

# RFC' INDIA

SEASON 5

GOH | 3 - 10 August, 2019

THE INDIA CHAPTER OF  
THE RAINFOREST CHALLENGE OF MALAYSIA

*A Luis J.A Wee Presentation*

# RULE BOOK

Rules & Regulations for Competitors



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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, competition and expedition event over 7 days 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 authority on running the event will be the Event Director and Competition Committee.
- 1.4. Event Stages are set out as below:
  - A – Prologue
  - B – Predator
  - C – Terminator
  - D – Twilight Zone
- 1.5. The Special Stages (SS):

SS results will determine the overall champions, 1st Runners up and 2nd Runners up in each class. 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. A “Team Trophy” will be awarded to the team with the highest points computed by aggregating the points of three (3) vehicles of the team

completing the event. Each team will comprise of at least three (3) vehicles and these will have to be declared during scrutineering and no changes will be allowed subsequently.

- 1.8. “Team Spirit Award” will be judged by the Competition Committee, with individual competitors earning points on a daily basis for exceptional motivation, leadership skills and the ability to act on ideas to assist others, during times other than the SS.
- 1.9. The “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.
- 1.10. 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.
- 1.11. Other awards may include Most Unique 4x4, Rookie of the Event, Ladies Team and Special Awards.

## 2. Event Schedule

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

Date	Time	Activity	Venue
March 15	-	Entries open	RFC India Secretariat
2 Aug	0900 hrs – 1800 hrs	Event HQ	The International Centre Goa, Dona Paula
3 Aug	0900 hrs – 1800 hrs	Scrutiny	The International Centre Goa, Dona Paula
	1930 hrs	Compulsory Drivers Briefing	The International Centre Goa, Dona Paula
4 Aug	0900 hrs	Arrival at First Campsite	Colvale Housing Board, North Goa
	1000 hrs onwards	SS 1-4	
5 Aug	1000 hrs onwards	SS 5-8	
6 Aug	1900 hrs	Arrival at Second Campsite	Ozrim, North Goa
	1000 hrs onwards	SS 9-12	
7 Aug	1000 hrs onwards	SS 13-16	
8 Aug	0900 hrs	Arrival at Third Campsite	TBD
	1000 hrs onwards	SS 17-20	
9 Aug	1000 hrs onwards	SS 21-24	

10 Aug	0900 hrs	Arrival at Final Venue	Sattari (Morlem), North Goa
	1000 hrs onwards	SS 25-26	
	1900 hrs onwards	Prize Distribution	The International Centre Goa, Dona Paula

3. Vehicle Class and Scrutineering

3.1. There will be Six Classes and One (1) Overall Ranking as below:

- Up to 1610 cc - Petrol or Diesel Engines
- 1611 to 3010 cc Petrol Engines
- 1611 to 3010 cc Diesel Engines
- Above 3010 cc Petrol Engines
- Above 3010 cc Diesel Engines
- UTV (Supplementary Rules & Regulations for UTVs will apply. UTVs will compete in a separate Class and will not qualify for the 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. All classes except UTVs will qualify for the Overall Rankings (winners). Points will be accumulated in all the SS and the Twilight Zone 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, Drivers License's, Insurance Papers and Registration Papers.
- 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 and before the Twilight Zone on grounds of safety. Any vehicle or equipment that is deemed not to be in good condition will be excluded.

#### 4. Vehicle Specifications

- 4.1. This event is open to all road registered 4-wheel drives, provided the vehicle currently or previously has been sold to the general public or the government by the manufacturer. The event is also open to non-road registered UTV's (Utility Task Vehicles having seating for two people side by side with a steering wheel similar to that in a car or truck and not a handlebar system). No prototype, 4x4 commercial vehicles, vans or agricultural vehicles are allowed.
- 4.2. Chassis of a production type 4x4 vehicle and a bulkhead of a production type 4x4 vehicle is compulsory.
- 4.3. Chassis can be strengthened and modified to allow fitting of non-standard engines and suspension systems. Front & rear overhang can be modified. Shortening of the chassis is allowed.
- 4.4. Unusual or extraordinary 4-wheel drive 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.

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, AND FOLLOWING GUIDELINES MUST BE FOLLOWED.

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:

- Front Grill with light assembly
- Engine compartment and bonnet
- Driver and passenger cabin with A-Pillar, B-Pillar, bulkhead, doors, roof, floor and windscreen
- When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts, winch/winches or winch cable/cables will be visible.

#### 5. Compulsory Modifications

- 5.1. 6-point roll cage (refer to Appendix 1).
- 5.2. Minimum 4-point harness (refer to Appendix 1).
- 5.3. Minimum 8000lb front recovery electric winch fitted with an automatic operational brake, steel or 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).
- 5.4. Air intake snorkel.
- 5.5. A mechanical battery isolation switch (circuit breaker). Winch circuit is exempted (refer to Appendix 1).
- 5.6. Fuel tank outside passenger compartment with spill proof inlet (refer to Appendix 1).
- 5.7. 3,000kg (rated) recovery point painted red or yellow on the front and rear of the vehicle (refer to Appendix 1).

- 5.8. Mud type tread pattern non-gricultural tyres classified for road use with maximum 40" diameter and at least 60% tread depth (refer to Appendix 1).
- 5.9. Flare material, extending the whole length of the wheel arch, to cover wheel and tyre combinations protruding past the vehicle body.
- 5.10. Upright laminated windscreen.
- 5.11. Bonnet covering the engine and rotating pulleys.
- 5.12. Doors with half doors to be at least 150mm above the highest part of seat swab.
- 5.13. Crew name and blood group stickers on both front fenders.
- 5.14. Fire wall between passenger compartment and the engine bay.
- 5.15. Working lights, indicators, wipers and horn.
- 5.16. 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.
- 5.17. 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.
- 5.18. 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.

## 6. Compulsory Equipment

- 6.1. Spare wheel.
- 6.2. Hi Lift Jack.
- 6.3. Minimum 8000kg tree trunk protector (Minimum width 75mm).
- 6.4. Winch Extension strap/rope compatible to winch rating.
- 6.5. Minimum 5000kg recovery strap 6-9 metre in length.
- 6.6. 4 shackles (min 0.75 inch) rated at 3250kg or better.
- 6.7. Rated Snatch block.
- 6.8. Ground anchor.
- 6.9. Waffle boards/sand ladders.
- 6.10. ISI / FIA / FIM Standard crash helmets.
- 6.11. 2 x pair finger enclosed leather or material gloves.
- 6.12. 2 x 1kg (dry weight) cable dampeners (500mm x 900mm recommend size).
- 6.13. One valid 1.8kg or two 0.9kg operable ABC type fire extinguishers, mounted within easy reach of the driver and co-driver.
- 6.14. Comprehensive 'First Aid Kit.
- 6.15. Garbage bags (minimum 10 pcs).

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

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

## 7. Recommended Equipment

- 7.1. Shovel/hoe with fixed handle.
- 7.2. Safety Tool/ Emergency Hammer.
- 7.3. Eye protection glasses.
- 7.4. Wireless intercoms only for communication between Driver and Co-Driver.
- 7.5. Auxilliary lights / LED bars.
- 7.6. Rear winch.
- 7.7. Supplementary fuel storage of 20 liters either in jerry cans or additional vehicle mounted fuel tanks.
- 7.8. Air Compressor.
- 7.9. Puncture repair kit.
- 7.10. Comprehensive tool kit to effect running repairs for the duration of the event.
- 7.11. Spare parts etc: fan belts, radiator hoses, oil, wheel bearings, alternator and filters.
- 7.12. Camp equipment: camp cot / stretcher, food, water, cooking equipment and waterproof tarp/tent.
- 7.13. Spare winch cable/synthetic rope, motor, solenoids.

## 8. Advertising

Competitors are allowed to fix any kind of advertising to their vehicles provided that:

- 8.1. Prior written permission is addressed to the Competition Committee.
- 8.2. It is not offensive.
- 8.3. It does not encroach into areas reserved for event sponsors, competition numbers and event labels.
- 8.4. Failure to put on event sponsors advertising will result in penalties imposed by the Competition Committee.

## 9. Regulations for Special Stages (SS)

- 9.1. Starting order for the first group of SS's will be by ballot, thereafter by accumulation of points obtained. Competitors must start in their respective ballot or designated 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.
- 9.2. 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, sleeved shirt, long pants, securely fastened helmets and seat belts while in a moving vehicle during an SS.

- 9.3. 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 and will have to accept the risk arising out of the same.
- 9.4. 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.
- 9.5. 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.
- 9.6. Timing of the SS will cease when the vehicle (to the rear of the front door) has come to a complete stop in the finish garage. Both crew members must be inside the vehicle at the finish of an SS. No recovery equipment can be abandoned and must be on the vehicle and not dragging on the ground at the finish of an SS. Any recovery equipment abandoned in an SS must be recovered post completion of the SS by the crew themselves. Cable dampeners, tree trunk protectors, recovery straps and winch extension strap/rope can be carried inside the 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.
- 9.7. 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. Any designated trees or markers that are intentionally damaged or knocked over, will result in a DNF being awarded for that SS. The Competition Committee reserves the right to replace the tree with a marker should this happen. If a competitor or other equipment (excluding vehicle) breaks the bunting or knocks over a peg during winching operations, there will be no penalty provided a reasonable attempt to repair damage is made prior to entering the finish garage. A DNF will be recorded if 4 wheels of the vehicle cross the course boundary to gain an advantage.

- 9.8. 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.
- 9.9. Competitors must prevent deterioration of the track from excessive wheel spin especially while driving on soft surfaces like mud and slush.
- 9.10. Competitors when directed by a SS Marshal or Official must immediately remove themselves and their vehicle from the course.
- 9.11. Use of gloves by the driver/co-driver are compulsory for handling winch cable/rope. Stepping over/under a live cable/rope i.e. once it is secured at both ends irrespective of whether winching has started or not, is prohibited. A cable dampener must be used on both steel cable and synthetic rope and positioned in the center third at the start of winching. The cable dampener can be put on a live cable/rope but before start of winching. Handling a live cable/rope or the cable dampener or any protective sleeve without stopping winching and/or driving is prohibited except that the cable/rope can be held to remove slack and guide it in. Cable dampeners can be left attached to the cable/rope at the finish of an SS but must be removed before reporting for the start of an SS. Cable/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 cable/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 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.

- 9.12. 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.

## 10. Special Stage (SS) Penalties

- 10.1. Competitors that do not present their vehicle and start an SS will receive a DNS with 0 points.
- 10.2. Competitors that do not reach the designated SS marker will receive a DNF with 10 points. The Competition Committee may allocate a DNF with 10 points to Competitors whose vehicles are in a ready to start condition without having them to line up in the start box and start the SS.
- 10.3. Competitors that reach the designated SS marker but do not complete the SS within the allocated time will receive a DNF with 20 points.
- 10.4. 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.

- 10.5. Ten (10) Points penalty without warning:
- 10.5.1. Failure to wear seat belt correctly.
  - 10.5.2. Failure to wear helmet correctly.
  - 10.5.3. Stepping over/under a live cable/rope.
  - 10.5.4. Handling a live cable/rope/dampener/sleeve.
  - 10.5.5. Carrying cable/rope inside the vehicle.
  - 10.5.6. Riding on outside of vehicle.
  - 10.5.7. Failure to use a tree trunk protector.
  - 10.5.8. Abandoned or Unrestored recovery equipment.
  - 10.5.9. Breaking bunting or knocking down peg.
  - 10.5.10. Failure to follow course/event directions or rules.
  - 10.5.11. Failure to stop when signaled to stop by a Marshal.
- 10.6. Ten (10) point penalty after one warning is given:
- 10.6.1. Handling winch cable/rope without gloves.
  - 10.6.2. No cable dampener/or improper placement of dampener.
  - 10.6.3. Continuing to stand in front of vehicle whilst winching.
  - 10.6.4. Failure to wear proper clothing.
  - 10.6.5. Continuing any unsafe practice.
  - 10.6.6. Excessive wheel spin and failing to recover on direction.
  - 10.6.7. 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.

11. Other Penalties

- 11.1. 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.
- 11.2. Competitors are required to drive their competition vehicles between all event stages. A 100-point penalty will be incurred if written approval has not been obtained from the Competition Committee to transport competition vehicles on a trailer or truck.
- 11.3. 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.
- 11.4. Breakdowns and repairs must be completed in the designated area if advised by the Competition Committee failing which penalties may be levied.

12. Scoring

- 12.1. 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	35
2nd	95	12th	63	22nd	44	32nd	34
3rd	90	13th	60	23rd	43	33rd	33
4th	87	14th	58	24th	42	34th	32
5th	84	15th	56	25th	41	35th	31
6th	81	16th	54	26th	40	36th	30
7th	78	17th	52	27th	39	37th	29
8th	75	18th	50	28th	38	38th	28
9th	72	19th	48	29th	37	39th	27
10th	69	20th	46	30th	36	40th	26

- 12.2. Timing will be scored to the 10th of a second.
- 12.3. Stage awards will be calculated on highest points scored. Penalties will be deducted for infringements including from DNF scores.
- 12.4. 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 there own finishing positioning in that SS. The placing left vacant due to the tie will not be allocated.
- 12.5. Competitors will be awarded 100 points on successful completion of the Twilight Zone Expedition SS in the allocated time. Competitors that fail to complete the Twilight Zone within the allocated time but reach the SS marker will receive 30 points. Those that complete the Twilight Zone Expedition SS will be eligible to compete in any further SS that are conducted after the Twilight Zone.
- 12.6. 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.

**13. Protest**

- 13.1. 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.
- 13.2. Vehicle related protests must be received by the end of the first day of the event.
- 13.3. All protests must be submitted with a fee of INR 6,000 (Indian Rupees Six Thousand) which shall be forfeited if the protest is dismissed.
- 13.4. 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.
- 13.5. A pre-selected representative from the competing team will be allowed to sit in on any protest proceedings, but will have no voting rights.

**14. Recovery/Prohibited Behavior/Breakdown Assistance**

- 14.1. 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.

- 14.2. In the event of a vehicle breakdown or disability, the Competition Committee will assist in getting the vehicle to the nearest accessible track whereupon it's the competitors' responsibility to arrange the necessary repairs and to rejoin the event. If the repairs are not possible, they shall be deemed as non-finisher.
- 14.3. No other assistance shall be expected from the Competition Committee. Competitors are to be self-reliant during the event.

**15. Sportsmanship**

- 15.1. The goal of RFC is to promote a respectable adventure sport and sponsoring companies in a professional light.
- 15.2. 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.

**16. 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:

- 16.1. 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.

- 16.2. 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.
- 16.3. 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.

## 17. 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.

## 18. Rights of Competition Committee

- 18.1. The Competition Committee can refuse any entry, without giving any reason whatsoever.
- 18.2. The Competition Committee can abandon, cancel, postpone or shorten the event without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancelling, postponement or shortening of the event.
- 18.3. The Competition Committee can exclude any person or vehicle, which fails to meet the event guidelines as set out in these Rules & Regulations.
- 18.4. The Competition Committee can cancel any SS at any time including when some competitors have already completed the section for any reason whatsoever.
- 18.5. 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.

## 19. Indemnity

- 19.1. The Competition Committee, Event Director, RFC and Cougar Motorsport Pvt. Ltd., their founders, officials, event sponsors, land owners and anyone appointed by the Competition Committee will not be held liable in any accident, causing injury or damage to the competitors or their vehicles during the course of the event, including loss of personal belongings.
- 19.2. The Competition Committee, Event Director, RFC and Cougar Motorsport Pvt. Ltd., their founders, officials, event sponsors, land

owners and anyone appointed by the Competition Committee will not be held liable for any breach of any laws or regulations. The competitors will be entirely responsible for any accidents or breach of laws in which liability may arise and shall indemnify the Competition Committee, Event Director, RFC and Cougar Motorsport Pvt. Ltd., their founders, officials, event sponsors, land owners and anyone appointed by the Competition Committee by signing the indemnity form, before the start of the event. Failure to do so renders the participant ineligible to start with no refund of the entry fee.

- 19.3. Cougar Motorsport Pvt. Ltd. will take a third-party liability insurance conforming to current regulation. Competitors will have no claim whatsoever against the Competition Committee, Event Director, RFC and Cougar Motorsport Pvt. Ltd., their founders, officials, event sponsors, land owners and anyone appointed by the Competition Committee. It is the Competitors own responsibility to have in force, a valid insurance coverage against third-party liability.
- 19.4. All competitors will be covered by personal accident insurance of INR 5,00,000 for the duration of the event. This policy covers death and permanent total disability up to 100% sum-insured, permanent partial disability as per schedule, medical expenses up to 10% of sum-insured or 40% of valid claim whichever is less.
- 19.5. All competitors are advised to take own additional insurance coverage for mishaps or illness for pre and post event days.

APPENDIX 1  
Technical Notes

1. Recovery Point

3,000kg (rated) recovery point 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 a 3,000kg load.

2. 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.

### 3. Roll Cage

Vehicles shall be fitted with a 6-point roll cage starting at the “A” pillar. Tubing used in the manufacture of the roll cage must be minimum:

- 3.1. 45mm OD seamless steam pipe with 2.5mm wall thickness (or 43.5mm with 3.5mm)
- 3.2. Internal roll cage will be mounted to the floor pan of the cabin in six places by 100mm square plates of 5mm thick, either welded or bolted to the floor pan with at least 2x10mm high tensile bolts per mounting plate. Backing plates of the same or larger size and thickness shall be used on the underside of the floor pan.
- 3.3. Roll cage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.
- 3.4. 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.
- 3.5. 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.
- 3.6. 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.

Examples of Internal Roll Cage with roof bars as below:



### 4. Fuel – Air Systems/Engines

- 4.1. 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.
- 4.2. All fuel tanks must be outside the passenger cabin and be fitted with a spill proof inlet.
- 4.3. 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.
- 4.4. Vehicles must use pump fuel only. No boost additives allowed. LPG is allowed on petrol motors. No nitrous or performance enhancing gas is allowed.

### 5. Wheels and Tyres

- 5.1. Tyre and wheel combinations are restricted to a maximum 40" diameter.
- 5.2. Agricultural tyres of any type are not allowed.
- 5.3. Wheel chains of any type are not allowed during competition.

5.4. Tyres must be of a mud type tread pattern and be classified for road use.

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

## 6. Electrical System

6.1. 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).

6.2. External power sources are not allowed.

6.3. 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.

## 7. Winch

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

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

7.3. Winch cables shall be of high tensile steel compatible to the winch rating. Mild steel cables with a hemp center are not allowed.

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

7.5. Winch cable / rope must be in a serviceable condition.

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

7.7. Winch cables must have professionally swaged loops. Synthetic Ropes must be spliced to manufactures guidelines.

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

7.9. If steel winch cables have to be repaired after the SS they may be joined using the following methods:

7.9.1. An overlap of the cables of minimum 100mm with the use of at least 4 able clamps spaced equally. The ends of the cables must be securely taped down so as not to have any of the cable strands exposed.

7.9.2. Parallel line splicing of minimum 100mm of cable. The ends of the cables must be securely taped down so as not to have any of the cable strands exposed.

7.10. 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



THE INDIA CHAPTER OF  
THE RAINFOREST CHALLENGE OF MALAYSIA

## Rainforest Challenge India 2019 Scrutiny Card

Competition No: \_\_\_\_\_ Regn.No: \_\_\_\_\_

Driver: \_\_\_\_\_ Co-Driver: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Class: \_\_\_\_\_  
(Upto 1610 / 1611 - 3010 / Above 3010 / UTV)

Engine: ☐ Petrol ☐ Diesel Tyre Type: \_\_\_\_\_

Size: \_\_\_\_\_ Nos.: \_\_\_\_\_

### DECLARATION

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 \_\_\_\_\_ SIGNATURE \_\_\_\_\_ DATE: \_\_\_\_\_  
Driver Co-Driver

Scrutineer: \_\_\_\_\_ Chief Scrutineer: \_\_\_\_\_

☐ Pass ☐ Fail

Date: \_\_\_\_\_

Time: \_\_\_\_\_

Remarks if any:



THE INDIA CHAPTER OF  
THE RAINFOREST CHALLENGE OF MALAYSIA

## Rainforest Challenge India 2019 Scrutiny Card

ELECTRICALS	
BRAKE LIGHT	
HORN	
HEAD LAMPS	
BATTERY CLAMPED / FIREWALL	
TERMINALS SECURE	
INDICATORS	
TAIL LAMPS	
REAR LAMPS	
WINDSCREEN WIPERS	
BATTERY ISOLATION SWITCH	
WIRING - SECURE / INSULATED	
DUAL BATTERY SYSTEM FOR	
ELECTRIC WINCH	
BODY/CHASSIS	
LAMINATED WINDSCREEN	
ENGINE BAY FIRE WALL / BULKHEAD	
DOOR 150mm FROM SEAT SWAB	
ROOF PROTECTION MIN 2MM	
CHASSIS PROTRUSION	
OCCUPANT PROTECTION	
CARGO BARRIER MIN 2MM /	
UNSECURE OBJECTS	
FULL REAR FIREWALL FOR RELOCATED	
RADIATOR / WET BATTERIES	
6 POINT ROLL CAGE CONFORMITY	
HELMETS	
4 POINT HARNESS	
FIRST AID KIT	
FUEL SYSTEM	
TANK SECURE / DAMAGE PROTECTION	
/ FIREWALL / SPILL PROOF INLET	
FUEL LINE HOSE CLIPS	
FIRE EXTINGUISHER 1x1.8KG OR	
2x0.9KG ABC TYPE	
DRIVETRAIN	
WORKING 4x4	
STEERING COMPONENT SECURE	
SUSPENSION COMPONENT SECURE	
WHEEL & TYRES	
TYRES SIZE CONFORMITY	
TREAD WEAR (60%)	
SPARE TYRE / SECURE	
WHEEL ARCH FLARED	
MUD TERRAIN TIRE	
BRAKE TESTING	

RECOVERY EQUIPMENT	
MIN 8000 LB FRONT ELECTRIC WINCH	
STEEL / SYNTHETIC CABLE	
WINCH CABLE / ROPE CONDITION	
WINCH MOUNTS SECURE	
WINCH HORNS COMPLY	
WINCH HOOK SAFETY CATCH	
4 X MIN 3250 KG 0.75 INCH SHACKLES	
1 MIN 8000KG TREE TRUNK PROTECTOR	
1 MIN 5000 KG RECOVERY STRAP	
6-9 METRES LENGTH	
WINCH EXTENSION STRAP / ROPE	
RATED TO WINCH CAPACITY	
1 SNATCH BLOCK	
2 PR FINGER ENCLOSED GLOVES	
2 X 1KG (DRY WEIGHT) DAMPENERS	
(Min 500mm x 900mm)	
3000 KG FRONT/REAR RECOVERY	
POINTS PAINTED RED	
WAFFLE BOARDS / SAND LADDERS	
HI-LIFT JACK	
GROUND ANCHOR	
COMP STICKERS CONFORMITY	
NAME & BLOOD GROUP	
SIDE DECALS & COMP NO	
BONNET DECAL	
SPONSOR STICKERS	
SCRUTINY STICKER	
NO OFFENSIVE BRANDING	
GARBAGE BAGS MIN 10 PCS	
ENGINE BAY	
RADIATOR SECURE / FIRE WALL	
RADIATOR HOSES	
BONNET COVERING ROTATING PULLEYS	
APPROVED FUEL TYPE: PETROL / DIESEL	
AIR INTAKE SNORKEL	
BONNET CATCH SECURE	
OIL LEAKS - EXCESS SMOKE	
EXHAUST SECURE	
ENGINE MOUNTING SECURE	
NO COMPONENTS OF ENGINE	
GEARBOX OR DRIVE TRAIN VISIBLE	
FROM PASSENGER SEAT	

# AMONG THE TEN **TOUGHEST** MOTOR RACES IN THE WORLD

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