



**SUPPLEMENTARY REGULATIONS FOR THE MARUTI SUZUKI RAID DE HIMALAYA
2004 FOR 4 WHEELERS
Announcement**

This Raid will be run in compliance with the General Prescriptions of the MAI and the FIA and these Supplementary Regulations. Modifications, amendments and / or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the organizer or the Stewards).

1 PROGRAMME

JULY 2004

Thursday 15 th	1700 hrs	Entries Open
---------------------------	----------	--------------

AUGUST 2004

Tuesday 31 st	1700 hrs	Entries Close
--------------------------	----------	---------------

SEPTEMBER 2004

Mon 6 th	1000 hrs	Issue of Road Books and Service Plan
Wed 22 nd	1030 hrs	Announcement of Start Order at Motoworld, Navbahar Shimla
Wed 29 th	1700 hrs	Closing of Team Entries

1.1 SCHEDULE

OCTOBER 2004

Wed 6 th	0800 hrs	Pre Event Scrutineering for Cars and Trucks
Wed 6 th	1200 hrs	Issuing of the Final Time Schedule
Wed 6 th	1700 hrs	Issuing of List of Authorized Starters
Wed 6 th	1730 hrs	Compulsory Drivers' Briefing at Hotel Peterhoff, Shimla.
Thursday 7 th	0500 hrs	Publication of List of Starters
Thursday 7 th	0600hrs	START of the MARUTI SUZUKI RAID DE HIMALAYA 2004 From Hotel Peterhoff, Shimla.
Thursday 7 th	1730 hrs	Leg 1 finishes. Arrival of the first vehicle at Manali at HMI Manali
Friday 8 th	0600 hrs	Publication of Provisional results and Start Order for Leg 2

Friday	8 th	0800 hrs	Start of Leg 2 from Manali
Friday	8 th	1400 hrs	Arrival of the first Car at the end of Leg 2 at Kaza
Saturday	9 th	0400 hrs	Publication of Provisional results and Start Order for Leg 3
Saturday	9 th	0500 hrs	Start of Leg 3 from Kaza
Saturday	9 th	1500 hrs	Arrival of the first Car at the end of Leg 3 at Pang
Sunday	10 th	0600 hrs	Publication of Provisional results and Start Order for Leg 4
Sunday	10 th	0700 hrs	Start of Leg 4 from Pang to Nyoma and back to Pang
Sunday	10 th	1600 hrs	Arrival of First car at the end of Leg 4 at Pang
Monday	11 th	0400 hrs	Publication of Provisional results and Start Order for Leg 5
Monday	11 th	0500 hrs	Start of Leg 5 from Pang to Manali
Monday	11 th	1600 hrs	Arrival of First car at the end of Leg 5 at Manali
Tuesday	12 th	0500 hrs	Publication of Results at end of Leg 5
Tuesday	12 th	0900 hrs	List of cars and motorcycles to be scrutineered is published at the finish Parc ferme
Tuesday	12 th	1200 hrs	Parc ferme terminates with the approval of the Stewards
Tuesday	12 th	1230 hrs	Publication of Final Results
Tuesday	12 th	1730 hrs	Prize Distribution at Directorate of Mountaineering and Allied Sports

1.2 OFFICIAL NOTICE BOARDS

From Friday 1st October to Monday 4th October 2004 at the office of Himalayan Motorsport Association at Motoworld, Navbahar, Shimla 171 002 H.P.

From the 5th October 2004 at the Raid Headquarters of Himalayan Motorsport at **Hotel Peterhoff, Shimla** and after the Finish of the Raid at Raid Headquarters/Final Parc Ferme at the Directorate of Mountaineering and Allied Sports, Manali.

PRESS ROOM

From 5th to 6th October 2004 at the Hotel PeterHoff Shimla.

From 7th to 12th October 2004 at Hotel Holiday Inn, Manali.

All Correspondence should be addressed to:

HIMALAYAN MOTORSPORT ASSOCIATION

Motoworld, Navbahar, Shimla 171 002 H.P

Telephone 0177-2842916

0177-2842917

Fax 0177-2844338

Email info@raid-de-himalaya.com

motoworld@vsnl.com

1.3 VENUE START

The Hotel PeterHoff, Shimla will be the venue start for the 6th Maruti Suzuki Raid de Himalaya 2004, which will be flagged off at 0630 hrs on the 7th October 2004.

2. ORGANISATION

I. ORGANISATION ARTICLE 1

1.1 DEFINITION

NAME OF THE MEET

NAME OF ORGANISER

NAMES OF THE NATIONAL

SPORTING BODIES

PERMIT NO FOR CARS AND TRUCKS

4w NATIONAL

6th Maruti Suzuki RAID DE HIMALAYA 2004

HIMALAYAN MOTORSPORT ASSOCIATION

MOTORSPORTS ASSOCIATION OF INDIA

To be allotted

Chief Patron

Raja Virbhadra Singh

Hon. Chief Minister Himachal Pradesh

Patron

Sh. Ram Lal Thakur

Minister for Sport, Himachal Pradesh

1.2 Organising Committee

Mr. Harsh Mahajan

Mr. Tarun Kapoor (I.A.S.)

Mr. A.K.Puri (I.P.S.)

Mr. Subhash Ahluwalia (I.A.S.)

Mr Jagdish Sharma (I.A.S)

Mr. Kapil Nagu

Mr. Atul Handa

Mr. Navdeep Thareja

Ms. Madhu Parmar

Mr. Ashok Thakur (I.A.S.)

Mr. V.C Pharka (I.A.S.)

Mr. J.R Verma (I.A.S.)

Mr .Raswinder Dhaliwal

Mr. Pritinder Singh

Ms. Mamta Handa

Ms. Rajni Nagu

Mr. Manjeev Bhalla

Mr. Vijay Parmar

ADDRESS OF THE
PERMANENT SECRETARIAT

**“MOTOWORLD”
NAVBAHAR,
SHIMLA 171002 H.P
INDIA**

1.3 Officials of the Event

Stewards of the Meet	T B A	
Clerk of the Course	MANJEEV BHALLA	
Additional Clerks of the Course	ATUL HANDA	
Area Coordinators	ANIL BHARDWAJ R.S DHALIWAL NAVDEEP THAREJA SAMAR SODHI	SHIMLA MANALI KAZA PANG
Deputy Clerks of the Course	KAPIL NAGU SANJAY SANKHLA JAYESH DESAI JAGWANT GILL SAMAR SODHI INDEEP SINGH JOY SINGH	
Scrutineers	RAJ KAPOOR PRADEEP MHASKAR	
Protocol	RAJNI NAGU	
Secretary of the meet	ATUL HANDA	
Press Relations	H . KISHIE SINGH	
Liaison Officer	TRIGUN VEER SINGH PATHANIA	
Competitor Relations Officers	SHIMLA MANALI PANG KAZA	ANIL BHARDWAJ R.S DHALIWAL PRAVEEN GROVER NAVDEEP THAREJA
Communications Chief Timekeeper Chief Safety Officer Chief Medical Officer Results Co-coordinator	VIJAY PARMAR KAPIL NAGU ATUL HANDA Dr. MALHOTRA SHEKHAR YADAV	
Judge of Fact	ALL PERSONS (OTHER THAN OBSERVER AND STEWARDS) NAMED IN ART. 1.3 AS WELL AS THOSE DEFINED IN Art 1.4	

Duties of the judges of fact are described under the chapter on Terminology.

1.4 The Post Chiefs and Other Marshal's will be identified as follows

- | | |
|----------------------------------|--|
| 1. Deputy Clerks of Course | Dark Blue Vest with White " Stage Commander" |
| 2. Post Chief Marshal | Green Vest with Black "Post Chief" |
| 3. Post Marshal | Green Vest with Black " Control" |
| 4. Parc Ferme/Scrutineer | Light Blue Vest with Black " Scrutineer" |
| 5. Competitor Relations Officers | Red Vest with Black " C R O" |
| 6. Safety Marshals | White vest with Red " Safety" |
| 7. Spectator Control | Orange Vest with Black "Spectator Control" |

GENERAL CONDITIONS

II ELIGIBILITY

ARTICLE 2

- | | |
|--|------|
| 2.1 INTERNATIONAL TITLES FOR WHICH THE RAID COUNTS | NONE |
| 2.2 NATIONAL TITLES FOR WHICH THE RAID COUNTS | NONE |

III DESCRIPTION

ARTICLE 3

- | | |
|---|-----------------|
| 3.1 Total distance of the course | 1800 KMS APPROX |
| 3.2 Number of Competitive Stages | 9 |
| 3.3 Total distance of the Competitive Stages | 900 Kms. (app.) |
| 3.4 Total number of Transport and Competitive Stages combined | 23 |
| 3.5 Number of legs | 5 |

3.6 Competitive Stage Description of Type of Road Surface :

Leg	Type of Road Surface	
	% TARMAc	% DIRT
Leg 1	30	70
Leg 2	-	100
Leg 3	50	50
Leg 4	-	100
Leg 5	100-	-

IV ELIGIBLE VEHICLES ARTICLE 4

CARS AND TRUCKS

4.1 Groups and Classes

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

Group T1: Cross Country Series Production Cars (4X4 ONLY)

Class 1	From 700cc	Up to 1000cc
Class 2	Over 1000cc	Up to 1600cc
Class 3	Over 1600cc	Up to 2500cc

Group T2: Improved Cross Country Cars (4X4 ONLY)

Class 4	From 700cc	Up to 1000cc
Class 5	Over 1000cc	Up to 1600cc
Class 6	Over 1600cc	Up to 2500cc

Group T3 : Prototype Cars (2 WD + 4X4)

Class 7	From 700cc	Up to 1000cc
Class 8	Over 1000cc	Up to 1600cc
Class 9	Over 1600cc	Up to 2500cc
Class 10	Over 2500cc	Up to 4000cc

Group N : Large scale series production touring cars (Minimum production 200 cars per annum) 2WD + 4WD

Class 11	From 700cc	Up to 1000cc
Class 12	Over 1000cc	Up to 1600cc
Class 13	Over 1600cc	Up to 2500cc

Group A : Large scale production touring cars (Minimum production 200 cars per annum) 2WD + 4WD

Class 14	From 700cc	Up to 1000cc
Class 15	Over 1000cc	Up to 1600cc
Class 16	Over 1600cc	Up to 2500cc

Group T4 : Cross Country Truck 2WD + 4WD

Class 17	From 700cc	Up to 6000cc
----------	------------	--------------

- 4.2 Cars entered in a Group containing fewer than 5 **cars** will only compete for the Overall Classification (i.e. if there are less than 5 cars in Group N or Group A they will compete for the overall classification).

If the number of the verified cars in the same cubic capacity class is below five, this class will be amalgamated with the class or classes above to attain the minimum of five cars.

- 4.3 Along the route, 87-octane petrol and 40 - cetane diesel will be made available every 250 kms. **for competitors only**. Service vehicles will have to make their own arrangements.

4.4 **Vehicle Requirements**

- 4.5.1 Tyres, including number and type, are optional provided the tread compound contains no form of metal.

Use of any kind of metal, ceramic or composite spike or stud of whatever size, is prohibited. However, use of tyre chains is permitted provided they are not inserted into the tyre in any way or used on bitumenised road surfaces.

- 4.5.1 A VEHICLE WILL NOT BE ALLOWED TO START UNLESS IT IS EQUIPPED WITH SAFETY REQUIREMENTS AS SPECIFIED IN THE NCR OR THE MAI REGULATIONS.

These include:

1. Roll bars / cage complying with FIA / MAI regulations.
2. Safety harness (minimum 4 POINT HARNESS)
3. Two towing eyes, one at the front end and one at the rear, painted in red.
4. A fire extinguishing system.
5. First Aid Kit.
6. Two red reflective triangles.
(In the case of stopping in a competitive section, they will be placed by the crew more than 30 metres behind the car.)
7. Mud flaps at the rear of the driving and rear wheels. Such mud flaps to be of very stout material at least 5 mm thick and 20 cm wide and fitted in such a manner as to completely mask the tyre when viewed from behind the car, the lower edge not to be more than 8 cm from the ground when the car is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to allow passage of the exhaust pipe(s).
8. The crew must be separated from the engine and from the fuel tank(s) by well-sealed bulkheads sufficient to prevent, in the case of fire, the passage of flames into the driver's compartment.
9. Additional fasteners (preferably of the American bayonet type) for front or rear bonnet and boot lid.

4.5.2 All competing cars must:

1. Comply with the legal requirements of cars used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts which are required by the traffic regulations will result in a penalty of Rs. 500/- for each such offence, e.g., one of the rear lights, ineffective exhaust systems etc. However, for each of the non-functioning brake lights a penalty of Rs. 1000/- will be imposed.
2. Be fitted with mud flaps as detailed in Article 4.5.1.7. At official scrutineering points a fine of Rs. 500/- will be levied per missing mud flap.
3. Be equipped with a general circuit breaker.
4. Carry emergency rations and drinking water sufficient for a minimum of 24 hours.
5. Ensure that wireless and/or radio communication equipment / transmitters conform to legal requirements and are sanctioned by the Competent Authority in India. Copy of current valid radio License to be handed over to the organizers specifying operating frequency before the start of the event.

4.5.3 Recommended equipment:

1. Additional lighting devices fitted to the exterior of the car on the condition that no light is mounted higher than the bottom of the windscreen.
2. Fuel capacity is free and the existing tank may be changed for a larger one or an additional tank fitted which must be a Safety Tank as per FIA / MAI regulations. The extra tank and its filler cap may be located in the luggage compartment in which case an outlet of at least 10 mm diameter must be provided at the lowest point to drain any fuel spilled in the compartment.
3. Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components (entrants are required to submit such protective devices for inspection prior to scrutineering).
4. Strengthening of the aprons and lower control arm (front), mounting points, to prevent spreading is permitted and free for all groups and classes.

4.5.4 Miscellaneous:

1. Spare components and tools if carried in the passenger compartment must be securely fastened or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting who may impose a fine.
2. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.
3. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
4. Rear seats need not be carried.

5. The Organizer will provide advice on any requirement of Article 4 on request.

TRUCKS

All trucks will be in a single Class irrespective of engine displacement capacity.

The FiA regulations for Cross Country Trucks - T4 - will apply.

PERMITTED MODIFICATIONS

As per the General Prescriptions (Appendix J) of the FiA for Cross country Rallies as well as the General prescriptions of the MAI.

V - ENTRY FORMS -ENTRIES ARTICLE 5

5.1 Anybody wishing to take part in the **MARUTI SUZUKI RAID DE HIMALAYA 2004** must download the entry form from www.rdh4.com and send it duly completed to the Raid Secretariat:

15th July 2004 to 31st August 2004 Standard Entry Fee to apply.

5.2 MAXIMUM NUMBER OF ENTRIES

CARS	25
TRUCKS	10

Details concerning the co-driver must be submitted not later than 1100 hrs on 31st August 2004.

Any change of Entrant is prohibited after the closing date for entries. Entry fee will not be transferred to another either.

Only one member of the crew may be replaced:

Before the Start of scrutineering, with the agreement of the Organizing Committee.

Once the scrutineering has started, with the agreement of the Stewards of the Meet.

The changing of both members of the crew is subject to the express authorization of the Stewards. The two-crew members may choose to share the actual driving time.

Entries for Awards for the Manufacturer's, Trade and Club Teams will be accepted until 1300 hrs on the day of scrutineering i.e. Wednesday , 6th October 2004.

VI ENTRY FEES ARTICLE 6

6.1 Entry Fees

The entry fees specified in 6.1.1 and 6.1.2 include an opportunity to participate in the Maruti Suzuki Raid de Himalaya 2004, a set of Road Books, Route Maps, and invitations to the PRIZE DISTRIBUTION FUNCTION.

Entries are those that are submitted with the full payment before or on the 31st August 2004.

6.1.1 WITH THE OPTIONAL ADVERTISING PROPOSED BY THE ORGANISERS

STANDARD ENTRY

BETWEEN 1st July AND 31 st August 2004

GROUP A	CARS	Rs. 25,000
GROUP N	CARS	Rs. 25,000
GROUP T1	CARS	Rs. 25,000
GROUP T2	CARS	Rs. 25,000
GROUP T3	CARS	Rs. 25,000

6.1.2. WITHOUT OPTIONAL ADVERTISING / SPONSORED

STANDARD ENTRY

BETWEEN 1st July AND 31st August 2004

GROUP A	CARS	Rs. 50,000
GROUP N	CARS	Rs. 50,000
GROUP T1	CARS	Rs. 50,000
GROUP T2	CARS	Rs. 50,000
GROUP T3	CARS	Rs. 50,000

6.1.3 Sponsored Entry is classified as below:

- a) If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.
- b) If the entry is or becomes a member of a manufacturer's team.
- c) If the entry is in respect of a vehicle, which, in the opinion of the organisers, has, been provided by a vehicle/ancillary manufacturer or any person or organization acting as his agent.
- d) The vehicle displays advertising mentioned other than compulsory advertising.
- e) If the vehicle is painted in color scheme/design of vehicles of major sponsors, whether carrying the sponsors advertising or not, which in the opinion of the organizers is a sponsored vehicle.
- f) The decision of the organizers in this matter will be final and binding on the competitor.

6.2 The entry application will only be accepted if accompanied by the total entry fees.

6.3 Entry fees will be refunded in full to the extent paid by them:

- 1) To candidates whose entry has not been accepted.
- 2) In the case of the Maruti Suzuki Raid de Himalaya not being flagged off.

6.3.1

Manufacturer's Team Entry	Per car	Rs.20,000/-
---------------------------	---------	-------------

6.3.2

Trade Team Entry	Per car	Rs. 7,500/-
------------------	---------	-------------

6.3.3

Club Team Entry	Per Car	Rs. 1,500/-
-----------------	---------	-------------

6.3.4

Change of Driver or Navigator	Per person	Rs.5,000/-
-------------------------------	------------	------------

6.3.5 Non-submission of complete documentation in all respects by 15th September, 2004. will incur a fine of Rs. 1,000/-.

6.3.6 Extra copy of Road Books (per set) Rs. 1,000/-

6.3.8 Entries will only be accepted if accompanied by full entry fee. Entries may be paid in cash or by Demand Draft favoring the organizers.

Sponsored entries are not obliged to carry Organizer's "Optional Advertising" but are obliged to carry "Compulsory Advertising" as per details which are listed in Article 7.2

IN THESE REGULATIONS THE WORD `CARS' IMPLIES CARS / TRUCKS.

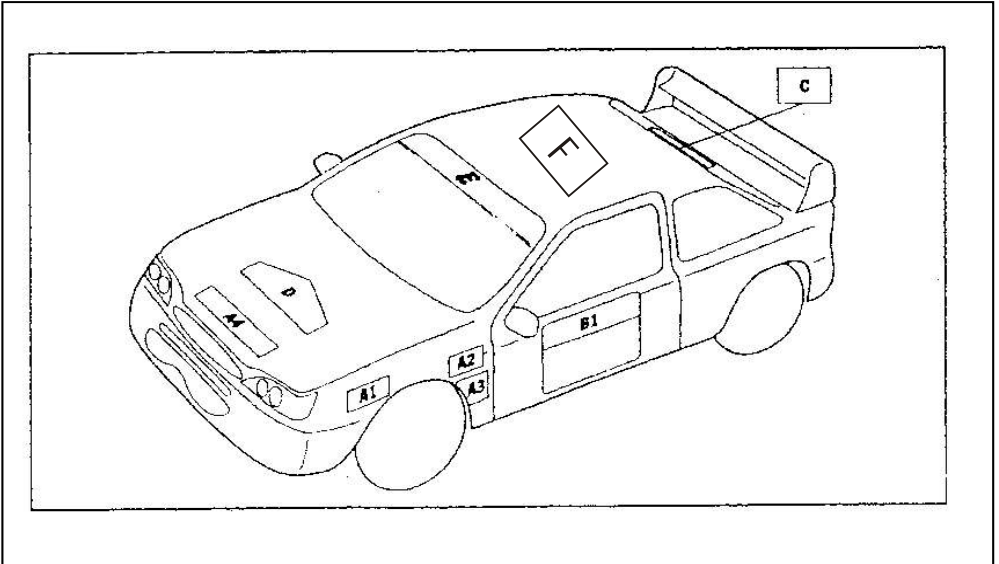
6.4 DESCRIPTION OF INSURANCE COVER

- 1) All officials connected with event are covered under Group Insurance Policy for:
-Personal Accident Including Hospitalization for Rs. 2,00,000/- per person.
- 2) All competitors to take mandatory personal accident insurance for min Rs.1,50,000/- each including hospitalization benefits and heavy risk.

**VII ADVERTISING
ARTICLE 7**

7. Advertising is as indicated on the following diagram
7.2 COMPULSORY ADVERTISEMENT

A1 -2 Nos. 40 CM X 10 CM - SPONSORS ADS
A4 1 Nos. 30 CM X 12.5 CM - SPONSORS ADS
B1 -2 Nos.
C -1 NO+ D -1 NO. - RAID PLATES
F -1 ROOF STICKER



**VIII GENERAL OBLIGATIONS
ARTICLE 8**

- 8.1 Inspection of the competitors Helmets and equipment inspection will take place at Scrutineering on the 6th October 2004 at Hotel Peterhoff, Shimla.
- 8.1.1 Valid competition Licenses, Insurance certificates, Blood Group reports, Special Insurance Raid Cover, Personal Accident Insurance Cover and Registration Books of the vehicle must be produced for inspection at the Scrutineering area in Shimla, 30 minutes before the time allotted for scrutineering of the car as given below in the table in Art.8.1.1.a

Those competitors wishing to complete this inspection before their scrutiny day may do so at the Raid Headquarters at Motoworld, Navbahar Shimla 171 002 H.P during working hours (1100 hrs to 1700 hrs) from 05th September 2004 to 30th September 2004.

The Scrutineering Card, Identity Card and Identity Tags, the competition numbers, plates/stickers and Organizer's advertising as applicable can be collected on the 6th October 2004 after clearing documentation scrutiny,

Any team taking part in the Raid must arrive at scrutineering with its full crew, driving gear and car on 6th October 2004 according to the timetable below:

6th October 2004

8.1.1.a

Car/Trucks #	Time
1 to 10	0900 hrs
11 to 35	1100 hrs

Documentation must be produced for inspection 30 minutes before allotted time as per above schedule.

All recalled vehicles will present themselves for rescrutineering on the 6th October 2004 at the time allotted to them by the Scrutineer. A fine of Rs 2,000/- each will be imposed for all vehicles required to undergo rescrutineering

8.2 IDENTITY CARD

An Identity card, will be provided by the organizers and that must be displayed inside each competing car.

8.3 INFRINGEMENT CARD

No infringement card will be used.

8.4 PLATES -NUMBERS

1. Plates and Raid stickers, will be provided by the organizers.
2. Competition Numbers

Competition numbers will be provided by the organizers.

8.5 RECONNAISSANCE

- i. As the Road books are being made available 30 DAYS in advance for reconnaissance and as the route is too long for a controlled recce the option to recce the route lies with the Competitor.
- ii. Competitors must comply strictly with Road traffic laws.

8.6 Regulations on Studded tyres

Snow chains may be used as long as they are removable. The snow chains may not be used on bitumenised road surfaces. No tyre may use ceramic or metal studs, which forms a part of the tyre itself.

- 8.7 Fuel
The route will have fuel every 250 kms. 87 Octane petrol is standard as is 43 Cetane diesel.
- 8.8. Use of Aviation fuel (Avgas) and specifications.

Use permitted as per organizing Regulations of the FIA / MAI.

SCRUTINEERING

- 8.9. At scrutineering crew members will be asked to produce their identity cards.
- 8.10 The scrutineering card must be carried in the vehicle throughout the event. This scrutineering card must be produced to any official on demand and surrendered at the finish. Loss of the scrutineering card may result in exclusion.
- 8.11 Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Stewards of the Meeting who may impose a fine.
- 8.12 Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the car with the Group where it is inscribed, conformity of the car with the National Highway code, etc.
- 8.13 Any vehicle which appears on external examination to be ineligible for the Raid or a specific Class may be rejected and called back for re-scrutineering. The vehicle will only be re-scrutineered after payment of a fee of Rs. 2000/-
- 8.14 In order to prevent the engine, body shell or chassis frame from being changed during the event these items will be identified by the Organizers at pre-start scrutineering, using wire and special numbered seals and/or paint.
- 8.15 One seal/ paint mark will be placed on the body shell or chassis frame within the engine compartment and another on the engine block. Other means of identification may also be used. Before the vehicle is presented at pre-start scrutineering two holes at least 2 mm diameter must be drilled for each seal in such a way as to ensure that once the wire has been passed through these holes and sealed, it is impossible to change the engine or chassis frame without removing the wire and seal. These holes MUST be easily accessible for sealing and subsequent checking of the seal. Once the seals have been placed in position at pre-start scrutineering they may be protected until the end of the event. Missing marks or seals will result in immediate exclusion. Entrants/Drivers will be required to sign that sealing and identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Raid Headquarters.

- 8.16 All vehicles must be equipped with roll bars/cage complying with MAI specifications, and with other safety devices that are specified by MAI in the Safety Regulations. Tube is seamless cold rolled / min. dia. Is 45 mm with 2.0 mm or 38 mm dia. with 2.5 mm thickness.
- 8.17 A vehicle will not be allowed to start unless it complies with MAI Safety Regulations 2004.
- 8.18 Additional scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- 8.19 The competitor is responsible for the technical conformity of his car throughout the entire duration of the event.

IX RUNNING OF THE RAID

ARTICLE 9-START

- 9 First Starters: Based on seeding lists, and/or groups/classes.
- 9.1 OFFICIAL TIME
- Official time throughout the entire raid will be the All India Radio Standard Time set from the All India Radio Time Signals (LAST PIP).
- 9.1.1 All competitors must report to the starting area at the Hotel Peterhoff, Shimla (Parc Ferme) at least 60 minutes before the start of the event.
- 9.1.2 The vehicles may be presented by a representative of the entrant.
- 9.1.3 The starting area shall be regarded as a 'Parc Ferme'.
- 9.2.1 The exact time of start will appear on the time card.
- 9.2.2 Any crew arriving late at the start of the event or of a leg or a section shall be penalized by 1 minute for every minute late. **Any car reporting more than 10 minutes late shall be immediately excluded.**
- 9.2.3 Since the crews have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be stamped on the time card.
- 9.3.1 Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order, under pain of exclusion.
- 9.3.2 The target times for covering the distances between any two consecutive time controls will not appear on the time cards.
- 9.4 Hours and minutes will always be shown thus: 00.01 -24.00, only the minutes and

seconds, which have elapsed, will be counted. Throughout the event, the official time will be that specified under Art. 9.1.

- 9.5 All the crews shall receive a road book containing a detailed description of the Itinerary, which has to be followed exactly ; this itinerary is compulsory under pain of exclusion.

X CONTROLS -GENERAL PROVISIONS

ARTICLE 10

- 10.1.1 All controls, i.e., passage and time controls, regrouping and neutralization zone controls, will be indicated by means of MAI approved standardized signals.
- 10.1.2 If, however, a time control is wrongly located on the route, crews must check in as if it were correctly located.
- 10.1.3 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, crews must continue along the official route.
For time controls, the time due at the next time control will be calculated by adding the times allowed for the sections concerned and will therefore remain unchanged.
- 10.2 The beginning of the control area is marked by a warning sign of a yellow background. At a distance of about 100m., the position of the control post is indicated by an identical sign on a red background. The end of the control area, approximately 100m further on, is indicated by a final sign on a beige/orange background with three black transversal stripes.
- 10.3 All control areas (i.e., all the areas between the first yellow warning signal and the final beige/orange one with three transversal stripes) are considered as 'Parc Ferme' (cf. Art. 20).
- 10.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 10.5 It is strictly forbidden:
- a) To enter a control area in any direction other than that of the Raid;
 - b) To re-cross or re-enter a control area once checking in has taken place at this control.
- 1st infringement: Exclusion
- 10.6 The target check-in-time is the responsibility of the crews alone, who may consult the official clock on the control table.

The post Marshals may not give them any information on this target check-in-time.
- 10.7 Control posts shall be ready to function 1 hour before the target time for the passage of the 1st crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus exclusion time.

10.8 Crews are obliged to follow the instructions of the Marshal at any control post. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.

10.9.1.1 The Road Marshals and Post Chiefs shall be distinguished as indicated in Art.1.4.

XI PASSAGE CONTROL (PC)-TIME CONTROL (TC)

ARTICLE 11

A. PASSAGE CONTROLS

11.1 In order to check that the crews are respecting the itinerary in the road book, passage controls will be set up along the route. The crews will be given precise information as to their location at the latest at the start of the leg concerned. The control zone will be defined using the following signs:

11.1.1

- a) Yellow sign with stamp (start of zone)
- b) after approximately 100m., red sign with stamp (passage control post)
- c) finally, 100m., further on, final beige sign with 3 transversal black stripes

11.1.2 The penalty for missing a PC is 60 minutes.

B. TIME CONTROLS

11.2 At the time controls, the Marshals will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crewmembers submits the time card to the Marshal. He may get out of the vehicle to do so. The clocking of the time card will only be carried out if all the crewmembers and the car are within the immediate vicinity of the control table. The procedure for the "end of a competitive stage" Time Control is outlined as per Art 12.6.

11.3 The check-in procedure commences the moment the car passes the entry sign for time control zone. The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post.

11.3.1 The target check in time is that obtained by adding the time allowed for completing the road section or the competitive section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 0.01 to 24.00.

11.4 For road sections, the crew does not incur any penalty for early arrival if the car enters the control zone during the target check-in minute, or the minute preceding it. The time recorded in both cases is the actual time.

11.4.1 The crew does not incur any penalty for late arrival if the time card is submitted to the marshal during the target check-in minute. For example:

A crew which is supposed to check in at a control at 12h 58 min. shall be considered on

time if the check-in takes place between 12h 58 min. 00sec. and 12h 58 min. 59sec.

- 11.4.2 Any difference between the target check-in time and the actual check-in time will be penalized as follows :
- a) The penalty for late arrival will be 1 min. per min. late.
 - b) The penalty for early arrival will be 5 penalty min. per min. early (except at the end of a leg on each day when early check in is permitted and not penalised).
- 11.5 At the time controls at the end of legs, crews are authorized to check in ahead of time without incurring a penalty.
- 11.6 For competitive sections, the finish times will be taken to the second. There will be no rounding to the previous minute, as in the case of road sections. There is no penalty for early arrival.
- 11.7. Any failure on the part of the crew to observe the rules of the check in procedure defined above (and in particular the fact of entering a control zone more than a minute earlier than the check in time) will be recorded by the Post Chief at that post and sent in a written report to the Clerk of the Course.
- 11.8 The exclusion time (MPL) defined in the Supplementary regulations may be modified at any time by the Panel of the Stewards of the meeting, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the Raid for exceeding the maximum permitted lateness may only be announced at the end of a leg except in a case where a time condition is previously specified. This instance will only occur if a military convoy timing clashes with a competitor running late and into oncoming traffic.
- 11.9.1 Where the section is a road section after a competitive section, the check in time entered on the time card shall constitute both the arrival time at the end of the competitive section and the starting time of the following transport one.
- 11.9.2 When a time control is followed by a start control for a competitive section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
- a) Yellow warning sign with clock (Beginning of zone)
 - b) Red sign with clock (time control post with table) at distance of approximately 100m.
 - c) Red sign with flag (start of the competitive section) at a distance of 50 to 200m.
 - d) Finally, end of control sign (3 transversal black stripes on a beige background 100m. further on.
- 11.9.3 At the time control at the finish of a road section the post chief will enter on the time sheet on the one hand the check-in time of the crew and on the other enter the starting time for the for the competitive section. There must be a 2 min. gap at least between the two to

allow the crew to prepare for the start. Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of 10 minutes extra. Any time taken over this will be penalized at 1 minute penalty per minute extra taken.

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

11.10 In the case of an incident, should there exist a divergence, the actual starting time of the competitive section will be binding, unless the Panel of the Stewards of the Meeting decides otherwise.

Time of Leaving Controls

11.11 Vehicles will leave controls in the same order in which they arrived into the control area. Vehicles checking in to a control at the same minute shall leave that control in the order in which they arrived.

11.12 The time card will not be returned to the crew unless both crewmembers are seated in their car and have their seat belts fastened.

11.13 If two or more vehicles arrive into the control point within the same minute, they will be restarted in their order of arrival with a 2-minute interval between any two cars. The time between their check in and restart will be treated as Dead Time for each vehicle respectively.

Example:	<i>Actual Check-in</i>	<i>Arrival Recorded</i>	<i>Restart</i>	<i>Dead Time</i>
	9h56'9"	9h56'	10h01'	5 mins
	9h56'35"	9h56'	10h02'	6 mins
	9h56'58"	9h56'	10h03'	7 mins
	9h57'02"	9h57'	10h04'	7 mins

11.14 The maximum permitted lateness for each section or group of sections will be announced in an official bulletin prior to the start of the event.

11.15 **In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.**

Examples:

Transport
Section A:

Start 12 h 00' -Target time 1 h 00' -Check-in
time 13h 10'
Penalty for late arrival = 10 mins.
Lateness counting towards exclusion = 10 mins

Transport
Section B:

Target time 1 h 30' or 1440 hrs
Check-in time 14 h 20'
Penalty for early arrival = 20 mins
Lateness counting towards exclusion = 0 mins
(not compounded)

Transport
Section C:

Target time 2 h 00' or 1620hrs
Check-in time 16h 30'
Penalties for late arrival -10 additional mins
Lateness counting towards exclusion = 10 mins

TOTAL SECTION CONTROLS A + B + C

Total penalties (for late and early arrivals):

$10 + (20 \times 10 = 200) + 10 = 220$ minutes

Total lateness counting towards exclusion:

$10 + 10 = 20$ minutes.

XII COMPETITIVE SECTIONS

ARTICLE 12

Competitive Sections are speed tests.

- 12.1 During the Competitive Sections, all members of the crew must wear approved crash helmets, under pain of exclusion.
- 12.2 Crews are forbidden to drive in the opposite direction to that of the Competitive Section under pain of penalties which may go as far as exclusion.
- 12.3 At the starts of Competitive Sections, when the car with its crew on board has stopped in front of the starting control, the Marshal will enter the actual time of the start of the car in question of the time card (hour and minute), and will then countdown a loud: 30" -20" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately. The penalty for not starting within 60 seconds is exclusion.
- 12.4 The start of a Competitive Section may only be delayed in relation to the scheduled starting time by the Marshal in case of "force majeure".
- 12.5 A false start, particularly one made before the Marshal has given the signal, shall be penalized by 1 minute. This penalty does not exclude heavier penalties being inflicted by the Panel of the Stewards of the Meeting, especially if the offence is repeated.
- 12.6 Competitive Sections will end with the signs being positioned as follows:
 - a) Yellow clock sign (beginning of zone)
 - b) After approximately 100m, red clock and Stop sign (Table where you stop and hand

over the TC Book which is endorsed with the time that the book reaches the book catcher) The marshal shall enter on the time card the time of arrival (hrs. and minutes) which will also be the starting time of the following road section (hrs. and min.)

- c) Finally, 100m. Further on, final beige sign with 3 transversal black stripes.

Stopping between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish lineup by hand timing.

- 12.7 **During a Competitive Section, any assistance is forbidden other than that of another racing crew using parts transported by a racing crew.**
- 12.8 The starting intervals of the Competitive Sections must respect the same dispositions as those laid down for starting legs.
- 12.9 Any crew refusing to start in a Competitive Section at the time and in the position allocated to it shall be given a penalty which may go as far as exclusion.

XIII REGROUPING CONTROLS

ARTICLE 13

- 13.1 Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts.
- 13.2 The purpose of these regroupings will be to reduce the intervals, which may occur from the between crews as a result of late arrivals and/or retirements. Thus, the starting time regrouping control and not its duration must be taken into account.

Example: (For clarity, all cars shown as starting at 1minute interval)

20 cars at the start of the Raid
First regrouping of 4 hours
Starting time from the regrouping control: 12h01

- a) Target time for the arrival of car No.1 at the regrouping control: 8h01
Target time for the arrival of car No.20 at the regrouping control: 10h00
- b) Actual arrival time of car No.1 at the regrouping control: 8h45
Actual arrival time of car No.20 at the regrouping control: 11h50
(60 cars have retired during this part of the Raid)
- c) Starting time of car No.1: 12h01
Starting time of car No.20: 13h00

The respective length of stopping time shall therefore have been :

-3h10 for car No.1
-1h10 for car No.20

13.2.1 On their arrival at these regrouping controls, the crews will hand the Post Marshal their time card. They will receive instructions on their starting time. They then must drive their car immediately and directly to the Secure Parking Area. The starting order shall be that of the arrival. At the moment of the start, they shall be given a new time card.

XIV PARC FERME

ARTICLE 14

14.1 The cars/trucks/ motorcycles shall be subject to the 'Parc Ferme' rules:

- a) from the moment they enter a starting area or a regrouping zone, until they leave one of these.
- b) from the moment they enter a control area until they leave it .
- c) from the moment they reach the end of the event until the time for lodging protests has expired .

14.2 Subject to Article 14.3 repairs or refueling are forbidden in Parc Ferme, except the washing of windows, lights, Raid plates, competition number plates and advertisements. Offenders may be excluded.

14.2.1 If the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course or his Deputy hereof who may request that the car be repaired.

14.2.2 In this case, the minutes used to carry out the intervention will be considered as the same number of minutes of lateness recorded in a road selection. They will therefore be taken into consideration for the calculation of the exclusion. This is why the time spent on repairs may not exceed the allowed time before a car is penalized. If this time is exceeded, exclusion may be announced.

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

14.3 By way of exception, and under the supervision of the competent Marshal, the crew may, while in Parc Ferme, at the start, regrouping zone or end of Leg.

- a) Change a punctured or damaged tyre using equipment carried on board ;
- b) have a new windscreen fitted with the possibility of having outside help

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

14.5 To leave a Parc Ferme for the start, regrouping halt or end of leg the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time. The competitor is responsible for the conformity of his car at all times during the Raid.

- 14.6 If a crew is unable to present its car with the engine running ,
- a) at a time control, a penalty of 1 minute shall be imposed, upto 10 minutes.
 - b) at the start of competitive sections, after 1 minute of attempting to start the engine and failing, a penalty of exclusion shall be imposed.
- 14.7 Vehicles may be push started in parc ferme with such assistance as is available or pushed out of parc ferme altogether.
- 14.8 Any infringement of Parc Ferme regulations may result in exclusion from the event at the discretion of the Stewards of the Meet.
- 14.9 At the end of each leg, the placement of the vehicle in to the Parc Ferme is at the discretion of the competitor. Should the competitor decide to place the vehicle into the Parc Ferme, the Parc Ferme rules will apply. This facility is provided to ensure the safety of the vehicles.
- 14.10 **SECURE PARKING AREA**
- At the end of a leg, the organizers will provide a secure parking area for the repair and service of Raid vehicles. This area will be accessible to crews, registered service vehicles and registered service mechanics only.
- On completion of service, the raid vehicles may be placed in Parc Ferme.
- 14.11.1 Service mechanics will be registered on the submission of a passport size photograph at the time of registration of service vehicles. Each registered service mechanic will then be given an identification tag.
- 14.11.2 In the event of a competitor requiring the services of a local mechanic at the end of a leg, the organizers may waive the requirement of a photograph.

XV FINAL CONTROL

ARTICLE 15

- 15.1 As soon as each crew arrives at Manali at the end of Leg 6 on 12th October 2004, they shall drive their car to the Parc Ferme. A brief check shall be carried out there to verify:
- a) its conformity with the car submitted at the pre event scrutineering.
 - b) if there is cause to impose the penalties specified.
- 15.2 The list of cars and the times they are to be presented for a thorough scrutineering will be posted on the Official Notice Board at the Raid HQ, Manali, and may be put up at the Parc Ferme on 12th October 2004, at 0930 hrs.

These competitors will report to Parc Ferme at the appointed time where their cars may

be dismantled for a complete scrutineering. Any competitor who refuses to present his car to the Scrutineers at the appointed time will be excluded.

- 15.3 Cars may be removed from Parc Ferme at the end of the event on 13th October 2004, at 1230 hrs after the protest period has elapsed, subject to the approval of the Stewards of the Meet.
- 15.4 The absence of even one of the identification marks, as per Article 8.14 shall result in exclusion from the event.
- 15.5 Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew, as well as that of any entrant or crew who has helped or been involved in the carrying out of the helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority, to which the competitor or accomplice belongs, may be asked to impose heavier sanctions.
- 15.6 Without it being compulsory, thorough scrutineering involving the dismantling of the vehicle for the crews in the first three places in the Overall Classification, for those classed first in each group and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the Meet ex-officio or following a protest or upon the decision of the Clerk of the Course.
- 15.7 Should the above-mentioned dismantling be the result of a protest, a deposit will be payable by the claimant in advance to cover all the costs incurred by the operation. If the protest turns out to be founded, the deposit shall be reimbursed to claimant, and charged to the defaulting competitor.

XVI SUMMARY OF PENALTIES

ARTICLE 16

- 16 THE START SHALL NOT BE AUTHORISED IF:

Reasons

Entry fees not paid

No P.A. Insurance.

No Vehicle Rally Insurance / Indemnity

Not carrying compulsory Advertising.

- 16.1 **EXCLUSION**

Servicing in Competitive Stage with outside help.

Unauthorized crew

No Identity Card.

Loss of Time Card.

Speeding and testing vehicles in Secure Service Area.

Traffic Laws -3rd infringement.

Blocking of road/unsporting behavior.

Technical Conformity.

Absence of Identification marks.

Lateness exceeding time limit.

Not using Helmets and Safety belts in Competitive Stage.

Driving in opposite direction of Competitive Stage.

Stopping between flying finish and stop point.

16.3 PENALTIES IN TERMS OF TIME

1. For each minute of lateness at start of event/ leg/ control	1min
2. For late arrival at Start of Leg by more than 10 minutes	Exclusion
3. Violation of traffic laws-2nd infringement	15min
4. Re-entry or wrong direction through control zone	Exclusion
5. Early arrival per minute early	5 min
6. Late arrival at competitive controls per minute late	1 min.
7. Failure to start competitive sections within 60 seconds	Exclusion
8. False start at competitive sections	1min
9. Repairs in parc ferme per minute	1min
10. Car/ Truck presented at start /restarts without engine running	1min
11. Engine not running at start of competitive	30min

16.4 PENALTIES IN TERMS OF

MONEY (INR)

Absence/malfunctioning of mechanical / electrical parts required by national traffic regulations	500.00
Nonfunctioning brake light	1000.00
Missing mud flap at scrutiny	500.00
Change of Rider	5000.00
Non submission of all a paperwork/ documentation by 15st Sep 04	1000.00
Covered license plate	1000.00
Absence of one competition number plate	250.00
Absence of name of Driver/Co driver on Vehicle front fenders	250.00
Violation of traffic laws-1st infringement	1000.00
Servicing by unauthorized vehicle	30,000.00

16.5 PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS

1. Unsecured equipment in passenger compartment
2. Fraudulent/unsporting action
3. Absence of any two competition numbers
4. Missing control entries in Time Card
5. Failure to stop at accident
6. Failure to report accident
7. Movement of service vehicles in restricted areas

7. Service vehicles blocking passage of competing cars
8. Failure to follow instructions of Chief Control Officer
9. Repeated false starts
10. Repairs in Parc Ferme
11. Infringement of Parc Ferme Regulations
12. Failure to produce scrutineering card on official request
13. Reporting late for scrutineering
14. Failure to produce homologation forms and appendices at scrutineering
15. Failure to commence dismantling at finish within 30min by notification of Chief Scrutineer.

XVII PROTESTS -APPEALS

ARTICLE 17 -PROTESTS -APPEALS

- 17.1 All protests shall be lodged in accordance with the stipulations of the General Prescriptions of the MAI of MAI.
- 17.2 All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of Rs. 5,000/- for cars and trucks with each protest, which shall not be returned if the protest is judged unfounded.

If the protest requires the dismantling of different parts of a car, the claimant must pay an additional deposit :
 - a) of Rs. 3,000/- if the protest involves a clearly defined part of the car (engine, transmission, bodywork, etc.) and Rs 1,500 for motorcycles, for each such part.
 - b) of Rs. 6,000/-if the protest involves the whole vehicle.
- 17.3 The expenses incurred by the work and by transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
- 17.4 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
- 17.5 The appeal fee is set by the MAI as a sum of Rs. 15,000/-.

XVIII CLASSIFICATION

ARTICLE 18

- 18.1 Penalties shall be expressed in hours and minutes and seconds.
- 18.2 The final results shall be determined by adding the penalties incurred in the competitive sections to the penalties incurred in the road sections plus any other penalties expressed in time. The finishing crew with the lowest total shall be proclaimed the overall winner, the next lowest -second, and so on. The Group and Class results will be determined on the same basis.
- 18.3 In case of a tie, the crew that completed the greatest portion of the route from the start with the least penalties for lateness will be the winner i.e. a tie will be resolved by determining the winner of most competitive stages.
- 18.4 The provisional results shall be posted in accordance with the programme, i.e., on the Official Notice Board at the Raid Secretariat, Manali at 0900 hours on 12th October 2004 unless the finish is unduly delayed in which case the results shall be posted as soon as possible after the arrival of the last car to finish.
- 18.5 The classification is Provisional at the end of the Raid subject to post event scrutiny, and final 30 minutes after the posting of the results.
- 18.6 Provisional classifications may be issued at the end of each leg. The times and places for posting these classifications will be in accordance with the program.
- 18.7 The qualifications necessary for the special prizes to be won are itemized and the decision of the Organizers will be final.
- 18.8 In order to be classified in the results, entrants should have paid to the Organizers any fines, imposed under these Supplementary Regulations before provisional results are published.
- 18.9
- a) each team shall consist of a minimum of 3 vehicles.
 - b) for classification, at least 3 vehicles in each team must be finishers. The penalty points of the 3 best finishers of each team will be added. The team having the lowest penalty points will be adjudged the winner and will be eligible for awards.
 - c) Team entries for cars and trucks shall be separate. A team shall consist of either cars or trucks.
 - d) Each competing crew can be part of only one Club Team.
 - e) Each competing crew can be part of only one Trade Team.
 - f) There are no restrictions on the number of team entries that a trade organization or a club may enter.

XIX PRIZES-TROPHIES

ARTICLE 19

PRIZES

CARS

Overall

1st Trophy

2nd Trophy

3rd Trophy

4th Trophy

5th Trophy

Class Prizes for Cars and Trucks

The first 3 winners from each Group formed as specified below will be awarded a Group winner trophy.

Group T1: Cross Country Series Production Cars (4X4 ONLY)

Class 1	From 700cc	Up to 1000cc
Class 2	Over 1000cc	Up to 1600cc
Class 3	Over 1600cc	Up to 2500cc

Group T2: Improved Cross Country Cars (4X4 ONLY)

Class 4	From 700cc	Up to 1000cc
Class 5	Over 1000cc	Up to 1600cc
Class 6	Over 1600cc	Up to 2500cc

Group T3 : Prototype Cars (2 WD + 4X4)

Class 7	From 700cc	Up to 1000cc
Class 8	Over 1000cc	Up to 1600cc
Class 9	Over 1600cc	Up to 2500cc
Class 10	Over 2500cc	Up to 4000cc

Group N : Large scale series production touring cars (Minimum production 200 cars per

annum) 2WD + 4WD

Class 11	From 700cc	Up to 1000cc
Class 12	Over 1000cc	Up to 1600cc
Class 13	Over 1600cc	Up to 2500cc

**Group A : Large scale production touring cars (Minimum production 200 cars per annum)
2WD + 4WD**

Class 14	From 700cc	Up to 1000cc
Class 15	Over 1000cc	Up to 1600cc
Class 16	Over 1600cc	Up to 2500cc

Group T4 : Cross Country Truck 2WD + 4WD

Class 17	From 700cc	Up to 6000cc
----------	------------	--------------

TRUCKS

Overall

- 1st Trophy
- 2nd Trophy
- 3rd Trophy
- 4th Trophy
- 5th Trophy

If the number of the verified bikes in the same cubic capacity class is below five, this class will be amalgamated with the class or classes above to attain the minimum of five bikes). If still the class doesn't form the bikes in that class compete for the overall classifications only.

TEAM PRIZE

CARS

1st Prize Trophy

TRUCKS

1st Prize Trophy

Prize for the winning Team is only applicable with the entry of a minimum of Three Teams and provided that at least 3 finishers are there per category i.e. Cars / Trucks, but these may be in any Class entered.

COUP de DAMES

CARS

1st Prize Trophy

This is a prize for the Winner amongst an "All Ladies Team" in the Four Wheeler Category .

19.1 The Organizers may at their discretion:

- a) offer awards in addition to those specified in these Supplementary Regulations;
- b) distribute the awards, if through unforeseen or special circumstances, the competition is stopped before its scheduled completion.

ARTICLE 20 -SERVICE VEHICLE REGISTRATION

20.1 All service cars used in the event must be registered with the Organizers, on or before 5th October 2004 & Service Car Stickers to be positively collected at the time of registration. For up to two Service Vehicles per competitor, the Organizer will provide, free of cost, 4 service stickers per service car, which must be, affixed one each on the bonnet, front doors on both sides and the boot/back.

Should a competitor wish to register more than two service vehicles, the balance service vehicles will be issued service stickers on payment of a registration fee of Rs.500/-per service vehicle.

The registration number and the corresponding sticker number of the service vehicle will be noted along with the competition number of the competitor(s) using the service vehicle/s in a register which will be maintained by the Organizers.

20.2.1 Any competitor found to be receiving service from a vehicle not registered & without service stickers will be fined Rs.30,000/-for each infringement.

20.2.3 Any competitor whose service car behaves in a manner that endangers other competitors or road users will be fined up to Rs.10,000/- for a MOTORCYCLE service vehicle and up to Rs.10,000/-for a CAR service vehicle and/or the competitor excluded at the discretion of the Stewards of the Meet.

20.2.4 Restriction on the movement of service vehicles:

Repairs and Refueling are freely permitted throughout the event, except in those cases expressly forbidden by a provision in the present regulations. Where they exist, the areas where all assistance is forbidden will be designated by a bulletin issued prior to the start of the event. Any infraction will entail immediate exclusion from the event.

Further, ALL COMPETITIVE STAGES OF THE ROUTE WILL BE DESIGNATED AS UNSUITABLE FOR SERVICE VEHICLES. In these sections the passage of service vehicles is prohibited except in an emergency and with the written authorization of the Post Chief at the commencement of the section. Other road sections may be designated by means of bulletins prior to the start of the event. **FOR AN INFRINGEMENT, A PENALTY OF UPTO AND INCLUDING EXCLUSION MAY BE IMPOSED ON THE CARS THEY ARE SERVICING AT THE DISCRETION OF THE STEWARDS.**

20.2.5 In any case service vehicles must not impede the progress of the raid in any way. No service vehicle must ever drive against on-coming raid cars in competitive sections, or deliberately block the passage of competing cars, or prevent them from overtaking. For an infringement, a penalty of up to and including exclusion may be imposed on the car(s) they are servicing, at the discretion of the Stewards.

20.2.6 No Service vehicles will be permitted into the stages beyond Mahe bridge if they do not possess a valid Inner Line Permit for this area. This permit is made at the D.C's Office , Leh and the procurement of said permit is the sole responsibility of the service crew. Therefore last minute entries of service vehicles may not be able to provide service on the stages beyond Mahe bridge if they do not possess this permit.

APPENDIX 1 -TERMINOLOGY

Transport Section and Competitive Section: The itinerary between two successive time controls

Parc Ferme: Zone in which no repairs or intervention is possible, except in cases expressly provided for by the Regulations of the International Championship and by the Supplementary Regulations of the event.

Bulletin: Official bulletin, which is an integral part of the regulations of the event and intended to modify, clarify or complete the latter.

The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.

The bulletins are established by the Organizers, up until the day of scrutineering. They will be submitted for the approval of the Stewards and issued after receipt of the relevant MAI stamp, except with regard to possible modifications to the itinerary, by the Stewards of the meet through the competition.

Time Card Book: Book intended for the stamps and/or signature of the different control points scheduled on the itinerary.

This book must allow for one page per control.

A time card book must be issued for each section of each leg.

Section: All the zones:
between the start and the first regrouping halt
between two successive regrouping halts
between the last regrouping halt and the finish of the event.

Leg: Each part of the event, separated by a stopping time of minimum 9 hours, or by a stopping time at least equal to the duration of the course completed if this is less than 7 hours.

Neutralization: Time during which the crews are period stopped by the Raid organizers for whatever reason.

Regrouping: Stop scheduled by the organizers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the event. The stopping time may vary according to the crews.

APPENDIX II-COMPETITORS' RELATIONS OFFICER

PRINCIPAL MISSIONS

Inform the competitors and play the role of a stabilizing factor at all times.

This post must be entrusted to a senior official as it implies a certain knowledge of the general regulations. He will attend the meeting of the Panel of the Stewards of the Meet, in order to keep abreast of all the decisions taken.

The Competitors' Relations Officer must be able to be easily identified by the competitors. To this end it is advisable that

1. He wears a green poncho.
2. Be introduced to the competitors when there is a drivers' briefing
3. His photograph be included in the Supplementary Regulations or in a Bulletin if possible.

PRESENCE AT THE RUNNING OF AN EVENT

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

Presence at:

At the Secretariat.

At the start of the scrutineering.

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

Near the "parc ferme" at the arrival (the latter being dependent on the raid timetable)

FUNCTION

Give accurate answers to all questions asked.

Provide all information or additional clarifications in connection with the regulations and the running of the event.

CONCERTATION

Avoid forwarding questions to the Panel of the Stewards of the Meet, which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).

The Competitors' Relations Officer shall refrain from saying anything or taking any action, which might give rise to protests.

Duties of the Judges of Fact

Judges of fact are required to perform the following duties:

1. To bring to the notice of the clerk of the course of any unfair practices or irregularities adopted by the competitors during the running of the Maruti Suzuki Raid de Himalaya 2004.
 2. To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
 3. To bring to the notice of the clerk of the course any cases of competition vehicles taking shortcuts or straying off the defined itinerary as specified in the official Road book. They would also be required to report incidents of competitors infringing rules pertaining to parc fermes , both at the night halts as well as those of the time control areas.
 4. Protest may not be made against the decision of the judge, which shall be acceptable as final unless corrected as hereinafter provided. The finding although final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the automobiles have completed the course.
 5. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.
-