



Adventure Trial

DRAFT SUPPLEMENTARY REGULATIONS



5th October - 13th October 2009

HIMALAYAN MOTORSPORT

Motoworld, Navbahar,
Himachal Pradesh,
India

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SUPPLEMENTARY REGULATIONS
MARUTI SUZUKI RAID DE HIMALAYA ADVENTURE TRIAL 2009

ANNOUNCEMENT

The MARUTI SUZUKI RAID DE HIMALAYA ADVENTURE TRIAL, 2009 will be run in compliance with the National Competition Rules (NCR) & General Prescriptions of the FMSCI, these Supplementary Regulations and bulletins issued by FMSCI. Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by Organisers or the Stewards)

Rights & Obligations of the Organisers

The Organising Committee and the Stewards of the Meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which arise. The organisers may also issue any Competitor Information Bulletins (CIBs) and/or written instructions to competitors at any time with the approval of FMSCI / Stewards. Written instructions when issued shall be signed by each competitor/entrant as proof of receipt and shall have the same legal force as these Supplementary Regulations. All CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force (and will constitute an integral part) of these regulations and will be posted at Meet HQ. As far as possible, the CIBs shall be brought to the notice of the individual competitor. However, it is the responsibility of the competitor and/or entrant to acquaint themselves with the CIBs and or written instructions posted at the official notice boards.

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PROGRAMME

Opening of Entries:

When: With the publication of these regulations
Where: Office of Himalayan Motorsport

Opening of Early Entries:

When: 1100 hrs: 1st April, 2009
Where: Office of Himalayan Motorsport

Closing Date of Early Entries:

When: 1700 hrs: 15th May, 2009
Where: Office of Himalayan Motorsport

Opening of Standard Entries:

When: 1100 hrs: 16th May, 2009
Where: Office of Himalayan Motorsport

Closing Date of Standard Entries:

When: 1700 hrs: 15th July, 2009
Where: Office of Himalayan Motorsport

Opening of Late Entries:

When: 1100 hrs: 16th July, 2009
Where: Office of Himalayan Motorsport

Closing Date of Late Entries:

When: 1700 hrs: 31st August, 2009
Where: Office of Himalayan Motorsport

Issuing of GPS Maps for Reconnaissance

When: Not Valid for the Adventure Trial
Where: Recce NOT Permitted

Publication of Entry List

When: 0930 hrs: 22nd September 2009
Where: Office of Himalayan Motorsport

Administrative Checks & Collection of Material and Documents

When: 0800 hrs: 5th October, 2009
Where: Office of Himalayan Motorsport

Scrutineering – Sealing and Marking

When: 0830 hrs: 5th October – 6th October, 2009
Where: Motoworld, Shimla

(Schedule as per Art. 9.2 of these Supplementary Regulations)

Doctors Briefing

When: 1730 hrs: 5th October – 6th October, 2009
Place: Hotel Peterhoff, Shimla

1st Stewards Meeting

When: 1700 hrs: 5th October, 2009
Where: Hotel Peterhoff, Shimla

Opening of Media Centre and Media Accreditation

When: 0900 hrs: 6th October, 2009
Where: Hotel Peterhoff, Shimla



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Pre Event Press Conference

When: 1300 hrs: 6th October, 2009
Where: Hotel Peterhoff, Shimla

Ceremonial Flag-off

When: 1500 hrs: 6th October, 2009
Where: Hotel Peterhoff, Shimla

Compulsory Drivers Briefing

When: 1730 hrs: 6th October, 2009
Where: Hotel Peterhoff, Shimla

Publication of Start List & Order for Leg 1

When: 2000 hrs: 6th October, 2009
Where: Office of Himalayan Motorsport

Entry to Parc Ferme for Leg 1 Starts

When: 0430 hrs: 7th October, 2009
Where: Hotel Peterhoff, Shimla

Entry to Parc Ferme Ends

When: 0500 hrs: 7th October, 2009
Where: Hotel Peterhoff, Shimla

Official Start of Leg 1

When: 0600 hrs: 7th October, 2009
Where: Hotel Peterhoff, Shimla

End of Leg 1

When: 1800 hrs: 7th October, 2009
Where: TBA

Publication of Start List & Order for Leg 2

When: 0600 hrs: 8th October, 2009
Where: TBA

Official Start of Leg 2

When: 0900 hrs: 8th October, 2009
Where: TBA

End of Leg 2

When: 1630 hrs: 8th October, 2009
Where: TBA

Publication of Start List & Order for Leg 3

When: 0600 hrs: 9th October, 2009
Where: TBA

Official Start of Leg 3

When: 0800 hrs: 9th October, 2009
Where: TBA

End of Leg 3

When: 1600 hrs: 9th October, 2009
Where: TBA

Publication of Start List & Order for Leg 4

When: 0500 hrs: 10th October, 2009
Where: TBA

Official Start of Leg 4

When: 0815 hrs: 10th October, 2009
Where: TBA

End of Leg 4

When: 1800 hrs: 10th October, 2009
Where: TBA

Publication of Start List & Order for Leg 5

When: 0600 hrs: 11th October, 2009
Where: TBA

Official Start of Leg 5

When: 0700 hrs: 11th October, 2009
Where: TBA

End of Leg 5

When: 1800 hrs: 11th October, 2009
Where: TBA

Publication of Start List & Order for Leg 6

When: 0500 hrs: 12th October, 2009
Where: TBA

Official Start of Leg 6

When: 0700 hrs: 12th October, 2009
Where: TBA

End of Leg 6 Finish of Raid de Himalaya 2009

When: 1800 hrs: 12th October, 2009
Where: Tourism Reception Centre, Leh

Final Scrutineering

When: 1830 hrs: 12th October, 2009
Where: Tourism Reception Centre, Leh

Publication of the Provisional Final Classification

When: 2000 hrs: 12th October 2009
Where: Tourism Reception Centre, Leh

Prize Giving

When: 1800 hrs: 13th October 2009
Where: TBA

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MARUTI SUZUKI RAID DE HIMALAYA ADVENTURE TRIAL 2009

DESCRIPTION

1.1 Status of the event: National
 Name: **MARUTI SUZUKI Raid de Himalaya 2009**
 Place: Shimla, India
 Date: October 5 to October 13, 2009.

1.2 Permit No
 FMSCI Permit Number: TBA

1.3 Location of Official Notice Boards

- From publication of these regulations to 6th October, 2009 at the office of Himalayan Motorsport at MotoWorld, Nav Bahar, Shimla
- From the 7th October, 2009 at the Raid Headquarters of Himalayan Motorsport at the start venue
- Leg 1, 2, 3, 4, 5 & 6 end venue and after the Finish of the Raid at Raid Headquarters / Final Parc Ferme at the end venue.

1.4 Location of Raid Headquarters

DATE 2009	TIME		PLACE
	OPEN	CLOSE	
5 Oct	1000	1800	Office of Himalayan Motorsport
6 Oct	1000	1800	Hotel Peterhoff, Shimla
7 Oct	1800	2200	TBA
8 Oct	1800	2200	TBA
9 Oct	1800	2200	TBA
10 Oct	1800	2200	TBA
11 Oct	1800	2200	TBA
12 Oct	1400	1600	Tourism Reception Centre, Leh

Location of Start and Finish

Start of Leg 1	7 th October, 2009
Place	Hotel Peterhoff, Shimla
End of Leg 1	7 th October, 2009
Place	TBA

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Start of Leg 2	8 th October, 2009
Place	TBA
End of Leg 2	8 th October, 2009
Place	TBA
Start of Leg 3	9 th October, 2009
Place	TBA
End of Leg 3	9 th October, 2009
Place	TBA
Start of Leg 4	10 th October, 2009
Place	TBA
End of Leg 4	10 th October, 2009
Place	TBA
Start of Leg 5	11 th October, 2009
Place	TBA
End of Leg 5	11 th October, 2009
Place	TBA
Start of Leg 6	12 th October, 2009
Place	TBA
End of Leg 6	12 th October, 2009
Place	Tourism Reception Centre, Leh

1.5 Location of Parc Ferme at Start for each leg

LEG	DATE	LEG START Parc Ferme
1	7 Oct	Hotel Peterhoff, Shimla
2	8 Oct	TBA
3	9 Oct	TBA
4	10 Oct	TBA
5	11 Oct	TBA
6	12 Oct	Tourism Reception Centre, Leh



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1.6 Location of Media Room

Date	Time	Location of Media Room
7 th Oct, 2009	From 0600hrs	TBA
8 th Oct, 2009	From 0900 hrs	TBA
9 th Oct. 2009	From 0900 hrs	TBA
10 th Oct. 2009	From 0900 hrs	TBA
11 th Oct.2009	From 0900 hrs	TBA
12 th Oct 2009	From 0900 hrs	Tourism Reception Centre, Leh

ORGANISATION

2.1 Organiser's Name: **Himalayan Motorsport Association**

2.2 Address & Contact Details: **Himalayan Motorsport**
 Motoworld, Navbahar, Shimla,
 Himachal Pradesh - India
 Phone: +91 (0) 177 2842916
 Fax: +91 (0) 177 2844338
 Email: info@raid-de-himalaya.com

2.3 Name of the National Sporting Authority
 The Federation of Motor Sports Clubs of India,
 "Krishna Towers – I", VI Floor, Apt. # 25, New No. 50,
 Sardar Patel Road, Chennai – 600 113
 Tamil Nadu - India

Chief Patron
 Prof. Prem Kumar Dhumal
Hon. Chief Minister Himachal Pradesh

2.4 Organisation Committee

Mr.V. C. Pharka IAS	Mr.Avey Shukla IAS	Mr.Tarun Kapoor IAS
Mr.Mohd. Ashraf IAS	Mr.Talat Parvez KAS	Mr.Jagdish Sharma IAS
Mr.Atul Handa	Mr.Manjeev Bhalla	Mr.R.S Dhaliwal
Mr.Kapil Nagu	Mr.Pritinder Singh	Ms.Madhu Parmar
Ms.Rajni Nagu	Ms.Mamta Handa	Mr.Vijay Parmar

2.5 Stewards of the Meeting

Chief Steward	TBA
Additional Stewards	Adil Nargolwala / Shekhar Verma

2.6 FMSCI Scrutineer

Chief Scrutineer	Mr. Bhaskar Patwardhan
Asst. Scrutineer	TBA

2.7 Senior Officials

Clerk of the Course	Mr. Atul Handa
Additional Clerk of the Course	TBA

Area Coordinators

Area Coordinator (Shimla)	Mr. Sanjay Kumar
Area Coordinator (TBA)	TBA
Area Coordinator (TBA)	TBA
Area Coordinator (TBA)	TBA
Area Coordinator (Leh)	TBA
Special Area Advisor (Kashmir + Ladakh)	Mr. Mohd. Ashraf

Officials of the Event

Secretary of the Meet	Mr. Vijay Parmar
Competitor Relation Officer	Ms. Rajni Nagu
Chief Medical Officer:	Dr .S Caprihans
Chief Safety Officer:	Mr. Jagwant Gill
Media Relations Officer	Mr. H Kishie Singh
Communication Chief	Mr. TVS Pathania
Chief Time Keeper	Mr. Kapil Nagu
Results	HIMALAYAN MOTORSPORT

Deputy Clerks of Course

Suzie Lumsden	Avishkar Ranjan
Joy Singh	Pushpendra Singh

Rajeev Maheshwari	Kapil Lakhotia
Vikas Singh	Neeraj Jain
Raghavendra Singh	Hari Singh
Indeep Madan	Rohit Karol
Suhrid Sharma	Jaideep Singh
Kishie Singh	Roshan Thakur
Chunni Thakur	Vivek Arya

2.8 JUDGES OF FACT :

All persons (other than stewards) named in Art. 2.7. Duties of the Judges of Fact are described in Appendix I.

2.9 Identification of Officials

The Post Chiefs and other marshals will be identified as follows:

Post Chief :-Green Vest with Black “POST CHIEF”
Other Post Officials :- Green Vest with Black “CONTROL”
Medical Officers :- Yellow Vest
Safety Marshals :- White Vest with Red “SAFETY”
Spectator Control :- Orange Vest with Black “SPECTATOR CONTROL”
C. R. O. :- Red Vest with Black “C. R. O.”
Stage Commanders:- Dark Blue Vest with White “STAGE COMMANDER”
Scrutineers: -Light Blue Vest with Black with “SCRUTINEER”
Deputy Clerks of The Course:- Light Grey Vest with Black “DCOC

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GENERAL CONDITIONS

- | | | |
|-----|--------------------------------------|-----------------|
| 3.1 | Total distance of the course | 2400 Kms |
| 3.2 | Number of legs | 6 |
| 3.3 | Description of Type of Road Surface: | Tarmac and Dirt |

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ELIGIBILITY OF VEHICLES

4.1 Groups and Classes

The Classes formed are as follows:

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

1. There will be only one group and class for all cars.
2. There will be another group and class for all 2 / 4 wheel drive SUV's.

The organizers decision will be final on which Group a vehicle falls in. The vehicles entered must have:

1. Safety Harness (Seat Belts) The normal seat belts provided in the car by the manufacturer are sufficient. All crew front & rear to have seat belts.
2. **A first Aid kit.**
3. Helmets must be carried onboard at all times for all crew members and are compulsory on stages with an average speed higher than 40 km/hr , if any, or those where stated by an official/ marshal.
4. All electrics should work.
5. Tyres must be in very good condition.
6. Compulsory Underbody Protection for Engine & Gear Box for Cars Group.
7. One tow chain or rope made of Steel or Nylon Tape.
8. Hard tops are compulsory. No fabric roofed vehicles will be permitted. Fibre-glass tops are acceptable.
9. Side facing seats are not permitted as seating for competitors.
10. Sleeping bags for all crew to be carried onboard at all times ALONG WITH EMERGENCY RATIONS for 24 hours.
11. Two snow chains sized for the vehicles tyres. (Contact Himalayan Motorsport for details). Must be presented for inspection at scrutiny.
12. FOR THE COMPLETE LIST OF ITEMS THAT WILL BE CHECKED FOR COMPLIANCE PLEASE SEE THE SCRUTINY CHECK LIST IN [APPENDIX IV](#).

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ENTRIES

5.1 **Opening and Closing Dates:** As per Programme

5.1.1 **Eligibility Criteria –**

Eligible persons are those adults having a valid FMSCI competition license (who have not been barred or suspended from rallying activities). Minors are not permitted.

5.2 **Entry Procedure**

Those wishing to take part in the **MARUTI SUZUKI RAID DE HIMALAYA ADVENTURE TRIAL 2009** must send the enclosed entry form, duly completed, to the Permanent Secretariat at the address given in Art 2.2. as per programme. If the entry is sent by facsimile or email the original documentation must be shown to the Organisers at the latest by the final date for documentation prior to scrutiny. However photocopies of all the originals must be with us as per the following closing dates for various types of Entry. These are as below:

Early Entry last dates for all documentation:	15 th June, 2009
Standard Entry last dates for all documentation:	15 th August, 2009
Late Entry last dates for all documentation:	21 st September, 2009
Very Late entry dates for all documentation:	Immediately with Entry

In the event these dates are not respected the Entry charged will be of the following type and the balance fee will have to be deposited immediately.

5.3 **Number of Entrants accepted and classes**

The maximum number of entries shall be no more than 60 cars. Complete details as required on the entry form must be submitted in order to qualify for Standard Entry Fee.

In case of any details being incomplete the entry will be invalid.

5.4 Only one member of the crew / vehicle may be changed (two in case the entry is for 3 or more crew) with a fine of Rs 5000/- per person as per conditions below:

5.4.1 Before the Start of scrutineering, with the agreement of the Organising Committee.

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

5.4.3 The changing of more than 2 members of the crew is subject to the express authorization of the Stewards and only where the total crew is 3 or more.

The two-crew members may choose to share the actual driving time, provided they both have valid competition licenses.

Any such change shall not be permitted unless fee as prescribed under Art. 5.4 is paid to the organisers.

5.5 Entry forms which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee may be rejected.

5.6 No amendments may be made to the entry form which has been submitted, except in the cases provided for in the present regulations.

5.7 By the very fact of signing the entry form, the entrant as well as the crew submit and bind themselves to resort only to the prescriptions of these regulations.

5.8 An entry form which contains false and/or incorrect statements shall be deemed null

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and void and the entrant may be deemed guilty of breach of these regulations and the entry fee may be forfeited and the entrant excluded from the Meet.

- 5.9 Any change of the entrant is prohibited after the closing of entries. Entry fee cannot be transferred to another entrant / competitor.

Entry Fees

- 5.10 The entry fees specified in Art. 5.11 include an opportunity for the crew to participate in the Maruti Suzuki RAID de HIMALAYA ADVENTURE TRIAL 2009, one set of Road Books, Route Maps and an invitation for the driver and co-driver/s to the Prize Distribution function and Rally Ball. The Entry Fees also includes basic accommodation for the crew at the Night Halt on the days of the actual running of the ADVENTURE TRIAL as long as the Entrant **has not retired from the competition or been excluded for any reason whatsoever. Wherever the entrant has started a Leg and reached the official night halt he/she will be provided hospitality for that night even though he may have retired from the event anywhere along that Leg. Hospitality will cease from the next day onwards. No retired competitor will be permitted to start the next leg even if he/she desires to complete the route in a non competitive way and the organisers are not responsible for the safety, hospitality or medical contingencies for such retired competitors. Service will not be available to retired competitors.**

Food, as and when provided, is at the discretion of the organisers.

Service that is provided to the competitors is also at the discretion of the organisers. It will be given on a first come first served basis and the extent and scope of this service rests entirely with the organisers.

Medical rescue and evacuation will be by land and the organisers do not guarantee quality or a time frame for this. All competitors will sign the required indemnity before participating.

However, all competitors, finishers and retired, are invited for the Prize Distribution and for that night the accommodation will be provided by HMA.

- 5.11 WITH THE ADVERTISING PROPOSED BY THE ORGANISERS

For 2 crew, the following entry fee is to be paid.

Early Entry:

(Up to 1700 hrs on 15th May, 2009) : Rs. 30,000/-

Standard Entry:

(Up to 1700 hrs on 15th July, 2009) : Rs. 40,000/-

Late Entry:

(Up to 1700hrs on 31st August, 2009) : Rs. 50,000/-

Very Late Entry:

(Up to 1700 hrs on 21st Sept, 2009) : Rs. 60,000/-

For 3 or more crew per car the Entry Fee for Early, Standard, Late and Very Late stands doubled. More than 4 crew per car are NOT permitted.

- 5.12 **Sponsored Entry** is classified as below:- [Back](#)
 If any of the advertising material is infringing with the standard pattern of mandatory advertising as given in [Appendix II](#), the entry will be considered as sponsored entry and the fee shall be twice that for the relevant date of entry. For e.g. a sponsored entry paid before 31st May 2009 will be Rs 60,000/-for 2 crew.
- 5.13 **Refunds** –
No entry fee refunds after 31st August, 2009 for any reason whatsoever.
For refunds requested between 31st May, 2009 and 15th August, 2009 the minimum deduction of entry fee is 50% and refunds are for a proven, valid reason OR UNDER THE CONDITONS SPECIFIED UNDER ARTICLE 8.5.
Failure at Scrutiny will result in exclusion and no refunds will be given.
Failure to complete all Legs will not result in a pro rata refund either!
- 5.15 **Payment**
 Entries will only be accepted if accompanied by full entry fee. The entry fees can be paid either by Demand Draft in favour of “Himalayan Motorsport” OR by Cash. Payment can also be made by transfer directly to the Himalayan Motorsport account. Account details can be had from the Entry Forms link on our website www.raid-de-himalaya.com .
- 5.16 Team Entry – in addition to prevailing entry fees

Manufacturers Team Entry	Per car	Rs. 20,000
Commercial Team Entry	Per Car	Rs. 7,500
Club Team Entry	Per Car	Rs. 1,500

At least 3 cars must finish in a Team for it to be classified as the winner. It is not mandatory for there to be more than one team for this Prize to be won.

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INSURANCE

Only during the running of the event, all FMSCI Competition License holders are insured for

- i) Personal Accident Insurance : Rs.2,00,000/=
- ii) Hospitalization benefits : Rs.40,000/=

- 6.1 All competitors are highly recommended to take further personal accident insurance for Rs.2,00,000/- each, including hospitalization benefits. This insurance should not be normal insurance, but specifically “High Risk” insurance. Mediclaim Insurance is recommended. Photocopy of the Mediclaim Card is required.
- 6.2 The insurance of each vehicle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required prior to the closing of entries. ENTRANTS/DRIVERS ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RELIABILITY / ADVENTURE TRIALS. As such all Competing vehicles will have to be insured by taking a special rally insurance for the event. Proof of such insurance cover will have to be produced before start of Scrutineering.

ADVERTISING

- 7.1 Advertising on competing cars is allowed provided that:
 - a) ALL instructions issued by the organisers are observed.
 - b) No advertising material shall be placed on any of the windows.
 - c) Advertising must not be of a political, obscene or insulting nature and must be in good taste and not conflict with the vehicles official numbers in such a way as to prevent recognition by Officials or Marshals.
 - d) The front doors shall be left free of advertising other than that provided by the organisers.
 - e) Space required as indicated in Article 7.2 is left free of advertising other than that provided by the organisers.
 - f) Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 7.
- 7.2 Advertising is as indicated in Appendix II and all competitors will be bound by this article save exceptions provided to Sponsored Entries, provided that conditions under [Article 5.12](#) have been complied with.
For specific exemptions please contact [Himalayan Motorsport Association](#).

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RIGHTS & OBLIGATIONS

Rights & Obligations Of The Organisers

- 8.1 The Organising Committee and the Stewards of the Meet reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which arise. The organisers may also issue any Competitor Information Bulletins (CIBs) and/or written instructions to competitors at any time with the approval of FMSCI / Stewards. Written instructions when issued shall be signed by each competitor/entrant as proof of receipt and shall have the same legal force as these Supplementary Regulations. All

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CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force (and will constitute an integral part) of these regulations and will be posted at Meet HQ. As far as possible, the CIBs shall be brought to the notice of the individual competitor. However, it is the responsibility of the competitor and/or entrant to acquaint themselves with the CIBs and or written instructions posted at the official notice boards.

- 8.2 The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.
- 8.3 The organisers may at their discretion, abandon, cancel or postpone the Meet, in case of unforeseen circumstances.
- 8.4 The organisers and/or the Clerk of the Course reserve the right to delete and/or change any part of the route should they deem it necessary or expedient at any time or due to FORCE MAJEURE or for any other reason.
- 8.5 THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT AFTER GIVING SUFFICIENT REASONS FOR THEIR REFUSAL. IF THE REFUSAL IS AFTER ENTRY FEE HAS BEEN DEPOSITED THEN THE ENTIRE ENTRY FEE WILL BE REFUNDED. IN CASE THE EVENT DOES NOT FLAG OFF, FULL ENTRY FEE WILL BE REFUNDED.
- 8.6 The organisers and/or the Clerk of the Course may appoint Judges of fact.
- 8.7 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meet

General Obligations of the Competitors

- 8.8 Every driver should be the holder of a currently valid FMSCI Competition License which he must carry in original through out the event.
- 8.9 If the entrant is not the competitor, the 1st driver nominated on the entry form shall be deemed to be the entrant. Whenever an entrant or competitor is referred to in these regulations this shall also mean his / her agents, if appropriate.
- 8.10 The Stewards of the Meet may exclude a Competitor who was found under the influence of alcohol / intoxicating drugs or who is deemed unfit for reasons of health or lack of ability required for participation in such an event and reported by the Clerk of the Course or his nominated officials. There is no appeal against such a decision.
- 8.11 All Competitors must sign the indemnity / declaration which are printed on the Entry form.
- 8.12 Any indemnity and / or declaration as prescribed by the paragraph above if signed by person under the age of 18 years, shall be countersigned by that person's parent or guardian whose full name, address and capacity in which he is countersigning shall be given. Failure to do so will result in the competitor not being allowed to start.
- 8.13 Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- 8.14 Should a competing vehicle come across another vehicle which has met with an accident, it is their duty to ensure that the crew of that vehicle does not need any medical attention. If medical assistance is required they may take the injured person on board in violation of Art. 8.15 without incurring any adverse decision as a result.

Note: Failure to provide such assistance / Failing to report any breakdown / accident to the next official on the route may lead to exclusion at the discretion of the Stewards

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- 8.15 A competing vehicle shall only carry the people named on the Entry Form on board at all times. **All Crew including driver, co-driver and passenger/s must have seat belts on throughout the entire event. 1st violation fine Rs. 5,000/-. 2nd violation EXCLUSION.**
- 8.16 Under NO circumstances will any Competitor, Crew Member, Marshal or Official admit any liability or sign any form or paper which may admit or indicate liability of the Sponsors and/or the organisers in any accident or incident which may arise.
- 8.17 The Scrutineering Card, Identity Card and Identity Tags, the competition numbers, plates/stickers and Organizer's advertising as applicable can be collected at the time of scrutiny.
- 8.18 An Identity card will be provided by the organizers and must be worn around the neck so as to be easily visible at all times. Carrying of the original Competition License is also mandatory at ALL TIMES. Loss / Violation of either will be fined @ Rs. 3,000/- per violation.
- 8.19 ADVENTURE TRIAL stickers & Competition Numbers will be provided by the organizers and must be pasted on the competing vehicle as directed. It shall be sole responsibility of the competitor to ensure that the numbers are preserved and clearly legible at all times.
- 8.20 Competitors attention is drawn to the fact that the route passes through a few villages and they are thus advised to exercise extreme caution while passing through them.
- 8.21 Use of Aviation fuel (Avgas) is permitted as per Regulations of the FIA. Participants will, however, have to arrange for their Avgas requirements on their own.
- 8.22 Competitors are forbidden under pain of exclusion to behave in any unsporting manner.

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SCRUTINEERING, SEALING & MARKING

Scrutiny –

Pre-event scrutiny will be essentially safety scrutiny. This will ensure conformity to the Scrutiny Checklist (Appendix IV). The issue of a SCRUTINY OK STICKER is not a guarantee that the vehicle has passed technical conformity as per these Supplementary Regulations.

During the event, any Marshall/ Raid Official/ Judges of Fact can carry out on the spot scrutiny of the vehicle to ensure safety/ technical conformity of the vehicle/ competitors. The observations on the vehicle's safety/technical conformity by a Judge of Fact would be final.

Post-event Scrutiny will decide the vehicles conformity to these Supplementary Regulations with regard to any observation that might have been made during the running of the event.

- 9.1 Location:
Venue: **Motoworld, Navbahar, Shimla**
From : 0830 hrs Monday, 5th October, 2009

9.2 Time/Schedule

All the competitors shall be informed individually through letters/telephone/email/website, regarding their time and date of scrutiny. Lateness will attract a fine of Rs. 500/-

9.3 Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, conformity of the car to the series production units on sale to the general public, excepting in those modifications that are specifically provided for below:

9.4 Permitted Modifications

1. Roll Cage : Though not compulsory, it is permitted to fit a roll cage in the competing vehicle. Any modifications made for this purpose are permitted.
2. A 'rally cabin' must be fitted on those SUV's having soft tops.
3. Under body protection for the engine oil sump and petrol tank are permitted.
4. Two spare wheels should be carried. Not compulsory though. However both may not be loose but securely fastened.
5. Extra lighting may be used provided that the number of extra lights is even and they are not mounted above the lower level of the windscreen.
6. Tyres and wheels are free including dia. of rim, tyre width and aspect ratio. Alloy wheels are permitted.
7. It is permitted to fit a circuit breaker.
8. It is permitted to fit spacers/ variant knuckles for the purposes of raising ground clearance of the car on all 4 shockers. Shocks are free. The number and type of leaves/springs are not free. It is NOT permitted to increase the length of the control arms to correct camber that may have become changed as a result of the body lift. A max of 2 inches lift is permitted by the spacer / variant knuckle method.
9. It is strongly advised to install an odometer in front of the navigator. Terra trip rally Computers may be used. The use of GPS is permitted. Laptop and pocket computers are not permitted. GPS receivers/data loggers attached to DVD screens etc. are permitted. **Factors will be applied to competitor results for those using terra trip rally computers or GPS. Details at Article 14.1.**
10. It is permitted to modify the exhaust provided that the catalytic converter is not removed and the exit point of the pipe, whose diameter must remain the same as the original, is retained as per the original mounting point. Removal of the catalytic converter core will result in exclusion.
11. Air filtration units are free owing to the excessive dust.
12. Replacement of normally aspirated diesel engines with turbocharged engines are permitted provided an OE engine is used from the same manufacturer. Aftermarket modifications to add turbochargers/superchargers are not permitted. An older petrol engine having a carburettor may be replaced with an MPFI engine of the same capacity as the earlier engine. However the MPFI engine must be one provided by the same manufacturer for the same vehicle.
For e.g. an Esteem MPFI engine may be fitted into an earlier model Esteem having a carburettor, both having the same displacement. This change cannot be carried out on earlier Maruti 1000's as the old engine was 1000 cc and would now be replaced by a 1300 cc.
13. **It is NOT permitted to install an auxiliary fuel tank in the car. An auxiliary fuel**

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tank may be mounted on a roof rack or behind a metal firewall, either inside the boot or behind a rally cabin. If installed within the boot, this tank must vent gases to the outside.

14. Cars manufactured before 1976 may modify anything but the original chassis must be retained.

All other modifications are NOT permitted.

- 9.5 Drivers taking part in the ADVENTURE TRIAL must arrive at scrutineering with full crew, driving gear, helmets, snow chains and car as per given schedule.
- 9.6 At Scrutineering, crew members will be asked to produce their identity cards and original competition licenses.
- 9.7 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.
- 9.8 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.
- 9.9 **Any vehicle which appears on external examination to be ineligible for the ADVENTURE TRIAL or a specific Class may be rejected and called back for re-scrutineering on payment of the re-scrutineering fee of Rs 300/- for each recall.**
- 9.10 In order to prevent the engine or body shell 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.
- 9.11 One 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. Missing marks will result in immediate exclusion. Any fraud discovered, in particular the fact of presenting as intact identification marks that have been retouched, will result in exclusion of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. Entrants/Drivers will be required to sign on the Scrutineering Card that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through RAID Headquarters.
- 9.12 All vehicles must be equipped with seat belts for all crew members.
- 9.13 Additional scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- 9.14 The competitor is responsible for the technical conformity of his car throughout the entire duration of the event.

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START OF THE ADVENTURE TRIAL

10.1 Publication of the starting lists

The start lists will be published on the Official Notice Board at RAID Headquarters as per programme. It is the competitor's responsibility to locate the official notice board.

10.2 Late Reporting at Start of Leg

Competitors are required to line up for the start of a Leg at least 10 minutes before

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their Flag Off time. **A competitor reporting late for Flag Off at any Leg start will be penalized @ 1 minute per minute late upto 10 minutes lateness.** All late starters will start after the rest of the field. **After 00:10:01 sec lateness the competitor will be excluded.**

RUNNING OF THE ADVENTURE TRIAL

11.1 Definitions

1. **TSD** – Time, Speed and Distance
2. **Time Intervals:** Between two competitors: Minimum 1 minute
3. **Crew:** In case of the Maruti Suzuki RAID de HIMALAYA ADVENTURE TRIAL 2009, each four-wheeler's crew will be made up of a minimum of 2 and a maximum of 4 persons. All crew shall carry the FMSCI Rally driver's/co-driver's license.
4. **Time:** The official time throughout the ADVENTURE TRIAL will be GPS Time expressed in accordance with the 24 hour clock. The GMT time differential offset will be +5.30 hrs. Hours, minutes and secs will be shown thus e.g. 22:01:05
5. **Factors:** For those competitors using either a Terratrip computer or a GPS to assist in computation, a handicap factor will be employed on the final result. For e.g. a minute penalty for the normal calculator and car odometer user will show as a 00:01:10 penalty for the GPS user and a 00:01:15 penalty for the Terratrip user.

11.2 Speed & Distance/ Driving Time/ Rest Period

11.2.1 Speed and Distance

The maximum average speed for any section does not exceed 45 kmph.

11.2.2 Driving Times

The following limits shall not be exceeded except in case of force majeure and that too, only with the authorisation of the Stewards. Maximum driving time will include exclusion time / maximum permitted lateness.

Maximum driving time for each competitor will not exceed a continuous 18 hours in any unbroken 24 hour period.

11.2.3 Compulsory Rest Period

The minimum rest period in a 24 hour cycle will be six hours.

11.3 Time Card

In the case of this ADVENTURE TRIAL, a time card will be issued to each competing crew at the start of the ADVENTURE TRIAL. Responsibility for the time card rests solely with the crew until it is handed back to an official or marshal of the RAID.

In the time card the following details will be given

- | | |
|------------------------|-----------------------|
| a) Competition number | c) Name of the driver |
| b) Registration Number | d) Starting time |

At every control, the crew must ensure that the time card is signed by the marshal and the marshal's card is signed by the competitor and (except in the case of passage controls) that the correct time is entered.

Competitors are themselves responsible for the presentation or collection of the Time card at the various controls and for the accuracy of the entries in the Time Card. The time

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card must remain on board the vehicle for the duration of the Leg and must be presented personally by a member of the crew at all the control points. At the end of each Leg the Time Card will be surrendered to the organizers.

Officials are permitted to modify an entry which they have made but in such cases they must score out the original entry and replace it by a completely new one, which must be re-authenticated by a further signature. Any entry which appears to have been tampered with may be deemed not to have been made and may result in exclusion for the competitor.

A competitor losing his time card or not having it completely and correctly filled in may be excluded. If accidentally the wrong column is filled up it is the competitor's responsibility to ensure that the entries in the wrongly filled column are struck out and the correct column filled instead. The results will not be recomputed and consequential accrual of penalties will be solely the responsibility of the crews concerned.

The time card is the property of the organisers and upon retirement for any reason whatsoever MUST be returned to the organisers without delay.

11.4 **Route Chart / Road Book**

Each competitor will be issued a Road Book for each leg before his flag off.

The route chart will be in "Tulip" and will detail the route to be followed during the ADVENTURE TRIAL.

Competitors must report at every control in the direction indicated by the Road Book. Any infringement may entail exclusion.

11.5 **Finish**

No vehicle may be moved other than by its own power by a competitor except by the following or else face exclusion:

- i) By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road
- ii) By gravity
- iii) By its own crew
- iv) By another competing crew using their competition vehicle

11.6 **Classification**

In order to be classified as a finisher the competitors must:

- i) Check in to controls in the direction set by the organisers.
- ii) Pass the finishing line and place the vehicle in the Parc Ferme
- iii) Finish the event within the Maximum Permissible Lateness (MPL)

11.7 **Control Generalities**

All controls i.e. time and passage control will be indicated by means of one red banner placed on the left side of the road. The time will be recorded and endorsed at this point.

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Controls shall be ready to function 30 minutes before the target time of the passage of the first vehicle. Unless the Clerk of the Course decides, they will cease to operate 5 minutes after the target time + Maximum Permitted Lateness (MPL) for the last competitor. The MPL for each Leg will be informed to the competitor before the Start of each Leg in writing and his signatures taken as having acknowledged this.

It is strictly forbidden under the pain of exclusion:

- i) To enter a control from any direction other than that of the ADVENTURE TRIAL.
- ii) To re-cross or re-enter a control once checking in has taken place at this control.

The stopping time at any control must not exceed the time necessary for carrying out control operations.

Crews are obliged to follow instructions of the marshal-in-charge of any control point. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meet.

Stopping or slowing down in sight of a control or reversing away from a control would incur a penalty of 50 penalty minutes. The chief post marshal's decision in this case is final.

11.8 Time Control

At each control one crew member may or may not leave the car to present the time card for the official endorsement.

The time recorded will be the time the competing vehicle crosses the red flag of the control.

The time will also be entered on the marshal's sheet which must be signed by the competitor. In case of any difference in the time recorded on the marshal's sheet and the time card, the time recorded on the marshal's sheet will be final.

It is the sole responsibility of the competitor to ensure that the time entered on the marshal's sheet is correct before signing it.

- 11.9 The time will be recorded to the second. For e.g. 08 hours 13 minutes and 5 seconds will be recorded as 08:13:05.

The starting time at this TC will be the same as that which a competitor entered the TC. For e.g. if the TIME IN at TC 2 is recorded at 08 hours and 13 minutes and 5 seconds the same time i.e. 08:13:05 will be taken as the competitors TIME OUT for the purpose of the next stage. So if the competitor spends too much time at the TC he/she is losing time for the next stage. However to gap cars, or for any other reasons, a marshal may give a separate TIME OUT in which case that will be the time taken as TIME OUT for calculating the next stage timing.

The average speed required to be maintained between TC1 to TC 2 will be printed upon the TC Card marked TC1. Similarly the average speed required between TC2 and TC3 will be printed on the column marked TC2. Except for the Start of Leg and the Finish of Leg all other Time Controls will be secret. These average speeds will not be printed in the Road Book.

11.10 **Passage Control**

This may be established at various places in the route in order to ensure that competitors cover the correct route. At these passage controls, the time card will be signed by the officials though the time will not be recorded. These controls will be represented by a Red Stamp Sign instead of the Red Clock ones for a Time Control.

As all time controls except the start and end are undisclosed or secret controls the Time card will be signed by the official AND the Time recorded.

11.11 **Time Penalties**

At Time Controls:

Arriving late per second	-	1 second penalty
Arriving early per second	-	2 second penalty
Stopping, slowing or reversing in an attempt to lose time .	-	50 minutes penalty

MISSING OF TIME CONTROLS !!!

If a competitor misses a Time Control it affects both the results of the previous stage as well as the next. This domino's effect upon his result and the resultant application of penalties will be calculated as per the following example:

A competitor misses TC4 and arrives directly at TC5 from TC3. The time taken between TC3 and TC5 will be proportioned into two parts, depending on the length of each stage as per the official itinerary. The first part of this will be assumed to be the time taken between TC3 and TC4 (assumed as having being entered at TC4) and the second half of the time being the time taken between TC4 and TC5.

To clarify further, the competitor is asked to keep to a required average of 35 kph between TC3 and TC4 and to another required average of 39 kph between TC4 and TC5. He misses TC4. Now the first part of his result (that between TC3 and the missed TC4) will be computed by taking the first part of proportioned time from the total timing between TC3 and TC5 and computing it against the required average speed of 35 kph.

The second part of this result (the one between the missed TC4 and TC5)) will be computed by taking the second part of proportioned time of the total timing between TC3 and TC5 and computing it against the required average speed of 39 kph, even though the competitor did not reach TC4 where he would have been informed of this change in speed. The same formulae will be applied even if a competitor misses two consecutive TC's.

Proportioning of percentage for this exercise will be based on the official stage distances only. The organiser's decision is final on this.

A further penalty of 50 minutes per TC missed upto a maximum of 2 TC's will be applied as Supervisory Penalties. If three TC's are missed on any given Leg the competitor shall stand excluded.

Time Controls will remain open till 5 minutes +MPL after the ideal time of arrival of the last car for that post. A competitor running later than the above condition may not find the Time Control open even though he may be following the desired itinerary. This will be treated as a missed Time Control. The supervisory penalties applied for missing a time control would not count towards MPL.

As the road is open to all users in a TSD rally, a Time Control may be temporarily rendered invisible by the passage of other traffic. It is the competitor's responsibility to keep a sharp lookout for the TC. All TC's will be located on the left side of the road and can be missed if the competitor is overtaking a slower moving vehicle at an inopportune moment. However, such bad luck will also be treated as a missed TC.

If a competitor misses a control for any reason whatsoever

Missing 1 control	-	50 penalties
Missing 2 controls	-	100 penalties
Missing 3 controls	-	Exclusion

11.12 Safety

Competitors Safety

A minimum of two equipped ambulances with a qualified medical practitioner will be stationed at the Start of the ADVENTURE TRIAL. These ambulances will be in communication with the Clerk of the Course throughout the event. This ambulance will follow the last vehicle in the direction of the ADVENTURE TRIAL till the last TC, ensuring all the competitors are accounted for. Any competitor deciding to go home must inform an official of the rally and hand in his time card. Failure to do so will result in Himalayan Motorsport requesting cancellation of his competition license for 3 years.

SERVICE

12.1 Within the rules specified under Art 5.10, service to all ADVENTURE TRIAL cars will be provided by the organisers at the end of each leg if required on a first arrived first served basis. No dedicated service is permitted but competitors are free to use workshops along the route and to purchase parts from the market. Time taken for this will not be treated as dead time but counted towards the penalties incurred.

Competitors must remember that parts must be provided by them, by being either carried on board or bought locally, as end of Leg Service being provided by the organisers will not carry any parts with them. For jobs apart from routine servicing a separate charge may be levied at the discretion of the Service In-charge. Towing by the breakdown truck will be paid for by the competitor.

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REQUESTS, PROTESTS & APPEALS

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- 13.0 A pre paid "Request Form" is attached for every leg of the Road book. Once filled, these can be deposited with the Area Coordinator at the end of Leg detailing the competitor's grievance. **No request will be entertained that is not on the Request Form.** If the Request is lengthy and does not fit into the space on the form, a plain paper carrying the entire painful details may be appended to the form. Frivolous requests will not be entertained. Repeated requests of such nature will be reported to the Stewards who will fine at their discretion. **The carrying of the request will be decided by the C.O.C of the event. If the decision of the C.O.C is not palatable to the competitor he has the right to protest as given below.**
- 13.1 All protests shall be lodged in accordance with the stipulations of the National Sporting Code of FMSCI.
- 13.2 These have to be made within 30 minutes of the Final Provisional Results being put up on the final notice board at the end venue at Leh.
- 13.3 All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of Rs. 2,000/- for each protest, which shall not be returned if the protest is judged unfounded.
- 13.4 No action will be taken unless this above formality is followed to the letter.
- 13.5 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.) for each such part.
 - b) of Rs. 10,000/- if the protest involves the whole vehicle
- 13.6 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.
- 13.7 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.
- 13.8 The entrants may lodge an appeal against the decisions, in conformity with the stipulations of Chapter XIII of the National Sporting Code.
The appeal fee is Rs. 7,500/- with a bond of Rs. 17,500/- for 4 wheelers.

CLASSIFICATION + FACTORS + TIE BREAKER

- 14.1 Penalties shall be expressed in hours, minutes and seconds. **A factor will be applied to the daily results depending on the usage of Terratrip computers, GPS or both. In the event of a competitor using both, the higher factor will be applied. Breakdown of terratrips, GPS during the rally cannot change the factor application which will be as if the equipment is working flawlessly!**

The factor application will be as under:

1. Competitors using a simple calculator + car odometer + normal digital watch. No factor i.e. a minute's penalty will read as 00:01:00. It is permitted to shift the

simple odometer in front of the navigator.

2. Competitors using a GPS or Rally computers (Terratrip 202) giving a 10 mtr measurement but unable to do TSD calculations, in addition to their other systems of calculation. PDA users will fall into this category. A factor of 1/6th will be applied i.e. a minute's penalty will read as 00:01:10.

3. Competitors using a Terratrip 303 or higher or any other digital Rally computer capable of calculating TSD. A factor of 1/4th will be applied i.e. a minute's penalty will read as 00:01:15.

GPS tracks or waypoints will not be given to competitors in the Adventure Trial 2009. Decision of factor application rests with the organisers alone.

Competitors will declare their 'equipment on board' on the scrutiny form. No change is permissible after that declaration. If at any time during the event, during surprise checks, equipment higher than declared is detected the competitor will be excluded.

14.2 Competitors will be ranked in ascending order of the penalty hrs, minutes and seconds incurred by them i.e. the competitor with the least penalties will be declared the winner.

14.3 Tie Breaker

14.3.1 In the event of a tie, the competitor who has missed the least number of time controls will be declared the winner for the position tied for.

14.3.2 In case the tie is not resolved the competitor with the higher number of sections completed with zero penalties will be declared as the winner of the position tied for and so on.

14.3.3 If after applying the above tie breaker, the tie is still unresolved, then the competitor who has gone the furthest from the start of the event without incurring any penalties will be declared the winner of the position tied for.

14.3.4 If the tie is still not resolved then the competitor who has gone the furthest from the start of the next leg with the least penalties will be declared the winner of the position tied for

14.3.5 If after applying all the above possible formulae for breaking the tie, the tie is still not resolved, then and only then will the competitors be declared as joint winners of the position tied for.

14.4 The results shall be posted in accordance with the programme, 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 at the finish.

14.5 The classification is Provisional/official at the end of the ADVENTURE TRIAL, and final 30 minutes after the posting of the results subject to Protests / Appeals, if any.

14.6 Provisional official 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.

14.7 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.

PRIZES - TROPHIES

15 Prizes

15.1

CARS

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

TEAM PRIZE

1st	Trophy
-----------------------	---------------

COUP DE DAMES

1st	Trophy
-----------------------	---------------

SUV

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

15.2 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



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competition is stopped before its scheduled completion.

- c) All cash prizes added, if any, will be subject to tax deduction at source (TDS) at the current rates applicable at the time.

15.3

Only 2 trophies will be awarded to an entry. For those teams whose crew exceeds 2 persons per car, a letter of authority for the trophy manufacturer, will allow the remaining crew to order replicas. These will be paid for by the person/s placing the order.

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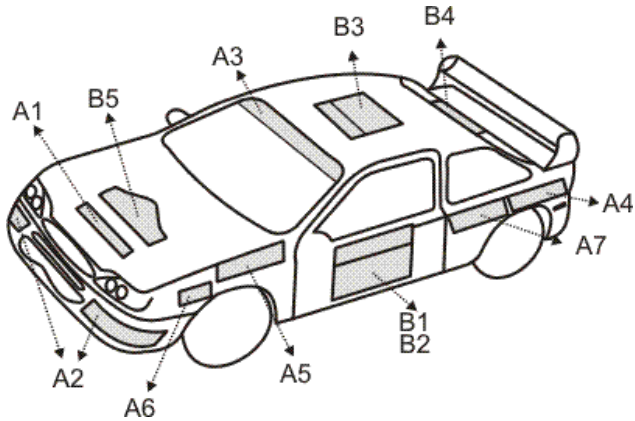
APPENDIX I - DUTIES OF THE JUDGES OF FACT

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 event.
2. To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
3. To bring to the notice of the clerk of the course any cases of 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 ferme, 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.

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APPENDIX II - ADVERTISING



- A1 Associate Sponsor of the Event
- A2 Rally Service Sponsor
- A3 Title Sponsor of the Event
- A4 Hospitality Sponsor of the Event
- A5 Name and Blood Group of the Crew
- A6 Telecommunication Sponsor
- A7 Himalayan Motorsport
- B1~5 Numbered Competition Stickers Adventure Trial 2009

In the event that a competitor wishes to apply advertising that conflicts with the above reserved layout he/she may opt for a “Sponsored Entry” where he/she has the entire area save of the stickers defined B1-B5. [Back](#)

APPENDIX III – SUMMARY OF PENALTIES

THE START SHALL NOT BE AUTHORISED IF:

Reasons

Entry fee not paid as per Entry Fee Table with reference to Article 5.2 and 5.12
No Personal Accident Insurance
Not carrying compulsory advertising

EXCLUSION

Unauthorised crew
Loss of Time Card
Tampering of entry on the Time Card
Loss of Scrutineering Card
Not wearing seat belts - 2nd violation
Blocking of road/ unsporting behaviour
Lateness exceeding Maximum Permissible Lateness
Entry Form containing false and/ or incorrect information
Competitor found under the influence of alcohol/ intoxicating drugs
Competitor deemed unfit for reasons of health/ lack of ability required for participation
Failure to report any breakdown/ accident and providing assistance
Missing or retouched identification marks applied during Scrutiny
Late reporting for flag-off at any leg exceeding 10 minutes 01 seconds
Missing of three Time Controls (TCs) in any leg
Using equipment higher than declared for navigation
Enter a Control from any direction other than that of the Adventure Trial
Re-cross or re-enter a Control once checking-in has taken place
Failure to follow the instructions of the Marshal-in-Charge at any Control Point

PENALTIES IN TERMS OF TIME

For each minute of lateness at start of event/ leg/ Control	1 minute
Arriving late per second at Time Control	1 second
Arriving early per second at Time Control	2 seconds
Stopping, slowing or reversing in an attempt to lose time at Time Control	50 minutes
Missing 1 Time Control	50 minutes
Missing 2 Time Controls	100 minutes
Factorial application for using GPS/ Digital Rally computer only capable of measuring distance	1/6th of time logged
Factorial application for using Terratrip 303 or an equivalent digital rally computer	1/4th of time logged

PENALTIES IN TERMS OF MONEY (INR)

Non-Submission of photocopies of documents for Early Entry by 30th June' 2009	10000
Non-Submission of photocopies of documents for Early Entry by 31st August' 2009	20000
Non-Submission of photocopies of documents for Early Entry by 21st September' 2009	30000
Non-Submission of photocopies of documents for Standard Entry by 31st August' 2009	10000
Non-Submission of photocopies of documents for Standard Entry by 21st September' 2009	20000
Non-Submission of photocopies of documents for Late Entry by 21st September' 2009	10000
Not attending Compulsory Pre Event Drivers Briefing per person	1000
Not wearing seat belts, per crew member - 1st violation	5000
Speed Testing in secure parking area	500
Not Carrying & Display of Identity Card - per violation	3000
Not Carrying of Original Competition License - per violation	3000
Changing of 1 crew member prior to pre-event scrutiny	5000
Changing of 2 crew (in case of entry is for more than 3 or more crew) prior to pre-event scrutiny	10000
Late reporting at Flag-off for any leg upto 10 minutes	3000
Re-scrutineering fee for each recall	300

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Change of Vehicle upto scrutiny (Each change)	3000
Change of Factor – upwards only (If accepted by C-o-C)	5000

APPENDIX IV – PRE-EVENT CHECK LIST

Sr. No.	Particulars	Description
1	Hard Top/ Rally Cabin	SUV's having a soft top must replace it with a hard top/ rally cabin
2	Under Body Protection	Should be under the oil sump and the fuel tank or running the entire length of the vehicle
3	Tyre tread depth	Should be in good condition having a minimum tread depth of 4mm atleast, sidewalls should not be damaged
4	Spare wheels	A minimum of 2 spare wheels having tread depth of minimum 4mm atleast with no sidewall damage, both must be firmly secured
5	Mud Flaps - Front/ Rear	Must on all 4 wheels. May be the OE unit supplied.
6	Towing eye Front/ Rear	Towing eye should be painted red. If of the removable screw-on type, should be carried for inspection during scrutiny.
7	Horn	Should be heard loud & clear in the next district!
8	Head Lights	Functional in High Beam/ dipper mode; bulbs should be of twin filament type
9	Parking Lights	Fully Functional
10	Brake Lights	Fully Functional
11	Side Indicators	Fully Functional
12	Reverse Lights	Fully Functional
13	Number Plate Lights	Fully Functional
14	Extra Lighting	Should not be mounted above the lower level of the front windscreen and must be in pairs.
15	Parking Brake	Should lock between 5-8 notches
16	Windshield Wipers	Rubber must not be cracked, windshield washer must work
17	Helmets	Mandatory for all crew members. Must be at least ISI marked. Open face recommended
18	Auxillary Fuel Tank	Must be a unit manufactured by an OE supplier, may be mounted on roof racks. If installed inside the vehicle, the tank must vent gases to the outside

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19	Snow Chains	Minimum for 2 tyres, must be secured to the tyre by a sturdy nylon rope.
20	Sleeping Bag	Must for all competitors, suitable for a temperature range of -5C to +25C.
21	Survival Rations	For all crew members, individual portions for at least 24 hours. Must consist of potable water, high energy food, etc.
22	Seat Belts	Must for all crew members, manufacture by OE supplier.
23	First-Aid Kit	Medicines must be checked for Expiry Date
24	Red Triangles	2 in number, Made of reflective material, must be secured firmly.
25	Identity Card	Issued by Himalayan Motorsport Association, attached to a lanyard must be worn around the neck.
26	Crew Identification Card	Issued by Himalayan Motorsport Association, to be secured and displayed on the rear left window.
27	Identification Marks	Put on engine and body shell using wires, special numbered seals and/ or paint
28	Rear view Mirrors	1 each on the driver and co-driver side mounted on the doors and one inside the cabin for the driver
29	Head Restraint	Must for all crew members
30	Display of Names & Blood Groups	Must for all crew members, to be displayed on black background of 4in. X 8in. dimension. with white letters & symbols. Location is on top-end of the both front fenders. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker.
31	Adventure Trial Plates	Adventure Trial Plates will replace all Registration Number Plates
32	Registration Number	Make a sticker 8in X 6in with a "White" background & "Black" letters and numbers. Location is on the front of the bonnet above the grill. Letters & Numbers to be sized to 2 inches and having a thickness of 3 mm. to be made from reflective stickers.
33	Competition Number	Displayed as per Appendix II
34	Compulsory Ads	Displayed as per Appendix II
35	Competition License	Must for all the drivers, to be carried during the event in original

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