS – EXCESS SMOKE	
SUSPENSION COMPONENT SECURE		EXHAUST SECURE	
BRAKE TESTING		ENGINE MOUNTING SECURE	
WHEEL & TYRES		NO COMPONENTS OF ENGINE GEARBOX OR DRIVE TRAIN VISIBLE FROM PASSENGER SEAT	
TYRES SIZE CONFORMITY (MAXIMUM 40")			
TREAD WEAR (60%)			

SPARE TYRE / SECURE			
WHEEL ARCH FLARED			
NON AGRICULTURAL MUD TERRAIN TYRE			

Sample Scrutiny Card

4x4 Modified

Competition No:		Registration No:	
Driver:		Co-Driver	
Vehicle Make:		Class	<i>Upto 1610/1611-3010/Above 3010</i>
Engine:	Petrol / Diesel	Tyre Type, Size & Nos:	

ELECTRICALS		RECOVERY EQUIPMENT	
BRAKE LIGHT		4 X MIN 3250 KG 0.75 INCH SHACKLES	
HORN		1 X 4,000 KG RECOVERY STRAP MIN 5 METRES LENGTH	
HEAD LAMPS		2 PR FINGER ENCLOSED GLOVES	
BATTERY CLAMPED / FIREWALL TERMINALS SECURE		4,000 KG FRONT/REAR RECOVERY POINTS PAINTED RED	
INDICATORS		WAFFLE BOARDS / SAND LADDERS	
TAIL LAMPS		HI-LIFT JACK	
REAR LAMPS		COMP STICKERS CONFORMITY	
WINDSCREEN WIPERS		NAME & BLOOD GROUP	
BATTERY ISOLATION SWITCH		SIDE DECALS & COMP NO	
WIRING – SECURE / INSULATED		BONNET DECAL	
BODY/CHASSIS		SPONSOR STICKERS	
LAMINATED WINDSCREEN		SCRUTINY STICKER	
ENGINE BAY FIRE WALL /BULKHEAD		NO OFFENSIVE BRANDING	
DOOR 150mm FROM SEAT SWAB		GARBAGE BAGS MIN 10 PCS	
ROOF PROTECTION MIN 3MM ALUMINIUM / 2MM STEEL		ENGINE BAY	
CHASSIS PROTRUSION		RADIATOR SECURE /FIRE WALL SHIELDED	

		RADIATOR HOSES	
OCCUPANT PROTECTION		BONNET COVERING ROTATING PULLEYS	
CARGO BARRIER MIN 2MM/UNSECURE OBJECTS		APPROVED FUEL TYPE: PETROL/DIESEL	
FULL REAR FIRE WALL FOR RELOCATED RADIATOR/WET BATTERIES		AIR INTAKE SNORKEL	
6 POINT ROLL CAGE CONFORMITY		BONNET CATCH SECURE	
HELMETS		OIL LEAKS – EXCESS SMOKE	
4 POINT HARNESS		EXHAUST SECURE	
FIRST AID KIT		ENGINE MOUNTING SECURE	
FUEL SYSTEM		NO COMPONENTS OF ENGINE GEARBOX OR DRIVE TRAIN VISIBLE FROM PASSENGER SEAT	
TANK SECURE /DAMAGE PROTECTION / FIREWALL / SPILL PROOF INLET		WHEEL & TYRES	
FUEL LINE HOSE CLIPS		TYRES SIZE CONFORMITY (MAXIMUM 35")	
FIRE EXTINGUISHER 1X1.8KG OR 2X0.9KG ABC TYPE		TREAD WEAR (60%)	
DRIVETRAIN		SPARE TYRE / SECURE	
WORKING 4x4		WHEEL ARCH FLARED	
STEERING COMPONENT SECURE		NON AGRICULTURAL MUD TERRAIN TYRE	
SUSPENSION COMPONENT SECURE			
NO PORTAL AXLES			
NO REAR STEERING			
BRAKE TESTING			

Sample Scrutiny Card

4x4 Stock

Competition No:		Registration No:	
Driver:		Co-Driver	
Vehicle Make:		Class	<i>Upto 1510/1511-2010/Above 2010 / Upto 2210 /2211-2510/Above 2510</i>
Engine:	Petrol / Diesel	Tyre Type, Size & Nos:	

ELECTRICALS		RECOVERY EQUIPMENT	
BRAKE LIGHT		4 X MIN 3250 KG 0.75 INCH SHACKLES	
HORN		1 X 4,000 KG RECOVERY STRAP MIN 5 METRES LENGTH	
HEAD LAMPS		2 PR FINGER ENCLOSED GLOVES	
BATTERY CLAMPED / FIREWALL TERMINALS SECURE		4,000 KG FRONT/REAR RECOVERY POINTS PAINTED RED	
INDICATORS		COMP STICKERS CONFORMITY	
TAIL LAMPS		NAME & BLOOD GROUP	
REAR LAMPS		SIDE DECALS & COMP NO	
WINDSCREEN WIPERS		BONNET DECAL	
WIRING – SECURE / INSULATED		SPONSOR STICKERS	
BODY/CHASSIS		SCRUTINY STICKER	
LAMINATED WINDSCREEN		NO OFFENSIVE BRANDING	
ENGINE BAY FIRE WALL /BULKHEAD		GARBAGE BAGS MIN 10 PCS	
FULL DOORS			
ORIGINAL BODY TYPE / SOFT TOP			
ROOF PROTECTION MIN 3MM ALUMINIUM / 2MM STEEL		ENGINE BAY	

NO CHASSIS MODIFICATION, BUMPERS		RADIATOR SECURE /FIRE WALL SHIELDED RADIATOR HOSES	
OCCUPANT PROTECTION		BONNET COVERING ROTATING PULLEYS	
CARGO BARRIER MIN 2MM/UNSECURE OBJECTS		APPROVED FUEL TYPE: PETROL/DIESEL	
FULL REAR FIRE WALL FOR RELOCATED RADIATOR/WET BATTERIES		OIL LEAKS – EXCESS SMOKE	
HELMETS		EXHAUST SECURE	
3 POINT HARNESS		ENGINE MOUNTING SECURE	
FIRST AID KIT		NO COMPONENTS OF ENGINE GEARBOX OR DRIVE TRAIN VISIBLE FROM PASSENGER SEAT	
FUEL SYSTEM		WHEEL & TYRES	
TANK SECURE /DAMAGE PROTECTION / FIREWALL / SPILL PROOF INLET		TYRES SIZE CONFORMITY (MAXIMUM 33”)	
FUEL LINE HOSE CLIPS		TREAD WEAR (60%)	
FIRE EXTINGUISHER 1X1.8KG OR 2X0.9KG ABC TYPE		SPARE TYRE / SECURE	
DRIVETRAIN		NON AGRICULTURAL TYRE	
ORIGINAL ENGINE & GEARBOX TYPE WITHOUT AFTER MARKET TURBO OR SUPERCHARGER			
WORKING 4x4			
STEERING COMPONENT SECURE			
SUSPENSION COMPONENT SECURE			
ORIGINAL AXLE TYPE			
NO REAR OR FULL HYDRAULIC STEERING			
BRAKE TESTING AND NO CUTTING BRAKES			

We declare that all information given in this form is true and correct and if any information is found to be incorrect, we agree to accept any disciplinary action taken by the Competition Committee.

We declare that the modifications to our vehicle and equipment being used by us comply with the standards laid down in the Rules & Regulations and we take full responsibility for the same. We understand and confirm that the acceptance of our vehicle & equipment, issuance of the scrutiny card/sticker or any exemption granted by the Competition Committee does not make them responsible or liable for our safety.

We are participating in this event on our own accord.

We confirm all details supplied including engine size are correct and if incorrect class is entered we understand that all Special Stage points will be stripped and any awards forfeited. The English Version of the Rules and Regulations is the official document to be used for reference for any protest or ruling.

SIGNATURE Driver:

SIGNATURE Co-Driver:

DATE:...../...../.....

Scrutineer:.....

Chief Scrutineer:.....

Pass/Fail

Date:

Time: