



9th – 17th October, 2011



The Federation of Motor Sports Clubs of India

DRAFT SUPPLEMENTARY REGULATIONS

**MOTO X-TREME
MOTO ALPINE**

H I M A L A Y A N M O T O R S P O R T

Motoworld, Navbahar,
Himachal Pradesh,
India

Phone: +91 (0) 177 2842917
Fax: +91 (0) 177 2844338
Email: info@raid-de-himalaya.com
Website: www.raid-de-himalaya.com



ANNOUNCEMENT

The **MARUTI SUZUKI RAID DE HIMALAYA 2011**, 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.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

INDEX		
Sr. No.	Details	Page
1.	Programme	4
2.	Description	7
3.	Organization	10
4.	General Conditions	13
5.	Eligible Vehicles	13
6.	Entries	15
7.	Insurance	19
8.	Advertising	19
9.	Obligations	20
10.	Scrutineering, Sealing and Marking	22
11.	Start of ADVENTURE TRIAL	24
12.	Running of ADVENTURE TRIAL	25
13.	Service	31
14.	Protests & Appeals	32
15.	Classifications + Factors + Tie Breaker	32
16.	Prizes and Trophies	34
17.	Appendix I Duties of the Judges of Fact	35
18.	Appendix II Advertising	36
19.	Appendix III - Summary of Penalties	37
20.	Appendix IV – Pre-Event Check List – Stock	39
21.	Appendix V – Pre-Event Check List – Pro-Stock	41

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, 2011
Where: Office of Himalayan Motorsport

Closing Date of Early Entries:

When: 1700 hrs: 15th May, 2011
Where: Office of Himalayan Motorsport

Opening of Standard Entries:

When: 1100 hrs: 16th May, 2011
Where: Office of Himalayan Motorsport

Closing Date of Standard Entries:

When: 1700 hrs: 15th July, 2011
Where: Office of Himalayan Motorsport

Opening of Late Entries:

When: 1100 hrs: 16th July, 2011
Where: Office of Himalayan Motorsport

Closing Date of Late Entries:

When: 1700 hrs: 31st August, 2011
Where: Office of Himalayan Motorsport

Issuing of GPS Maps for Reconnaissance

When: 8th September 2011
Where: Office of Himalayan Motorsport

Publication of Entry List

When: 0930 hrs: 22nd September 2011
Where: Office of Himalayan Motorsport

Administrative Checks & Collection of Material and Documents

When: 0800 hrs: 9th & 10th October, 2011
Where: Office of Himalayan Motorsport

Scrutineering – Sealing and Marking

When: 0830 hrs: 9th & 10th October, 2011
Where: Motoworld, Shimla

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

Doctor's Briefing (For Doctors only)

When: 1900 hrs: 9th October, 2011
Place: Hotel Peterhof, Shimla

1st Stewards Meeting (For stewards only)

When: 1700 hrs: 9th October, 2011
Where: Hotel Peterhof, Shimla

Opening of Media Centre and Media Accreditation

When: 0900 hrs: 10th October, 2011
Where: Motoworld, Shimla

Pre Event Press Conference

When: 1200 hrs: 10th October, 2011
Where: HHH, Shimla

Ceremonial Flag-off

When: 1600 hrs: 10th October, 2011



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

Where:	Driveway, Hotel Peterhof, Shimla
Publication of Start List & Order for Leg 1	
When: 1700 hrs:	10th October, 2011
Where:	Office of Himalayan Motorsport
Compulsory Riders Briefing	
When: 1900 hrs:	10th October, 2011
Where:	Durbar Hall, Hotel Peterhof, Shimla
Entry to Parc Ferme for Leg 1 Starts	
When: 0500 hrs:	11th October, 2011
Where:	Hotel Peterhof, Shimla
Entry to Parc Ferme Ends	
When: 0500 hrs:	11th October, 2011
Where:	Hotel Peterhof, Shimla
Official Start of Leg 1	
When: 0600 hrs:	11th October, 2011
Where:	Hotel Peterhof, Shimla
End of Leg 1	
When: 1800 hrs:	11th October, 2011
Where:	ABVIMAS, MANALI
Publication of Start List & Order for Leg 2	
When: 2200 hrs:	11th October, 2011
Where:	ABVIMAS, MANALI
Entry to Parc Ferme for Leg 2 Starts	
When: 0200 hrs:	12th October, 2011
Where:	ABVIMAS, MANALI
Entry to Parc Ferme Ends	
When: 0300 hrs:	12th October, 2011
Where:	ABVIMAS, MANALI
Official Start of Leg 2	
When: 0330 hrs:	12th October, 2011
Where:	ABVIMAS, MANALI
End of Leg 2	
When: 2100 hrs:	12th October, 2011
Where:	Tourist Reception Centre, Leh
Publication of Start List & Order for Leg 3	
When: 0300 hrs:	13th October, 2011
Where:	Tourist Reception Centre, Leh
Entry to Parc Ferme for Leg 3 Starts	
When: 0430 hrs:	13th October, 2011
Where:	Tourist Reception Centre, Leh
Entry to Parc Ferme Ends	
When: 0530 hrs:	13th October, 2011
Where:	Tourist Reception Centre, Leh
Official Start of Leg 3	
When: 0800 hrs:	13th October, 2011
Where:	Tourist Reception Centre, Leh
End of Leg 3	
When: 1800 hrs:	13th October, 2011
Where:	Tourist Reception Centre, Leh
Publication of Start List & Order for Leg 4	

	When:	2200 hrs:	13th October, 2011
	Where:		Tourist Reception Centre, Leh
Entry to Parc Ferme for Leg 4 Starts			
	When:	2200 hrs:	13th October, 2011
	Where:		Tourist Reception Centre, Leh
Entry to Parc Ferme Ends			
	When:	2300 hrs:	13th October, 2011
	Where:		Tourist Reception Centre, Leh
Official Start of Leg 4			
	When:	0700 hrs:	14th October, 2011
	Where:		Tourist Reception Centre, Leh
End of Leg 4			
	When:	1800 hrs:	14th October, 2011
	Where:		Camp at Rangdum
Publication of Start List & Order for Leg 5			
	When:	2200 hrs:	14th October, 2011
	Where:		Camp at Rangdum
Entry to Parc Ferme for Leg 5 Starts			
	When:	1900 hrs:	14th October, 2011
	Where:		Camp at Rangdum
Entry to Parc Ferme Ends			
	When:	2200 hrs:	14th October, 2011
	Where:		Camp at Rangdum
Official Start of Leg 5			
	When:	0630 hrs:	15th October, 2011
	Where:		Camp at Rangdum
End of Leg 5			
	When:	1800 hrs:	15th October, 2011
	Where:		Camp at Rangdum
Publication of Start List & Order for Leg 6			
	When:	2200 hrs:	15th October, 2011
	Where:		Camp at Rangdum
Entry to Parc Ferme for Leg 6 Starts			
	When:	1900 hrs:	15th October, 2011
	Where:		Camp at Rangdum
Entry to Parc Ferme Ends			
	When:	2200 hrs:	15th October, 2011
	Where:		Camp at Rangdum
Official Start of Leg 6			
	When:	0600 hrs:	16th October, 2011
	Where:		Camp at Rangdum
End of Leg 6			
	When:	1700 hrs:	16th October, 2011
	Where:		Hotel Centaur, Srinagar
Final Scrutineering			
	When:	0900 hrs:	17th October, 2011
	Where:		Hotel Centaur, Srinagar
Publication of the Provisional Final Classification			
	When:	1100 hrs:	17th October 2011
	Where:		Hotel Centaur, Srinagar
Prize Giving			



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

When:	1800 hrs:	17th October 2011
Where:		SKICC,Srinagar
Rally Dinner		
When:	2000 hrs:	17th October 2011
Where:		Hotel Centaur,Srinagar

DESCRIPTION

1.1 Status of the event: National
 Name: **MARUTI SUZUKI Raid de Himalaya 2011**
 Place: Shimla, India
 Date: October 9 to October 17, 2011.

1.2 **Permit No**
 FMSCI Permit Number

1.3 **Location of Official Notice Boards**

- From publication of these regulations to 9th October, 2011 at the office of Himalayan Motorsport at MotoWorld, Nav Bahar, Shimla
- From the 10th October, 2011 at the Raid Headquarters of Himalayan Motorsport at the end 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 2010	TIME		PLACE
	OPEN	CLOSE	
9 Oct	1000	1800	Office of Himalayan Motorsport
10 Oct	1000	1800	Hotel Peterhof, Shimla
11 Oct	1800	2200	ABVIMAS, Manali
12 Oct	1800	2200	Tourist Reception Centre, Leh
13 Oct	1800	2200	Tourist Reception Centre, Leh
14 Oct	1800	2200	Camp at Rangdum
15 Oct	1800	2200	Camp at Rangdum
16 Oct	1800	2200	Hotel Centaur, Srinagar
17 Oct	1800	2200	Hotel Centaur, Srinagar

Location of Start and Finish

Start of Leg 1	11th October, 2011
Place	Hotel Peterhof, Shimla
End of Leg 1	11th October, 2011
Place	ABVIMAS, Manali
Start of Leg 2	12th October, 2011
Place	ABVIMAS, Manali
End of Leg 2	12th October, 2011
Place	Tourist Reception Centre, Leh
Start of Leg 3	13th October, 2011
Place	Tourist Reception Centre, Leh

SUPPLEMENTARY REGULATIONS
MARUTI SUZUKI RAID DE HIMALAYA 2011

End of Leg 3	13th October, 2011
Place	Tourist Reception Centre, Leh
Start of Leg 4	14th October, 2011
Place	Tourist Reception Centre, Leh
End of Leg 4	14th October, 2011
Place	Camp at Rangdum
Start of Leg 5	15th October, 2011
Place	Camp at Rangdum
End of Leg 5	15th October, 2011
Place	Camp at Rangdum
Start of Leg 6	16th October, 2011
Place	Camp at Rangdum
End of Leg 6	16th October, 2011
Place	Hotel Centaur, Srinagar

1.5 Location of Parc Ferme at Start for each leg

LEG	DATE	LEG START Parc Ferme
1	11 Oct	Hotel Peterhof, Shimla
2	12 Oct	ABVIMAS, Manali
3	13 Oct	Tourist Reception Centre, Leh
4	14 Oct	Tourist Reception Centre, Leh
5	15 Oct	Camp at Rangdum
6	16 Oct	Camp at Rangdum

1.6 Location of Media Room

Date	Time	Location of Media Room
11th Oct, 2011	From 0600hrs	Hotel Peterhof, Shimla
12th Oct, 2011	From 0900 hrs	Tourist Reception Centre, Leh
13th Oct. 2011	From 0900 hrs	Tourist Reception Centre, Leh
14th Oct. 2011	From 0900 hrs	Camp at Rangdum
15th Oct. 2011	From 0900 hrs	Camp at Rangdum
16th Oct 2011	From 0900 hrs	Hotel Centaur, Srinagar
17th Oct 2011	From 0900 hrs	Hotel Centaur, Srinagar

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.Kalyan Singh CEO Bhaderwah	Mr. Atal Dulloo IAS
Mr. Mohd. Ashraf IAS	Mr. Farooq Shah	Mr.Navdeep Thareja
Mr. Atul Handa	Mr. Avishkar Ranjan	Mr.R.S Dhaliwal
Mr. Kapil Nagu	Ms. Mamta Handa	Ms.Madhu Parmar
Ms. Rajni Nagu	Mr. Manjeev Bhalla	Mr.Vijay Parmar

2.5 **Stewards of the Meeting**

Chief Steward	Mr. Ravi Singhania
Stewards	Mr. Hari Singh Dr. Shekhar Verma

2.6 **FMSCI Scrutineer**

Chief Scrutineer	Mr. Bhaskar Patwardhan
Asst. Scrutineer	Mr. Sanjay Sankhla

SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

2.7 Senior Officials

Clerk-of-the-Course	Mr. Manjeev Bhalla
Secretary of the Meet	Mr. Kapil Nagu
Competitor Relation Officer	Th. Jaideep Singh
Chief Medical Officer	Dr. S Caprihan
Chief Safety Officer	Mr. Samar Sodhi
Media Relations Officer	Mr. Kishie Singh
Communication Chief	Mr. Suhrid Sharma
Chief Time Keeper	Mr. Hywel Thomas
Results	Rally Results International

Area Coordinators

Area Coordinator (Shimla)	Mr. Sanjay Kumar
Area Coordinator (Manali)	Mr. R.S.Dhaliwal
Area Coordinator(Leh)	Mr. Navdeep Thareja
Area Coordinator(Rangdum)	Mr. Praveen Grover
Area Coordinator(Srinagar)	Mr. R. S. Dhaliwal

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:

Scrutineers: -	Light Blue Vest with Black "SCRUTINEER"
Deputy Clerks of The Course:-	Lime Green Dayglo Vests

GENERAL CONDITIONS

- | | | |
|-----|--|----------|
| 3.1 | Total distance of the course | 2200 Kms |
| 3.2 | Number of Competitive Section | 11 |
| 3.3 | Total distance of the Competitive Section | 667 Kms |
| 3.4 | Total number of Transport and Competitive Section combined | 28 |
| 3.5 | Number of legs | 6 |
| 3.6 | Competitive Section Description of Type of Road Surface: | |

Leg	% TARMAC	% DIRT
Leg 1	10	90
Leg 2	80	20
Leg 3	100	0
Leg 4	60	40
Leg 5	0	100
Leg 6	0	100

ELIGIBILITY OF VEHICLES

The **Raid de Himalaya 2011** will run two versions concurrently as part of the same rally – a short version known as the Moto Alpine and the longer complete one ,known as the Moto Xtreme.

The **Moto Alpine** will run the first 3 legs of the rally and end at night halt of leg 3 at Leh. This shorter version is open to all newcomers to the Raid de Himalaya. Only those that have never participated before in the Raid (on a / Quad) are eligible to enter for the Moto Alpine.

The **Moto Xtreme** is the complete version of the Raid de Himalaya, running all 6 legs and is open to both previous participants as well as the new entrants to the Raid, In short whereas a previous participant cannot enter the Moto Alpine, a new entrant may enter the Moto Xtreme.

Competitors in both versions will fall under the same Groups and Classes as below. However the prizes for the Moto Alpine will be separate from those of the Moto Xtreme.

4.1 Groups and Classes

BIKES

Group ‘A’ - Improved Series Production or ‘Specials’ of International or Indian origin

Class	A-2	Above 125 cc up to 250cc
Class	A-3	Above 250 cc up to 500cc
Class	A-4	Above 500cc up to 750cc

SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

Group 'C' - Improved Series Production Motorcycles of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

Group 'D' - Series Production Motorcycles of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

PERMITTED MODIFICATIONS BY FMSCI WAIVER to the FMSCI 2 - Wheeler Tech Regs.

Special Conditions for Motorcycles:

1. Removal of center stands is permissible. Fitting of at least one stand is compulsory. It may be either centre stand or side stand.
2. Due to the marathon nature of the stages it is permitted to increase the size of the petrol tank for ALL groups. "Indian and foreign component petrol tanks are allowed. Modifications required for fitment are allowed. **Modification to increase Tank Capacity of Original Indian Component Petrol Tank is NOT allowed. If a foreign tank is used the bike will fall in Group "A".**
3. Ponchos will be worn by the motorcyclists and should display the competition nos. clearly. **Ponchos should be worn over and above the safety riding gears and well secured to avoid billowing out and obscuring the vision of the rider. Carrying a bag / rehydration pack over the poncho number is not permitted.**
4. **Tyres, Spokes and Rims** are free for all Groups and classes including Group "D" due to the extreme roughness of terrain. However the original diameter of the wheel (for e.g. 18" or 19") has to be retained for Group D. A wider rim having the original dia. may be used.
5. **Use of imported tyres are free permitted for all groups.**
6. **The headlight and metering instruments are Free for ALL groups.**
7. **Front mudguard: Free for ALL Groups**
Any foreign Motorcycles being entered will have to carry with them the Technical Data and homologation verifications for their Motorcycles. The onus rests on the competitor for providing confirmation of their correctness of Class and Group during scrutiny, both post and pre-event.

Only FMSCI homologated Motorcycles are permitted for Group “C” & “D”. MINIMUM LICENSE REQUIREMENT IS FMSCI RESTRICTED RALLY COMPETITION LICENSE FOR GROUP “D’ AND FULL COMPETITION RALLY LICENSE FOR GROUPS “A” & “C”. COMPLIANCE IS THE SOLE RESPONSIBILITY OF THE COMPETITOR.

ENTRIES

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

5.2 **Entry Procedure**

Those wishing to take part in the **MARUTI SUZUKI RAID De HIMALAYA 2011** must send the entry form, which is available on our website www.raid-de-himalaya.com, or from the office of Himalayan Motorsport, 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 must reach the Organisers at the latest by the final date for close of entries for that type of entry.

The last dates for submission of all documents are as per the following type of entry:

EARLY ENTRIES

Early entries are those made from the 1st April to 15th May, 2011. For early entrants all documentation as given at the end of the Entry Form has to be completed in all respects by the 15th June 2011 latest. If not the Entry will be treated as a Standard Entry and the balance money will have to be deposited immediately.

STANDARD ENTRIES

Standard entries are those made between 16th May and the 15th July, 2011. For standard entrants all documentation as given at the end of the Entry Form has to be completed in all respects by the 15th August, 2011 latest. If not the Entry will be treated as a Late Entry and the balance money will have to be deposited immediately.

LATE ENTRIES

Late entries are those made between 16th July and the 31st August, 2011. For late entrants all documentation as given at the end of the Entry Form has to be completed in all respects by the 21st September, 2011 latest. If not the Entry will be treated as a Very Late Entry and the balance money will have to be deposited immediately.

VERY LATE ENTRIES

Very Late entries are those made between 1st September and the 21st September, 2011. For late entrants all documentation as given at the end of the Entry Form has to be completed in all respects by the 21st September 2011 latest. If not, the Entry will be rejected outright.

5.3 **Number of Entrants accepted and classes**

The maximum number of entries accepted shall be no more than 25 Motorcycles. If more than 25 entries are received the excess entries will be treated as reserve entries.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- 5.4 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.**
- 5.5 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 riders 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 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.
- 5.10 Entry fee cannot be transferred to another entrant. Entries for Awards for the Manufacturer's, Commercial and Club Teams will be accepted until 1300 hrs. on the day of scrutineering i.e. 9th October, 2011.

ENTRY FEES

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 2011, one set of Road Books, Route Maps, and invitations to the PRIZE DISTRIBUTION FUNCTION and Rally Ball.

The Entry fee will provide lodging on twin sharing basis on the night of the 10th Oct. 2011, for those that have cleared scrutiny. The Entry Fee also includes basic accommodation at the night halts on the days of the actual running of the Raid as long as the rider has not retired from the competition or been excluded for any reason whatsoever. Wherever, the rider has started a Leg and reached the official night halt he/she will be provided hospitality for that night even though he/she may have retired from the event anywhere along that Leg. Hospitality will cease from 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. Food, as and when provided, is at the discretion of 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.

Entry fee does not cover recovery, medical charges, fuel etc. These may be provided at



SUPPLEMENTARY REGULATIONS
MARUTI SUZUKI RAID DE HIMALAYA 2011

the discretion of the organizers on a case to case basis without their having to assign any reason or explanation of their decisions whatsoever.

Early Entries are those that are submitted with the full payment before or on the 15th May, 2011. A discount of 20 % will be given to such Entries. Early entries will not be treated thus if the documentation is not completed in its entirety by the 15th June, 2011. Then, they will be treated as Standard Entry and the balance in fees collected before a start is authorized. Similarly for Standard entry the last date for documentation completion is 15th August, 2011. If not completed by then these entries will be treated as Late Entries and charged as such.

6.1.1 WITH THE OPTIONAL ADVERTISING PROPOSED BY THE ORGANISERS

Early Entry:

(Upto 1700hrs on 15th May, 2011)

Moto Alpine	Rs 6000/-
Moto Xtreme	Rs 12000/-

Standard Entry:

(Upto 1700hrs on 15th July, 2011)

Moto Alpine	Rs 7500/-
Moto Xtreme	Rs 15000/-

Late Entry:

(Upto 1700hrs on 31st August, 2011)

Moto Alpine	Rs 9000/-
Moto Xtreme	Rs 18000/-

Very Late Entry:

(Upto 1700hrs on 21st September , 2011)

Moto Alpine	Rs 12000/-
Moto Xtreme	Rs 24000/-

6.1.2. Sponsored entries will be twice the above mentioned rates. Definitions of sponsored entries are under Art 6.1.4 below

6.1.3 REFUNDS

No entry fee refunds after 31st August, 2011 for any reason whatsoever. Minimum deduction of entry fee before that date is 50% and refunds are for a proven, valid reason OR IN THE EVENTS DESCRIBED UNDER Art 6.3.

6.1.4 Sponsored Entry is classified as below:

- a) If an entry is made by a Motorcycle/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.

SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- c) If the entry is in respect of a Motorcycle, which, in the opinion of the organisers, has, been provided by a Motorcycle / ancillary manufacturer or any person or organization acting as his agent.
- d) The Motorcycle displays advertising mentioned other than compulsory advertising.
- e) If the Motorcycle is painted in color scheme/design of Motorcycles of major sponsors, whether carrying the sponsors advertising or not, which in the opinion of the organizers is a sponsored Motorcycle.
- 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:

- 1) To candidates whose entry has not been accepted.
- 2) In the case of the Maruti Suzuki Raid de Himalaya not being flagged off, 100% OF THE ENTRY FEE WILL BE REFUNDED.

6.3.1 **A Entrant may not have a Pillion Rider.**

6.3.2

Manufacturer's Team Entry	Per M/cycle	Rs.10, 000/
---------------------------	-------------	-------------

6.3.3

Commercial Team Entry	Per M/cycle	Rs. 2,500/
-----------------------	-------------	------------

6.3.4

Club Team Entry	Per M/cycle	Rs. 1,000/
-----------------	-------------	------------

6.3.5

Change of Rider	Per person	Rs.5, 000/
-----------------	------------	------------

6.3.6 Non submission of all documentation by the required time for a given type of entry will cause the entry to fall into the next category and the balance entry fee will become applicable.

6.3.7 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, Demand Draft in favor of **"Himalayan Motorsport"** OR by Cash or by Bank Transfer, the details of which are on our website.

6.3.9 Sponsored entries are not obliged to carry Organizer's "Optional Advertising" but are obliged to carry "Compulsory Advertising" as per details .

INSURANCE

7.1 Description of insurance cover

Cover provided by FMSCI with permit

ORGANIZERS HOLDING A VALID 2011FMSCI PERMIT FOR AN EVENT ARE COVERED FOR.

- THIRD PARTY PUBLIC LIABILITY FOR RS. 50 LAKHS VALID DURING THE RUNNING OF THE EVENT ONLY.
- A MAXIMUM OF 100 OFFICIALS officiating &
- 150 COMPETITORS WITH VALID FMSCI COMPETITION LICENCE PARTICIPATING IN VARIOUS EVENTS across THE COUNTRY ON A GIVEN DAY ARE COVERED FOR PERSONAL ACCIDENT INSURANCE FOR RS. 2 LAKH WITH RS.40,000/- MEDICAL EXPENSES EXTENSION PER PERSON .THESE INSURANCES ARE ISSUED BY UNITED INDIA INSURANCE COMPANY LTD. VALID DURING THE RUNNING OF THE EVENT ONLY.ORGANIZERS /COMPETITORS ARE ADVISED TO TAKE AWAY ANY ADDITIONAL INSURANCES. THEY MAY DEEM FIT.

Additional Insurance taken by organiser

Public Liability: insurance for Rs. 50,00,000/- which adequately covers any Liability incurred during the running of the event for injury to Third Persons of Damage to Public Property has been taken

7.2 All competitors are to take a further personal accident insurance for Rs.2,00,000/- each including hospitalization benefits .This insurance should be normal insurance, but specifically “High Risk“ insurance Mediclaim policies above Rs.2,00,000/- will be accepted. The insurance cover should be valid from October 10th to October 17thOctober2011, both days included.

7.3 The insurance of each motorcycle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the motorcycle is insured will be required prior to the closing of entries. **ENTRANTS/RIDERS ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RALLYING.** As such all Competing motorcycles will have to be insured by taking special rally insurance for the event. Proof of such insurance cover will have to be produced before start of Scrutineering.

ADVERTISING

8.1 Advertising on competing motorcycles is allowed provided that:

- a) Any instructions issued by the organisers are observed.
- b) Advertising must not be of a political, obscene or insulting nature and must be in good taste and not conflict with the motorcycles official numbers in such a way as to prevent recognition by Officials or Marshals.

8.2 Advertising is as indicated as below:

Two stickers, one on either side of the fuel tank.



OBLIGATIONS

Rights & Obligations Of The Organisers

- 9.1 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 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.
- 9.2 The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.
- 9.3 The organisers may at their discretion, abandon, cancel or postpone the Meet, in case of unforeseen circumstances with the approval of FMSCI Stewards.
- 9.4 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 with the approval of FMSCI Stewards.
- 9.5 THE ORGANISERS RESERVE THE RIGHT TO REFUSE ENTRY OF ANY ENTRANT OR PARTICIPANT AFTER ASSIGNING PROPER REASONS THEREOF.
- 9.6 The organisers and/or the Clerk of the Course may appoint Judges of fact.
- 9.7 The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meeting.
- 9.8 Inspection of the competitors Helmets and equipment inspection will take place at Scrutineering on the 9th October, 2011 at Motoworld, Navbahar, Shimla.
- 9.8.1 Valid competition Licenses, Insurance certificates, Blood Group reports, Special Insurance Raid Cover, Personal Accident Insurance Cover and Registration Books of the must be produced for inspection at the Scrutineering area in Shimla, 30 minutes before the time allotted for scrutineering of the will be informed to each rider through email or telephone.

Those competitors wishing to complete this documentation 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 20th September 2011 to 7th October, 2011.

The Scrutineering Card, Identity Card and Identity Tags, the competition numbers, plates/stickers and Organizer's advertising as applicable can be collected on the October 9th and 10th October, 2011 after clearing documentation scrutiny. Documentation must be produced for inspection 30 minutes before allotted time as per above schedule.

9.9 PLATES NUMBERS

1. Plates - Raid stickers, will be provided by the organizers.
2. Competition Numbers - Competition numbers will be provided by the organizers. Competition number Sticker size is 10" X 10". 2 stickers on either side of the seat and one in front above the headlight need to be mounted so suitable plastic plates may be fixed on **the motorcycle for the same.**

9.10 RECONNAISSANCE

- i. As the GPS tracks / maps 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.

9.11 **Studded Tyres** - Use of Studded tyres is allowed.

9.12 Fuel

The route will have fuel every 250 kms..

9.13. Use of Aviation fuel (Avgas) and specifications.

Use permitted as per organizing Regulations of the FMSCI.

SCRUTINEERING, SEALING & MARKING

Scrutiny –

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

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

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



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

10.1 Venue: MotoWorld, Navbahar, Shimla
From : 0830 hrs Saturday, 9th October and 10th October, 2011.

10.2 Time/Schedule
All the competitors shall be informed individually through website/ email/ phone/ letters regarding their date and time of Scrutiny.

The timings for Paper check for pre-event scrutiny for X-treme Motorcyclists is as follows –

Date	Start time	End time	Competition Nos.
9th October, 2011	0800 Hrs.	1130 Hrs.	201 – 230
10th October, 2011	0800 Hrs.	1130 Hrs.	231 – 240

10.3 Riders taking part in the Raid must arrive at scrutineering with riding gear, and sleeping bag as per given schedule.

10.4 At scrutineering rider will be asked to produce their identity cards.

10.5 The scrutineering card must be carried in the motorcycle throughout the event. This scrutineering card must be produced to any official on demand and surrendered at the finish. Loss of the scrutineering card will result in exclusion.

10.6 Any motorcycle 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 Meet who may impose a fine.

10.7 Scrutineering carried out before the start will be of a general nature to ensure motorcycles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the with the Group in which it is entered, conformity of the motorcycle with normal everyday use.

10.8 Any motorcycle which appears on external examination to be ineligible for the Raid or a specific Class may be rejected and called back for re scrutineering.

10.9 In order to prevent the engine or **chassis** 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.

10.10 One seal/ paint mark will be placed on the chassis frame and another on the engine block. Other means of identification may also be used. Before the motorcycle 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/Riders 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.

- 10.11 All motorcycles must be equipped with safety devices that are specified by FMSCI in the NCR Safety Regulations.
- 10.12 Additional scrutineering (of rider member as well as of) may be carried out at any time during the event.
- 10.13 The competitor is responsible for the technical conformity of his motorcycle throughout the entire duration of the event.

START OF THE RAID

- 11.1 **Publication of the starting lists.**
The start lists will be published on the Official Notice Board at Raid Headquarters as per programme
- 11.2 Start Area/Start Parc Ferme
 - 11.2.1 All competitors must report to the starting area at Start of leg1 Peterhof (Parc Ferme) at least 60 minutes before the start of the event.
 - 11.2.2 The motorcycles may be presented by a representative of the entrant.
 - 11.2.3 The starting area shall be regarded as a 'Parc Ferme'.
 - 11.2.4 The exact time of start will appear on the time card.
 - 11.2.5 Any rider 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 upto 10 minutes.

Any reporting more than 10 minutes late shall be immediately excluded.
All late starters will start after the rest of the field.

RUNNING OF THE RAID

- 12.1 **Paper Time Card and e-Time Card**
There will be a dual timing system; the timing will be manually recorded in the paper time card and will be electronically stored in the e-Time Card. In this case, a paper Time Card & e-Time Card will be issued to each competing rider at the start of the Xtreme Raid. Responsibility for the paper time card & e-Time Card rests solely with the rider until it is handed back to an official or marshal of the RAID.

Security deposit for the e-Time Card:

A security deposit of Rs. 2000/- would be taken from all competitors for the e-Time Card used during the running of the Xtreme Raid. This card is the property of the organisers and to get the refund, the card has to be deposited with the authorities at the finish venue, or at any leg end, where the competitor drops out.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

Not producing the e-Time Card at a time control / loss of the e-Time Card entails exclusion.

On the time cards the following details will be given

a) Competition number

At every control, the rider 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 and that the e-Time Card is swiped with the Liege Timer which constitutes the marshal's official clock.

Competitors are themselves responsible for the presentation or collection of the paper Time card & e-Time Card at the various controls and for the accuracy of the entries in the Time Card. The paper Time card & e-Time Card must remain on board the motorcycle for the duration of the Leg and must be presented personally by the rider at all the control points. At the end of each Leg the paper Time Card will be surrendered to the organisers. The e-Time Card will be retained by the competitor unless specifically asked for by the marshal at the Leg end till the end of the rally.

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 paper time card / e-Time Card will be excluded. If, accidentally, the wrong column is filled up in the paper Time Card 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 riders concerned.

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

12.2 Starting systems of Competitive Stages

12.2.1 The Official Time throughout the entire Raid 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 seconds will be shown thus e.g. 22:01:36

12.2.2 The Start will be given with a Manual Count Down.

12.2.3 The Competitive Stages will be timed to the second.

12.3 Early check in at the end of a Day

Riders can check in early without incurring any penalty at the end of all Legs.

12.4 No motorcycle may be moved other than by its own power or by a competitor except:

- a. By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road.
 - b. By gravity.
 - c. By its own rider.
 - d. By another competing rider using their competition motorcycle.
- 12.5 Official time will be available with the Chief Timekeeper during the course of the Raid.
- 12.6 A compulsory riders briefing will be held as per given schedule. All riders have to attend this briefing. An attendance register will be maintained. Failure to attend this briefing will attract a penalty of Rs. 1000/- per rider.
- 12.7 All competitors must check their motorcycles into the start Parc Ferme at least 60 minutes before the flag off of the first motorcycle. The parc ferme shall be sealed 30 minutes before the flag off of the first motorcycle. Non-compliance may result in the motorcycle not being allowed into the start parc ferme nor being allowed to start. The motorcycles may be presented by a representative of the entrant. Competitors are required to line up for the start of a Leg at least 10 minutes before their Flag Off time.
- 12.8 The starting area shall also be regarded as a 'Parc Ferme'.
- 12.9 The exact time of start will appear on the Time Card.
- 12.10 Late arrivals will be subject to penalties in Art.11.25.
- 12.11 Since the riders 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. The 60 minutes referred to in Art 12.7 is for bringing the motorcycle to the parc ferme whereas the 10 minutes referred to in Art 12.10 is from the proposed restart time.
- 12.12 Riders are obliged to have their passage checked at all points mentioned on their Time Card and in the correct order.
- 12.13 The target times for covering the distances between any two consecutive time controls will not appear on the Time Card.
- 12.14 All the riders shall receive a road book containing a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of exclusion. Taking a shortcut is deviation from the itinerary and will invite exclusion.
- 12.15 A competitor who retires must immediately inform the Raid Headquarters / next Raid official and hand over his Time Card. He must also remove his Raid numbers or place a black "X" across them.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- 12.16 A competitor who has dropped out, or been excluded, on any Leg may not rejoin the Raid on the next Leg.

CONTROLS GENERAL PROVISIONS

- 13.1 All controls, i.e., passage and time controls, regrouping and neutralization zone controls, will be indicated by means of FMSCI approved standardized signals.
- 13.2 If a time control is wrongly located on the route, riders must check in as if it were correctly located.
- 13.3 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, riders 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.
- 13.4 The control areas will be marked as per details in Appendix "IV".
- 13.5 All control areas (i.e., all the areas between the first warning signal and the final one) are considered as 'Parc Ferme'.
- 13.6 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 13.7 It is strictly forbidden under pain of exclusion:
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.
- 13.8 The target check in time is the responsibility of the riders alone, who may consult the official GPS with the marshals. The post Marshals may not give them any information on this target check in time. Even if the post marshal offers his calculations and the competitor follows his advice and they turn out to be wrong it is the decision of the competitor to follow wrong advice that will be upheld.
- 13.9 Control posts shall be ready to function 1 hour before the target time for the passage of the 1st motorcycle. Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes after the target time for the last rider, plus MPL for that leg.
- 13.10 Riders are obliged to follow the instructions of the Marshall at any control post. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.
- 13.11 The Road Marshals and Post Chiefs shall be distinguished as indicated in Art.1.4.

Passage Control (PC) Time Control (TC)**A. Passage Controls**

- 13.12 In order to check that the riders are respecting the itinerary in the road book, passage controls may be set up along the route.
- 13.13 The control zone will be defined using the following signs:
- Rubber Stamp on a Yellow sign (start of zone)
 - After approximately 50mtr, rubber stamp on red sign (passage control post)
 - Finally, approximately 50mtr further on, final beige sign with 3 transversal black stripes
- 13.14 The penalty for missing a PASSAGE CONTROL will be 60 penalty minutes for each PC missed.

B. Time Controls

- 13.15 At the end of transport stage time controls, the Marshals will write on the Time Card the check in time, which corresponds to the exact moment at which the motorcycle crosses the Yellow Clock which marks the start of the Time Control (TC). The procedure for the “end of a competitive stage” or “Flying Finish” Time Control is different and is outlined in Art 13.36.
- 13.16 The check in procedure commences the moment the motorcycle passes the Yellow Clock for the time control zone. The rider is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post.
- 13.17 The target check in time is that obtained by adding the time allowed for completing the road section to the starting time for that section. These times are expressed in hours, minutes and seconds are always shown from 00:01:00 to 24:00:00.
- 13.18 For road sections, the rider does not incur any penalty for early arrival if the motorcycle enters the control zone during the target check in minute.
- 13.19 For road sections any difference between the target check in time and the actual check in time will be penalized as follows
- The penalty for late arrival will be 1 minute per 1 min late, with 1 min. per min. late counting towards maximum permissible lateness.
 - The penalty for early arrival will be 2-penalty / min. per min. early, not counting towards maximum permissible lateness.
- 13.20 **At the time controls at the end of legs, riders are authorized to check in ahead of time without incurring a penalty except in those cases to the contrary informed by a written bulletin.**
- 13.21 For Special stages, the finish times will be taken to the second. All lapsed time from the start of the Special stage will count as a penalty.
- 13.22 Any failure on the part of the rider to observe the rules of the check in procedure defined above will be recorded by the Post Chief at that post and sent in a written report to the Clerk of the Course.

SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- 13.23 **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 riders 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. On stages that are being run both ways MPL can be applied on a stage even. The competitors will be made aware of the time and place restrictions in writing before the start of a Leg. This instance will only occur if a military convoy / Raid return timing clashes with a competitor running late and into oncoming rally traffic.**
- 13.24 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 section.
- 13.25 When a time control is followed by the start point of a competitive section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
- Yellow sign with clock (Beginning of zone)
 - Red sign with clock (time control post) at a distance of approximately 50mtr
 - Red sign with flag (start of the competitive section) at a distance of 20 to 50mtr
 - 3 transversal black stripes in a circle on a beige background (end of control sign) approximately 50mtr further on.
- 13.26 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 rider. He will also swipe the e-Time card. The Start marshal at the Red Clock on the other will enter the starting time for the for the competitive section. He will also swipe the e-Time Card.
- There must be a 2 min. gap at least between the two to allow the rider to prepare for the start. **Furthermore, in the case of a puncture, the rider concerned will be allocated a maximum of 10 minutes extra. Punctures may be changed only by the rider with the equipment on board. Any time taken over this will be penalized at 1minute penalty per minute extra taken.**
- 13.27 Motorcycles checking in to a control at the same minute shall leave that control in the order in which they arrived. A change in order may be authorised by the Post Marshal however.
- 13.28 The Time Card will be returned to the rider after filling once rider has his helmet securely strapped on.
- 13.29 If two or more motorcycles arrive into the control point within the same minute, they will be restarted in their order of arrival at 2-minute intervals. The time between their check in and restart will be treated as Dead Time for each motorcycle respectively.

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

Competitive Sections

Competitive Sections are speed tests.

- 13.31 During the Competitive Sections, all members of the rider must wear approved crash helmets and have their seat belts appropriately adjusted and fastened, under pain of exclusion.
- 13.32 Riders 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.
- 13.33 At the starts of Competitive Sections, when the motorcycle with its rider on board has stopped in front of the starting control, the Marshall will enter the actual time of the start of the motorcycle in question on 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 motorcycle must start immediately. The penalty for not starting within 60 seconds is exclusion.
- 13.34 The start of a Competitive Section may only be delayed in relation to the scheduled starting time by the Marshall in case of "force majeure".
- 13.35 A false start shall be penalized by 1 minute. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially if the offence is repeated.
- 13.36 Competitive Sections will end with the signs being positioned as follows:
- a) Yellow Sign with a Yellow Clock Flag (beginning of zone)
 - b) After approximately 50mtr, Red sign with a Chequered Flag (Flying Finish). The time will be recorded when the centre of the front wheel of the motorcycle passes over an imaginary line drawn across the road at this point.
 - c) After another 50 to 100 m, "STOP" on a Red sign, where the rider stops and hands over the Time Card which is endorsed with the time that was recorded at the Flying Finish (hours, minutes and seconds). This time will also be the starting time of the following road section. (hrs. and min. only will be considered for this)
 - d) Finally, 50mtr further on, final beige sign with 3 transversal black stripes.

Stopping or overtaking another competitor between the yellow warning sign and the stop sign is forbidden under pain of exclusion. Timing will be done on the flying finish line by hand timing and whistle.

- 13.37 **During a Competitive Section, any assistance is forbidden other than that of another racing rider using parts transported by a racing rider.**

SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- 13.38 The starting intervals of the Competitive Sections will respect the same dispositions as those laid down for starting legs.
- 13.39 Any rider 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.
- 13.40 **Interruption of a Competitive Section:** When a Competitive Section has to be definitely stopped for any reason whatsoever before the last rider has covered it, a classification for the section may however be established by allocating to each rider which has been unable to complete the section because of the interruption, the slowest time set before the interruption.

This classification may be drawn up even if only one rider has been able to cover the Competitive Section in normal competing conditions. Only the Stewards of the Meet may apply this disposition after reception of reasons for the interruption from the Clerk of the Course.

Should the Stewards consider the slowest time set as abnormal, they may choose as the **scratch time** the one among the four slowest which seems the most suitable.

However, no rider who is totally or partially responsible for stopping in a Competitive Section may benefit from the measure. The competitor will be given the time which the competitor eventually sets provided that this time is greater than the scratch time awarded to the other riders.

Regrouping Controls / Neutralization Zones

- 13.41 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. The purpose of these regroupings will be to reduce the interval between the first motorcycle and the last motorcycle which may occur as a result of late arrivals and/or retirements.
- 13.42 In the interest of safety, DCOC's may be stationed in sections that could become dangerous or impassable. Should such a situation arise, this will, if possible, be reported to the COC who will request the Stewards of the Meet to decide that an Emergency Halt with Dead Time (Neutralization Zone) be established while drivers wait for conditions to return to a reasonably safe level.
- 13.43 On their arrival at such controls, the riders will hand the Post Marshall their Time Card. They will receive instructions on their starting time. Such Zones will be considered as Parc Ferme. The starting order shall be that of the arrival. At the moment of the start, they may be given a new Time Card and Starting time.

Parc Ferme

- 13.44 The motorcycles shall be subject to the 'Parc Ferme' rules:
- From the moment they enter a starting area or a regrouping zone, until they leave one of these.
 - 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.
- d) From the moment they enter established Parc fermes at the beginning and end of Legs.
- 13.45 Repairs or refuelling are forbidden in Parc Ferme, except the washing of lights, Raid plates, competition number plates and advertisements. Offenders may be excluded.
- Refuelling is permitted in Parc ferme only when authorised in writing and when it is permitted for every single motorcycle of the meet at that time.
- 13.46 If the Scrutineer notes that a motorcycle 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 thereof who may request that the motorcycle be repaired, failing which, excluded from the event.
- 13.47 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. If this time is exceeded, exclusion may be announced.
- 13.48 In order to prevent a rider from trying to make up lost time after the repair; the rider will possibly be given a new starting time.
- 13.49 **By way of exception, and under the supervision of the competent Marshal, the rider may, while in Parc Ferme:**
- a) Change punctured or damaged tyre/s using equipment carried on board;
- b) Refuel if specifically authorized by a bulletin before the start of leg.
- 13.50 As soon as they have parked their motorcycle in the Parc Ferme, other than a Time Control, the riders will leave the Parc Ferme and no Rider will be allowed to re enter it.
- 13.51 To leave a Parc Ferme for the start or restart from a regrouping halt the rider shall be allowed to enter the Parc Ferme 10 minutes before his starting time.
- 13.52 If a rider is unable to present his motorcycle with the engine running:
- a) At a time control, a penalty of 1 minute shall be imposed, upto 10 minutes.
- 13.53 Motorcycles may be push started in parc ferme with such assistance as is available or pushed out of parc ferme altogether.
- 13.54 Any infringement of Parc Ferme regulations may result in exclusion from the event at the discretion of the Stewards of the Meet.
- 13.55 The competitor has to place the motorcycle in the established Parc Ferme at the end of each leg. The opening and closing timings of Parc Ferme would be made available by the Area Co-ordinator at the end of the previous leg. The motorcycles shall be subject to the Parc Ferme rules once they have entered it.

Final Control

- 13.56 As soon as each rider arrives at the end of Leg 6, they shall drive their motorcycle to the Parc Ferme. **A brief check shall be carried out there to verify:**



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

- a) **its conformity with the motorcycle submitted at the pre event scrutineering.**
- b) **if there is cause to impose the penalties prescribed.**
- 13.57 The list of motorcycles and the times they are to be presented for a thorough scrutineering will be posted on the Official Notice Board at the Raid HQ, Srinagar, and may be put up at the Parc Ferme at 2000 hrs on 16th October, 2011.
- These competitors will report to Parc Ferme at the appointed time where their motorcycles will be dismantled for a complete scrutineering. Any competitor who refuses to present his motorcycle to the Scrutineer at the appointed time will be excluded.
- 13.58 Motorcycles may be removed from Parc Ferme at the end of the event after the protest period has elapsed, subject to the approval of the Stewards of the Meet.
- 13.59 The absence of even one of the identification marks, as per Article 10.9 shall result in exclusion from the event.
- 13.60 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 rider, as well as that of any entrant or rider who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the Stewards may be asked to impose heavier sanctions.
- 13.61 Without it being compulsory, thorough scrutineering involving the dismantling of the motorcycle for the riders in the first three places in the Overall Classification, for those classed first in each group and possibly for any other rider, 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.
- 13.62 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.

SERVICE

- 14.1 All service cars providing service in the event must be registered with the Organisers. Service Car Stickers to be positively collected at the time of registration. For each Service Vehicle per competitor, the Organizer will provide, for a cost of Rs. 1000/-, 2 service stickers per service car, which must be affixed one each on front doors.

Service mechanics will pay a fee of Rs. 500/- per mechanic and receive their ID Cards at Scrutiny itself.

Service crew would be responsible for their lodging and boarding requirements while on the Raid. If wishing to attend the Rally End dinner the service crews will be required to buy dinner coupons at Rs 500/- per person.

- 14.2 **Should a competitor wish to register more than one service vehicle, the balance service vehicles will be issued service stickers on payment of a registration fee of Rs.1500/ per service vehicle.**
- 14.3 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 Organisers.
- 14.4 **Any competitor found to be receiving service from a vehicle not registered & without service stickers will be excluded.**
- 14.5 Any competitor whose registered service car is found inside a competitive stage; behaves in a manner that endangers other competitors or road users; causes disturbance in the normal way of life of the locals and is complained against, will be fined up to Rs.30,000/ and/or the competitor excluded at the discretion of the Stewards of the Meet.
- 14.6 Restriction on the movement of service vehicles:
Repairs and Refuelling 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 DESCRIBED IN 14.5 WILL BE APPLIED. ALL THE COMPETITION CARS BEING SERVICED BY THE ERRANT SERVICE CAR/S WILL STAND TO BE AFFECTED BY AN ADVERSE DECISION. For e.g If a service car is registered service for 3 Four wheelers and 4 Two wheelers and it is found in a competitive stage and the penalty decided by the Stewards is exclusion, then all the 3 Four wheelers and 4 Two wheelers stand excluded !!!**
- 14.7 In any case service vehicles must not impede the progress of the Raid in any way. No service vehicle must ever drive in a direction opposite to that of the Raid motorcycles in competitive sections, or deliberately block the passage of competing motorcycles, or official vehicles, 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.
- 14.8 At the end of a leg, the organizers will provide a secure parking area for the repair and service of Raid motorcycles. This area will be accessible to crews, registered service vehicles and registered service mechanics only.

On completion of service, the raid motorcycles must be placed in Parc Ferme.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

FUEL ON THE ROUTE

The organisers will NOT provide refuelling to those competitors that have dedicated service. This facility will be available only to those competitors that are not taking dedicated service cars with them. Fuel will be booked at Motoworld and delivered to the competitor who has made the booking at the specified refuelling halts.

Himalayan Motorsport is not selling fuel. We are merely positioning it at the refuelling halts for the competitor. Towards this facility, the competitor will advance money for the fuel and the transportation which will be bought on his behalf. This will be done at the scrutiny venue during scrutiny.

However, if the fuel is not collected at the specified refuelling halt it will be forfeited.

No refunds will be given to the competitor, in cash or kind.

No transfer of the fuel booked will be made to any other competitor even on the request of the competitor who originally booked the fuel.

INCASE THE ABOVE TERMS AND CONDITIONS ARE NOT ACCEPTABLE PLEASE DO NOT BOOK ANY FUEL. Booking of fuel implies that you have accepted the Terms and Conditions, regarding fuel, as above, without demur.

PENALTIES

15. THE START SHALL NOT BE AUTHORISED IF:

Reasons

Entry fees not paid.
No Personal Accident Insurance.
Not carrying compulsory advertising

15.1 EXCLUSION

Servicing in Competitive Stage with outside help.	Traffic Laws – 3rd infringements.
Unauthorized rider	Blocking of road/unsporting behavior
No Identity Card	Technical Conformity
Lateness exceeding time limit.	Not using Helmet in Competitive Stage
Absence of Identification marks	Speeding and testing motorcycles in Secure Service Area.
Loss of Time Card or e-Time Card	Stopping between flying finish and stop point.
Driving in opposite direction of Competitive Stage.	For late arrival at Start of Leg by more than 10 minutes
Fraudulent action	Unsporting action

Absence of any two competition numbers	Missing control entries in Time Card
Failure to stop at accident	Failure to report accident
Movement of service motorcycles in restricted areas	Repairs in Parc Ferme
Service motorcycles blocking passage of competing bikes	Infringement of Parc Ferme Regulations
Failure to follow instructions of Chief Control Officer	Failure to produce scrutineering card on official request
Repeated false starts	Reporting late for scrutineering
Failure to produce homologated forms and appendices at scrutiny	Failure to commence dismantling at finish within 30 min by Chief Scrutineer of notification
Re-entry or wrong direction through control zone	Failure to start competitive sections within 60 seconds

15.2 PENALTIES IN TERMS OF TIME

1. For each minute of lateness at start of event/ leg/ control	1 min
2. Violation of traffic laws 2nd infringement	15 min
3. Early arrival per minute early in transport	2 min
4. Late arrival at competitive controls per minute late	1 min
5. False start at competitive sections	1 min
6. Repairs in Parc Ferme per minute	1 min
7. presented at start /restarts without engine running	1 min.
8.Engine not running at start of selective section	30 min

15.3 PENALTIES IN TERMS OF MONEY (INR)

Absence/malfunctioning of mechanical / electrical parts required by national traffic regulations	500.00
Non functioning brake light	1000.00
Each change of Rider (upto scrutiny)	3000.00
Change of Rider at Scrutiny	5000.00
Non submission of all paperwork/ documentation by time specified in 5.2(in addition to change of Entry Type fee payable)	1000.00
Absent/Covered license plate	1000.00
Absence of one competition number plate	1000.00
Non-attendance of compulsory riders briefing	250.00
Absence of name of Rider + blood Group on tank	1000.00
Violation of traffic laws 1st infringement	2500.00 for each time it is noticed
Servicing by unauthorized vehicle at any time or stage	1000.00 + Police action as per codes



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

Registered Service vehicle inside a competitive stage	30,000.00
For lateness at start of event/leg/control	30,000.00

REQUESTS, PROTESTS & APPEALS

- 16.0 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.**
- 16.1 All protests shall be lodged in accordance with the stipulations of the National Sporting Code of FMSCI.
- 16.2 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.
- If the protest requires the dismantling of different parts of a bike, the claimant must pay an additional deposit
- a) of Rs. 3,000/ if the protest involves a clearly defined part of the bike (engine, transmission, bodywork, etc.) for each such part.
- b) of Rs. 10,000/ if the protest involves the whole
- 16.3 The expenses incurred by the work and by transport of the 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.
- 16.4 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.
- 16.5 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. 30,000/- with Rs.15,000/ payable with intention to appeal and balance Rs 15,000/- along with ground of appeal within 48 hours.

CLASSIFICATION

- 17.1 Penalties shall be expressed in hours, minutes and seconds.
- 17.2 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 as Supervisory Penalties. The finishing rider 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.
- 17.3 In case of a tie, it will be resolved by determining the winner of most competitive stages.
- 17.4 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 bike at the finish.
- 17.5 The classification is Provisional/official at the end of the Raid, and final 30 minutes after the posting of the results subject to Protests / Appeals, if any.
- 17.6 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.
- 17.7 The qualifications necessary for the special prizes to be won are itemized and the decision of the Organizers will be final.
- 17.8 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.
- 17.9 Team entry
 - a) Each team shall consist of a minimum of 3 riders.
 - b) For classification, at least 3 riders 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) Each competing rider can be part of only one Team.
 - d) There are no restrictions on the number of team entries that a commercial organization or a club may enter.



PRIZES – TROPHIES

MOTO XTREME Overall

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

The first 3 winners in each group as specified below will be awarded a trophy. Classes will not count for the trophies.

BIKES

Group ‘A’ Improved Series Production or ‘Specials’ of International or Indian origin

Class	A-2	Above 125 cc up to 250 cc
Class	A-3	Above 250 cc up to 500 cc
Class	A-4	Above 500cc up to 750 cc

Group ‘C’ Improved Series Production s of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

Group ‘D’ Series Production s of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

MOTO ALPINE Overall

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

The first 3 winners in each group as specified below will be awarded a trophy. Classes will not count for the trophies.

BIKES

Group ‘A’ Improved Series Production or ‘Specials’ of International or Indian origin

Class	A-2	Above 125 cc up to 250 cc
Class	A-3	Above 250 cc up to 500 cc
Class	A-4	Above 500cc up to 750 cc

Group ‘C’ Improved Series Production s of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

Group ‘D’ Series Production s of Indian origin

Class	M-1	Upto 130 cc
Class	M-2	Above 130 cc up to 165 cc
Class	M-3	Above 165 cc up to 210 cc
Class	M-4	Above 210 cc up to 260 cc

Bikes entered in a Group **containing fewer than 8 bikes** will only compete for the Overall Classification (i.e. if there are less than 8 bikes in Group C or Group D they will compete for the overall classification).

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.

It is mandatory to wear the Official Event Jacket for the Compulsory Driver's briefing, the Press Conference and the Prize Distribution ceremony of the 13th Maruti Suzuki Raid de Himalaya 2011. Those not wearing this jacket, which will



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

be provided to all competitors, will be refused permission to enter the venue. This jacket will form the outer most garment worn by the person during the ceremony.

TEAM PRIZE

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. motorcycles, but these may be in any Class entered.

COUP de DAMES Trophy

This is a prize for the Winner amongst an “All Ladies Team” (Single ladies participant in the motorcycles Category).

JOHN MARK JAMES Trophy

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.

APPENDIX I – 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 rider 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 FMSCI stamp, except with regard to possible modifications to the itinerary, by the Stewards of the meet through the competition.

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

A time card must be issued for each leg.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

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 riders 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 motorcycles still in the event. The stopping time may vary according to the riders.

APPENDIX II – COMPETITOR’S RELATION 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 Riders’ 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.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011

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.

APPENDIX III – 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 present within the competitive stages.
3. To bring to the notice of the clerk of the course any cases of competition s 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 s have completed the course.
5. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.

APPENDIX IV – CONTROL SIGNS

DIRECTION	CONTROL TYPE	CONTROL ZONE			DIRECTION
		YELLOW SIGNS	RED SIGNS	BEIGE SIGNS	
⇄					⇄
⇄	PASSAGE CONTROL		← 25mts → 	← 25mts → 	⇄
⇄	LEG START/FINISH TIME CONTROL		← 25mts → 	← 25mts → 	⇄
⇄	END TIME CONTROL (Transport) & CS START		25mts ← → 	25mts ← → 	⇄
⇄	END OF CS		100mts ← → 	100mts ← → 300mts 	⇄

APPENDIX V – SCRUTINY LIST

Sr. No.	Particulars	Description
1	Competition #	Will be provided by organiser. 3 stickers of 10"X10" will require plates for sides and front.
2	Registration #	As per RC of the bike.
3	Name & Blood Group	To be displayed on black background of 2 in. X 6 in. dimension with white letters & symbols. Location is on fuel tank both left & right side. Letters & symbols sized to 1 inch and thickness - 3mm, to be made from reflective sticker.
4	Compulsory ads	-
5	Starting Device	Either kick or self starter
6	Exhaust Pipe	Exit must not be angled more than 10 degrees from horizontal
7	Foot Rests	If possible, fold back spring loaded type
8	Head Lights – Main & Dipper	Functional in High Beam/ dipper mode; bulbs should be of twin filament type
9	Additional Lights	Not needed
10	Fuel tank	Shape and size is free
11	Side Indicators	Fully Functional
12	Tail Lights	Fully Functional
13	Number Plate Light	Fully Functional
14	Brake Lights	Fully Functional
15	Reflectors	One on each side of the frame
16	Handle Bar	36" width max.
17	Control Levers	Must be ball ended if not covered by hand guards
18	Control Cables	Additional cables may be wired in
19	Horn	Additional horns are permitted
20	Main Stand (if fitted)	Should lift rear wheel clear of ground when engaged
21	Tyre Condition (4mm min.)	Should be in good condition having a minimum tread depth of 4mm at least, sidewalls should not be damaged
22	No. of tubes – Front/ Rear	Extra tubes may be fitted
23	Mud Flaps - Front/ Rear	Not required any more

24	Wheel Rim Size – Front/ Rear - Spokes	Specify size
25	Mudguard – Front/ Rear	Motocross type permitted
26	Front Fork Movement	Should work.
27	Rear view Mirrors	One minimum
28	First-Aid Kit	Medicines must be checked for Expiry Date
29	Survival Rations	For a rider, individual portion for at least 24 hours. Must consist of a drink, high energy food, etc.
30	Brakes – Hand & Foot	Both must work
31	Chain Lock Painted	Direction of open side checked
32	Protective Gear	Must be a unit manufactured by an OE supplier
33	Footwear	Imported boots compulsory
34	Gloves	Weather proof required
35	Helmet	Mandatory, must be at least ISI marked. Open face recommended
36	Identity Card	Issued by Himalayan Motorsport Association, attached to a lanyard must be worn around the neck.
37	Identification Marks	Put on engine and chassis using wires, special numbered seals and/ or paint
38	Sleeping Bag	Must for a rider, must be suitable for a temperature range of -10C to +10C.



SUPPLEMENTARY REGULATIONS

MARUTI SUZUKI RAID DE HIMALAYA 2011
