

# The SJOBA Rally

28<sup>th</sup> Feb – 1<sup>st</sup> March 2020



## SUPPLEMENTARY REGULATIONS – 4 WHEELERS (EXTREME)

St. John's Old Boys Association,

Rally Office: SCO 14-15, FF, Sector 28D, Chandigarh – 160019

[secretary@sjoba.in](mailto:secretary@sjoba.in)

Submitted for Approval to



The Federation of Motor Sports Clubs of India

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## **1. General Conditions. Amendments to the regulations.**

The provisions of the Regulations may only be amended according to Articles 66 and 141 of the Code. Any amendment or any additional provision will be announced by dated and numbered bulletins, signed:

- By the Organisers up to the day of Pre Event Scrutiny, and stamped by the FMSCI,
- By the Stewards of the meeting throughout the duration of the Event.

### **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.



## 2. INTRODUCTION

The SJOBA Rally 2020 – (FMSCI Non-Championship Rally).

The rally will be run over a distance of 450 kms (approx), for four wheelers from Feb 28, 2020 till March 1, 2020. It is designed to test the endurance, skill and techniques of the drivers and the reliability and performance of the vehicles.

### **THE ROUTE:**

**LEG 1: Chandigarh – Sitalpur – Bardar – Bait Majra – Bhaipur - Thathiala – Kanuan – Jhunghian – Shahpur - Gondpur - Mansowal (Gaj Retreat) – Mehandpur – Mansowal (Gaj Retreat)**

**LEG 2: Mansowal (Gaj Retreat) – Pabowal – Jaijon – Gondpur – Pandori – Maira – Kot – Barapur – Achalpur – Mansowal (Gaj Retreat).**

Total distance of the route: (approx.) 450 km

Number of Special Stages 11

Total distance of the Special Stages (approx.) 145 km Number of Legs: 2

GRAVEL : 110 Kms

BROKEN TARMAC : 20 Kms

TARMAC. : 15 Kms

The breakup of the route as well as its time controls, passage controls, transport sections, and special sections are described in the Road Book.

SEE PLAN FOR MANAGING COMPETITIVE SECTIONS AT THE BOTTOM OF THIS SR

**3. ORGANISATION****Definition**

Name of the Event: **THE SJOBA RALLY**

Name of the organizers: **St. JOHN'S OLD BOYS ASSOCIATION (SJOBA), Chandigarh**

Organisers Address: SCO 14-15, first floor, Sector 28D, Chandigarh UT 160019. Email: [secretary@sjoba.in](mailto:secretary@sjoba.in)

Name of the National Sporting Authority: **The Federation of Motor Sports Clubs of India (FMSCI)**

**FMSCI Permit No.**

T.B.A

**Status of event:** Open

**Officials of the Event:**

Chief Steward	
First Steward	
Club Steward	
Chief Scrutineer	MPS Reen
Deputy Scrutineer	Nitin Jaspal
Clerk of Course	SPS Ghai
Deputy Clerk of Course	Nagendra Singh, Nipun Mehan, Nikhil Jaspal, Desh Deepak Khanna
Chief Communications Officer	Amit Sethi
President of Meet	Sorabh Tayal
Secretary of the Meet	Gurnoor Singh Sangha
Chief Marshal	Manmohan Sarin
Chief Medical Officer	Dr. T.P. Singh / Dr. Vivek Kapoor
Chief Safety Officer	Navkiran Singh
Competitor Relation Officer	Gurnoor Singh Sangha
Chief Timekeeper	Kunal Sekhri
Results Coordinator	Sorabh Tayal
SS Stage Coordinator	Gaganpall Singh Sekhon
Judges of Fact	All Officials Listed Above

**The Post and other officials will be identified as follows :-**

Clerk of Course /DCOC	Red Ponchos / Armbands
Chief Marshal	Blue Ponchos with White Stripe / Armbands
Marshals	Yellow Ponchos / Armbands
Scrutiny Officials	Black Ponchos / Armbands
Medical Officer	White Poncho / Armband
Radio Teams	Yellow Poncho with Blue Mark / Armband
Competitor Relations Officer/ Liaison Officers	Red Ponchos / Armbands

**4. PREAMBLE**

This event is held under the International Sporting Code of the Federation Internationale de 'Automobile (FIA) the National Competition Rules (NCR), the **2018 FMSCI General Prescriptions & 2018 Technical Regulations for 4w** Stage Rallies of The Federation of Motor Sports Clubs of India (FMSCI) and its appendices and these Supplementary Regulations (SR).

## 5. PROGRAMME

Activity	Time	Date	Location
Opening Date for Early Entries	1100 hrs	15 Jan 2020	Online <a href="http://www.sjoba.in">www.sjoba.in</a>
Opening Date for Standard Entries	1100 hrs	25 Jan 2020	Online <a href="http://www.sjoba.in">www.sjoba.in</a>
Opening Date for Late entries	1100 hrs	14 Feb 2020	Online <a href="http://www.sjoba.in">www.sjoba.in</a>
ENTRIES CLOSE	1800 hrs	21 Feb 2020	Online <a href="http://www.sjoba.in">www.sjoba.in</a>
Scrutiny	0900 –1200 hrs	28 Feb 2020	TBA
First Stewards Meeting	1230 hrs	28 Feb 2020	TBA
Announce Start Order for SSS	1245 hrs	28 Feb 2020	TBA
Compulsory participant briefing	1300 hrs	28 Feb 2020	TBA
Start of SSS	1400 hrs	29 Feb 2020	TBA
Start Leg 1	0700 hrs	29 Feb 2020	SJS, Sector 26, Chandigarh
Finish Leg 1	1700 hrs	29 Feb 2020	Gaj Retreat, Garhshanker, Pb.
Second Stewards Meeting	2000 hrs	29 Feb 2020	Gaj Retreat, Garhshanker, Pb.
Parc Ferme Opens	0600 hrs	1 Mar 2020	Gaj Retreat, Garhshanker, Pb.
Parc Ferme Closes	0630 hrs	1 Mar 2020	Gaj Retreat, Garhshanker, Pb.
Start Leg 2	0700 hrs	1 Mar 2020	Gaj Retreat, Garhshanker, Pb.
End Leg 2	1600 hrs	1 Mar 2020	SJS, Sector 26, Chandigarh
Provisional Results	1800 hrs	1 Mar 2020	SJS, Sector 26, Chandigarh
Final Results	1900 hrs	1 Mar 2020	Chandigarh Club Sec 1 Chd
Prize Distribution	1900 hrs	1 Mar 2020	Chandigarh Club Sec 1 Chd

## ITINERARY TO BE INCLUDED HERE

### 6. ENTRY FEE

a. Standard entry (with mandatory advertising by organisers)

b. JEEPS/CARS :

**EARLY ENTRY – Rs. 19,000.00**

**(From 17 January to 31 January 2020)**

**STANDARD ENTRY – Rs. 24,000.00**

**(From 1 February to 14 February 2020)**

**LATE ENTRY – Rs. 36,000.00**

**(From 15 February to 21 February 2020)**

c. Entry fee will be refunded in full:

- To prospective participants whose entry has **not** been accepted
- In the event the rally does not take place.

Team entry Fee Rs. **12,000/-**

a) Each team shall consist of a minimum of 3 vehicles and a maximum of 5, PROVIDED THEY ARE IN THE SAME CATEGORY.

b) For classification, at least 3 vehicles in each team must be finishers. The points accrued per the chart below, of the 3 best finishers of each team will determine the overall team positions.

c) Each competing crew can be part of only one Team.

- d) There are no restrictions on the number of team entries that a trade organisation or a club may enter as long as they fulfil conditions under (a).

In all categories a crew of two members is allowed.

## 7. LAST DATE FOR ENTRIES

Standard Entries close at 1800 hrs on 14 February 2020.

Late entries close at 1800 hrs on 21 February 2020.

Forms should be submitted complete in all respects. Incomplete forms shall not be accepted under any circumstances.

## 8. ELIGIBILITY

### 8.1 Entrants Eligibility

Each entrant should be a holder of a valid civil driving license and a minimum of FMSCI 4W Club Sport Rally License @ Rs.472/-. In case the competitor is other than the entrant, the competitor will be the official agent of his entrant and will thus, obey all rules that apply to the entrant. All competitors must be physically and mentally fit to compete and must be in possession of a valid medical certificate.

### 8.2 Machine eligibility

The SJOBA Rally 2020 is open to Prototype & series Production Cross Country Vehicles 2 WD & 4 WD of a maximum gross weight of up to 3500 kg for Groups T1, T2, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FMSCI regulations and by these Prescriptions, the vehicles shall be split up into the following groups and classes as mentioned in 8.2.1.

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

		Engine Capacity
Class 1	Group T1 – 2WD	Open
Class 2	Group T1- 4WD	Below 1350 cc
Class 3	Group T1- 4WD	1350 to 1850 CC
Class 4	Group T1 – 2/4 WD	Over 1850cc
Class 5	Group T2 – 4WD	Below 1350cc
Class 6	Group T2- 4WD	Above 1350cc

#### 8.2.2. Fuel: The use of following fuels is permitted

- Commercially available fuel with an upper octane rating not higher than 93
- Commercial aviation fuel conforming to 100/130 Av gas
- The use of aromatic or alcoholic fuel is prohibited.

**8.3** Cars entered in a Group containing fewer than 4 cars will only compete for the Trophies and **not for the cash prizes**. If the number of the verified cars in the same cubic capacity class is below four, this class will be amalgamated with the class or classes above to attain the minimum of four cars.

- a) Class determination would be done solely based on cubic capacity.
- b) Cars entered in a Group containing fewer than 4 cars will only compete for the Overall Classification. If the number of the verified cars in the same cubic capacity class is below four, this class will be amalgamated with the class or classes above to attain the minimum of four cars.
- c) **Turbo charging /supercharging of petrol engines is permitted, However, a multiplication factor of 1.7 will be used to calculate the cubic capacity of Turbo /Super Charged vehicles for Class eligibility.**

All vehicles entering T1, T2, groups will be governed by the **FMSCI / FIA 2020** regulations for these groups.

**EXCEPTION: Applied for through waiver: (FOR APPROVAL BY FMSCI TECHNICAL COMMISSION)**

- a) The minimum weight required for T1 cars will not be the table specified, but the minimum homologated weight of the vehicle +40 Kilo grams for the roll cage.
- b) T2 cars must maintain the weight as specified in the regulations.
- c) **For decision of Class a factor of 1.5 for cc for diesel and 1,7 for petrol engines calculation will apply. For e.g. a 1600 cc turbocharged/ supercharged DIESEL engine will be counted as a 2400 cc engine for the purpose of Class eligibility. For e.g. a 1600 cc turbocharged/ supercharged PETROL engine will be counted as a 2720 cc engine for the purpose of Class eligibility**
- ~~d) For decision of Class a factor of 1.5 for cc calculation will apply. For e.g. a 1600 cc turbocharged/ supercharged engine will be counted as a 2400 cc engine for the purpose of Class eligibility.~~
- ~~e) Intake restrictors are mandatory as per FIA regulations for all turbo and super charged vehicles even those that come as OE~~
  - ~~a. The table for intake restrictor values is as per under:
 
    - ~~i. DIESEL ENGINES~~
      - ~~● Single Turbocharger ————— 39 mm~~
      - ~~● Twin Turbocharger ————— 38 mm~~
    - ~~ii. PETROL ENGINES~~
      - ~~● Single Turbocharger ————— 36 mm~~
      - ~~● Twin Turbocharger ————— 35 mm~~~~
  - ~~o **Should read as :** Intake restrictors are mandatory as per **FMSCI / FIA** regulations for all turbo and super charged vehicles even those that come as OE~~
  - ~~o The table for intake restrictor values is as per under:~~



- **PETROL ENGINES T1**

- ○ **4.1.1.1) Restrictor for petrol engines:**

- ○ All petrol engines must be fitted with an air restrictor with a maximum internal diameter of :

- 2 valves per cylinder :
  - 34 mm

- more than 2 valves per cylinder :
  - 32 mm

- ○ DIESEL ENGINES T1

- ○ **Restrictor for supercharged diesel engines:**

- ○ All supercharged diesel engines must be fitted with an air restrictor with a maximum internal diameter of 39 mm.

- **FOR NATIONAL ENTRIES- SUPERCHARGED PETROL ENGINES ARE PERMITTED PROVIDED THEY INSTALL AN AIR RESTRICTOR (34 MM FOR 2 VALVES/ CYLINDER AND 32MM FOR MORE THAN 2 VALVES PER CYLINDER)**

- **DIESEL ENGINES**

- Single Turbocharger 39 mm

- Twin Turbocharger 38 mm

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- ○ **PETROL ENGINES T2**

- ○ **FOR NATIONAL ENTRIES- SUPERCHARGED PETROL ENGINES ARE PERMITTED PROVIDED THEY INSTALL AN AIR RESTRICTOR (34 MM FOR 2 VALVES/ CYLINDER AND 32MM FOR MORE THAN 2 VALVES PER CYLINDER)**

- ○ **DIESEL ENGINES T2**

- 39MM FOR ENGINES UO TO 5000CC

- 43 MM FOR OVER 5000CC AND UP TO 6000CC

~~f) A minimum of FMSCI 4W Club Sport License is required for both Driver and Co-Driver.~~

## 9. ENTRANTS OBLIGATIONS FOR ALL VEHICLES

A VEHICLE WILL NOT BE ALLOWED TO START UNLESS IT IS EQUIPPED WITH SAFETY REQUIREMENTS AS SPECIFIED IN THE SPORTING REGS OF THE FIA / APPENDIX J to ART. 253 OF THE ISC OF THE FIA.

### 9.1 These include:

1. Roll cage complying with FIA / FMSCI 2020 regulations.
2. FIA Approved rally seats without recliners
3. FIA approved Safety harness (minimum 4 POINT HARNESS) for both driver & navigator. Seat belt angle to the rear of the seat must not exceed 15 degrees.
4. Two towing eyes, one at the front end and one at the rear.

5. A tow chain / Strap made of steel wire / Nylon Strap.
6. A fire extinguishing system. Refer to FMSCI Regulations.
7. First Aid Kit.
8. Two red reflective triangles. (In the case of stopping in a competitive section, they will be placed by the crew more than 30 meters behind the car.)
9. Mud flaps at the rear of all wheels, with sufficient width as to completely mask the tyre when from behind the car. The lower edge not to be more than 8 cm from the ground when the car is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to allow passage of the exhaust pipe(s).
10. Additional fasteners for front or rear bonnet and boot lid, bayonet type.
11. A General circuit breaker either external or inside the cabin but within reach of a person standing outside.
12. All competing cars must comply with the legal requirements of cars used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts which are required by the traffic regulations will result in a penalty of INR 500/- for each such offence, e.g., one of the rear lights not working, 2 rear lights not working will be 2 offences. However, for each of the non-functioning brake lights a penalty of INR 1,000/- will be imposed
13. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India.

### **9.2 OTHER REQUIREMENTS:**

1. Valid Registration Book of competing vehicle with valid Road Tax Token (Produce original and attach photocopy with entry).
2. Valid Driving License of driver and co-driver (Produce original and attach photocopy)
3. Valid insurance certificate inclusive of Special Rally insurance cover for the vehicle.
4. Validity of all concerned documents to extend beyond last date of rally i.e. 3 March 2020.
5. INDEMNITY, DECLARATION and UNDERTAKING as required, under regulation no. 38.
6. **Six recent passport size photographs of each DRIVER and CO-DRIVER, with name and blood group printed on top of the photograph.**
7. Blood group report from any Medical Lab./Hospital of each DRIVER and CO-DRIVER. Blood groups to be displayed prominently on the vehicle.
8. Letter of Authority from registered owner of vehicle (if other than that of the entrant) permitting use of vehicle for the rally, duly attested by Oath Commissioner on the entry form.
9. Proper Registration number plates at front and rear.
10. Indemnity form to be signed by driver and co-driver and duly attested by oath commissioner on the entry form.
11. Head lights, rear lights, brake lights, and indicator lights to be mounted and functional on all vehicles.
12. Adequate safe driving helmets must be worn by Driver and co-driver regardless of sex, and religion and class of participation at all times during the event. Four wheelers will be exempt from helmets on Transport Sections only. FIA / Snell / SFI Approved Helmets for both driver & navigator.
13. Safety belts are mandatory for 4 wheeler entrants (All classes) and must be worn by competitors correctly adjusted at all times during the rally. Failure to do so will entail **DISQUALIFICATION** as described in penalties. **However, four-point seat harness is recommended.**
14. All vehicles to have adequate mud guards and MUD FLAPS (for all wheels).
15. All 4 wheel vehicles to have 2-side view & one rear view mirrors & at least one rear view mirror.

16. Brakes (both front & rear) should be efficiently working on all vehicles. Functioning handbrakes on four-wheel vehicles are required.
17. Large objects carried on board the vehicle (for example, spare wheel, tool kit) must be securely fixed.
18. During the rally all vehicles will conform to all legal requirements as applicable under the MOTOR VEHICLES ACT, 1988 and observe all Traffic rules.
19. Driver and Co-Driver both must possess valid driving license and FMSCI National Rally Driver / Entrant License **or the minimum requirement of 4w FMSCI Clubsport Rally license.**
20. The full crew must be on board during the entire duration of the rally. If one member retires or if a third person is admitted on board (except if this is to transport an injured person) the vehicle shall be **disqualified** from the rally.
21. Advertising and Stickers: The organizers will supply rally stickers for four wheelers. The rally stickers must be fixed to the front, rear and sides of the vehicles. These stickers must not cover the vehicle's license plate. Any infringement shall result in a penalty of Rs. 1000. Stickers, as directed by the Organisers are MANDATORY. Failure to comply with organiser's instructions on sticker placements may result in **disqualification**. Loss of all the rally stickers will result in **disqualification**.
22. All stickers/ advertising of other rallies have to be completely removed before the new stickers will be applied. All competing vehicles must be presented for Pre Event Scrutiny without any sticker/stickers where all/any mandatory sticker of this event is to be placed. The vehicle also must not carry any number/numbers anywhere on the vehicle which might create confusion with the rally number of this event.
23. Any sticker / advertising which is in direct conflict with the event sponsors MUST be removed before pre event scrutiny. Organisers' decision in this would be final. Failure to comply may result in **disqualification**.
24. In case of a competing vehicle meeting with an accident involving injury to third persons, the crew are required to stop and render such assistance as may be required to ensure quick medical attention to the injured persons (additional persons may be carried in the competing vehicle up to the medical facility for this purpose). Failure to stop and render assistance may entail **disqualification**. The laws of India require anyone involved in an accident must stop and report it to the nearest police station without delay. If involved, competitors must comply. Competitors must also report the details to the organizers.
25. Practicing or surveying the route prior to the event is permitted. Competitors shall not drive through these routes at high speed.

### **9.3 RECOMMENDED EQUIPMENT:**

1. Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components
2. Strengthening of the aprons and lower control arms, mounting points to prevent spreading is permitted and free for all groups and classes
3. It is recommended to fit auxiliary lights as some stages may run during late evenings/ early mornings. All lights must be below the height of the windscreen.

### **9.4 MISCELLANEOUS**

1. Spare components and tools if carried in the passenger compartment must be securely fastened or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting who may impose a fine.
2. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.

3. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
4. Rear seats need not be carried.

Modifications are permitted as per 4 wheeler technical regulations of the FIA/ FMSCI.

## 10. SERVICE VEHICLES

### Service Vehicle Regulations

- 1 All service vehicles used in the rally must be registered with the organizers. Such service vehicles will be issued appropriate stickers, which must be displayed at all times.
- 2 Any competitor whose service vehicle behaves in a manner that endangers other road users may be fined. This may also invite **disqualification**.
- 3 Participants shall be responsible for all acts of omission and commission of their service team.
- 4 Servicing is permitted whenever vehicles are not under parc ferme as follows:
  - a. By the crew of a competing car using equipment carried in the car.
  - b. By a commercial garage; a deviation from the official route necessary to reach it is permitted.
  - c. a service vehicle to which official service stickers have been affixed.
- 5 Restriction on the movement of service vehicles:
  - a. Service vehicles are not allowed in Stages. Infringement will entail **disqualification** of its rally team.

## 11. INSURANCE

The Special Rally Cover is extended by the Insurance Company, which has issued your Insurance Cover Note for normal use. This is a two-day endorsement on the parent policy. Normal Motor Insurance Policies issued in India do not provide cover of a vehicle's participation in a rally and as insurance of each competing vehicle against Third Party risk is compulsory as per the law in India; special rally insurance cover MUST be obtained by the competitor. Photocopy of the valid cover note/policy for the rally days, i.e. 1 - 3 March 2020, must be attached to the entry form, at the time of submission of the form. **No vehicle shall be permitted to start/participate without a valid special Rally Insurance cover.** Attention is drawn to the fact that normal motor insurance policies may not provide insurance cover for practice/recce or for service vehicles during the event.

### **Organizers holding a valid 2020 FMSCI permit for an event are covered for:**

1. **Competitors** : A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs. 5 lakhs with Rs. 5 Lakhs medical expense extension per person.
2. **Officials** : A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.1 lakh medical expense extension per person.
3. THESE INSURANCES ARE ISSUED BY NEW INDIA INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT. IF THEY HAVE MORE THAN 100 OFFICIALS & ALSO REQUIRE DOOR TO DOOR COVERAGE PLEASE CONTACT: S.MANIKANDAN@STENHOUSE.IN

The organizers must send the list of competitors along with their FMSCI competition license numbers and the list of officials within 2 days from the date of the event to the FMSCI for onward transmission to the insurance company, failing which the above insurances will not be valid for the event.

## 12. SCRUTINY

1. Scrutiny will be held on 28 Feb 2020 between 0900 hrs to 1230 hrs in the premises at **TBA**
2. Scrutiny times for various competitors will be uploaded on the website on 27 February 2020 by 1800 hrs.
3. Late scrutiny fee would be Rs. 2000/- **and must be deposited with the FMSCI Scrutineer.**
4. Scrutiny carried at the start of the rally is of a general nature to ensure vehicles conform to the SR, safety requirements, and conformity of the vehicle with the class it is being entered, conformity of the car with the National Highway code, etc.
5. Any vehicle, which appears on external examination to be ineligible for the rally, will be rejected and may resubmit for scrutiny once the defect is rectified.
6. Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After Pre Event Scrutiny, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.
7. Competitors not conforming to the norms would be automatically disqualified and their entry fees would be forfeited. No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present Prescriptions.
8. Drivers taking part in the Rally must arrive at Pre Event Scrutiny with at least one of the crew member, driving gear and car at least 15 minutes before their designated time (as per given schedule). Any car reporting to the scrutiny area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Chief Scrutineer who may impose a fine.
9. At Pre Event Scrutiny crew members will be asked to produce their identity cards.
10. The scrutiny card must be carried in the vehicle throughout the event. This scrutiny card must be produced to any official on demand and surrendered at the finish. Loss of the scrutiny card may result in **disqualification.**
11. 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 event scrutiny, using wire and special numbered seals and/or paint. One paint mark/Seal 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 **disqualification.** Any fraud discovered, in particular the fact of presenting as intact identification marks that have been retouched, will result in **disqualification** 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.
12. Entrants/Drivers will be required to sign on the "Scrutiny Card" that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Rally Headquarters.
13. All vehicles must be equipped with roll bars/cage complying with the ASN/FIA specifications, and with all other safety devices as specified by FMSCI/FIA in the SPORTING REGS. Additional checking / scrutiny (of crew members as well as of vehicles) may be carried out at any time during the event.

14. At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutiny is considered as an implicit statement of conformity.

15. The engine block and chassis, identified with a mark during scrutiny, and the crew are associated with a race number; these three elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in these Prescriptions).

The vehicle will be inspected to see if:

- Tyres are in good condition.
- Both front and rear brakes, hand brake, mud guards & mud flaps work efficiently.
- Headlight and rear light, brake light and indicators function properly.
- Windshield wipers and washers function properly.
- All vehicles to have rear view mirrors.

The Scrutineer may reject the vehicle on any ground deemed fit in the interests of safety.

### 13. BRIEFING

- Competitor briefing will be held on 28 Feb 2020 1300 hrs at TBA.
- Attendance is compulsory.
- Penalty for non-attendance is upto Stewards decision. Rs 2,000/-
- The Presence of at least one member of each crew is compulsory under pain of a penalty of Rs. 2000/-.

### 14. RALLY NUMBERS

Rally numbers as well as ID Cards will be provided to entrants at the briefing. The organisers at their discretion shall allot the rally numbers. The ID Cards must be carried by the crew throughout the rally, start to finish. Failure to do this will entail penalty points.

### 15. TIMING

Times will be recorded as follows:

- TC at start of event, end of event to the full preceding minute.
- TC at end of transport section to the full preceding minute.
- TC at start of competitive section. Each vehicle will be flagged off on the full minute.
- TC at end of competitive section. Each vehicle will be timed at the Flying Finish to the second as it passes the control sign indicating the Flying Finish.

## RUNNING OF THE RALLY

### 16. STARTING ORDER

Seeded entrants may pre-select their race numbers for SSS latest by 1430 hrs on 26 February, 2020. In case of a tie, it will be decided by draw of lots from within the seeded drivers. Remaining participants' race numbers will be on FIRST COME FIRST SERVE BASIS. **(PRESUME THIS IS AS PER THE FMSCI RALLY SEED LIST, AND NO OTHER SYSTEM IS FOLLOWED.)**

#### **The Start Order for LEG 1 will be as per Results of the SSS.**

The organizers have located, prior to the start of the Rally, a starting area which is considered a Parc Ferme at **TBA**. It is each competitor's responsibility to ensure that his/ her vehicle is placed in this starting area on Friday, 29 Feb 2020, before 0830 hrs.

#### NOTE:

- Jeep/Gypsies/SUVs - Open class will be flagged off first followed by Cars.
- Two wheelers will be flagged off after the four wheelers.
- The starting order for second leg will be governed by the order of result of the first leg in the respective class.

### 17. OFFICIAL TIME

The Rally will follow GPS Time with an offset of +0530 hrs. The Official time will be as per the Chief Timekeeper's clock, which would be the above time. All the Liege Rally Timing Clocks will also follow GPS time

### 18. SUPER SPECIAL STAGES

A car of a competitor who fails to correctly complete the Super Special Stage may be transported by the Organisers to the end of the stage or to an adjacent service park, where it may be repaired according to supplementary regulations and itinerary. Alternatively, the car will be placed on the road section after Out control of the super special stage. In either case crew will be allotted a stage time of 3 minutes plus the fastest time.

### 19. DURING THE RALLY

- a) On Day 1, 28<sup>th</sup> Feb 2020, all competitors must report to the starting area in **TBA** at least 30 minutes before the start of the SSS Stage. (i.e. 30 minutes before the flag off of the first vehicle.) Every minute late will entail 10 sec penalty.
- b) On Day 2, 29<sup>th</sup> Feb 2020, all competitors must report to the starting area in St. John's School, Sector 26, at least 30 minutes before the start of the Leg 1. (i.e. 30 minutes before the flag off of the first vehicle.) Every minute late will entail 10 sec penalty.
- c) The exact time of the start will appear on the Time Card.
- d) The starting area is regarded as Parc Ferme.
- e) Competitors must have their passage checked at all points mentioned by an entry on the Time Card and e-Time Card and in the correct order under pain of **disqualification**.
- f) Hours and minutes will be shown in military time (e.g. 1:12 PM will be written as 13:12, etc.)

- g) All competitors will receive a road book containing a detailed description of the rally route. This route is compulsory under pain of **disqualification**.
- h) All relevant documents including driving license, vehicle registration, insurance / special insurance cover must be carried at all times.
- i) No person other than the nominated driver and co-driver must ride on the vehicle at any time. Failure to observe this rule will entail **disqualification** from the rally. This may be overruled ONLY in the event of the crew performing a medical evacuation of another stricken crew as a life saving act.
- j) Any delay caused through railway gates being closed or any reason whatsoever will not be considered as a ground for compensation of time.
- k) If the Judges/Roving Marshals decide/determine that any competitor has baulked, obstructed, interfered with or wilfully caused damage or injury or delay to any other competitor or vehicle such competitor **DISQUALIFIED** from the rally.
- l) Violation of Traffic Laws shall entail the entrant to be disqualified.
- m) No sirens, firearms, alcohol is allowed to be carried or consumed during the rally.
- n) Traffic regulations at all places en-route shall be adhered to and observed.
- o) All competitors must observe the statutory speed limit through congested areas even if such speed limits are not indicated. Particular attention must be paid in congested areas and while driving through cities, towns & villages. Marshals posted in such areas will note down the details of violators and inform the Stewards who may **DISQUALIFY** such violators from the rally.

Acceptance of the above is a condition precedent to any competitors entering the rally

- a) In the event of an infringement of the traffic laws committed by a crew participating in the Event, the personnel, officers or officials of the event (judges of fact) having noted the infringement will inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:
  - b) That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
  - c) That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
  - d) That the facts are not open to various interpretations.

**It is forbidden, under pain of **disqualification**:**

- a) To transport the vehicles.
- b) Deliberately to block the passage of the vehicles, or to prevent them from overtaking.
- c) Competitors are forbidden under pain of **disqualification** to behave in any unsporting manner.
- d) A competing vehicle shall only carry the two-people named on the Entry Form on board at all times.
- e) The wearing of safety harnesses is compulsory throughout the Event including all road sections.
- f) Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- g) Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting
- h) Stewards. Depending on the circumstances, penalties may be applied in form of time or Cash, including disqualification.
- i) **GOING THROUGH VILLAGES:** The speed of competitors through towns and villages crossed on the route, both on Selective Sections and Road Sections is limited to 20 kph except when stated



otherwise in the Road Book or by a CIB. In all cases, it is the competitor's responsibility to adapt their speed to local population and traffic conditions

j)

### MAXIMUM LATENESS AT A START

Any crew reporting more than 15 minutes late at the start of a section shall not be allowed to start that section.

## 20. PARC FERME

Parc Ferme denotes a zone in which no repairs or intervention of any nature is possible, except in cases expressly provided for by these Supplementary Regulations. Vehicles are subject to Parc Ferme rules the moment they:

- Enter a starting area and until they leave it.
- Enter a control area and until they leave it.
- Finish the rally until the time for lodging protests has expired.

The following rules will apply:

- a) It is forbidden to refuel or repair the car in the start-of-Event Parc Ferme or in the start-of-Leg Parc(s) Ferme(s).
- b) Starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute.
- c) Vehicles will be in Parc Ferme from the moment they enter a Parc Ferme for the start, regrouping or end of Leg, until they leave it.
- d) Vehicles will be in Parc Ferme from the moment they enter a control zone. From the Stop point until the zone exit, if the vehicle is unable to restart, it may only be either towed or pushed out of the zone with external help without penalties, under the supervision of the control marshal.
- e) Vehicles will be in Parc Ferme from as soon as they reach the end of the last Leg (and at least until the time for lodging protests has expired).
- f) Any infringement of the Parc Ferme regulations shall result in a penalty ranging from 10 hours to **disqualification**.
- g) Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they will immediately inform the Clerk of the Course, who may request that it be repaired. In this case, the time in whole minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. For each minute spent on repairs a 1-minute penalty will be imposed.
- h) To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives more than 30 minutes late will be **disqualified** from the Event.
- i) As soon as they have parked their vehicle in the Parc Ferme, crews may cover their vehicle. Crews will leave the Parc Ferme immediately and no member of the crew will be allowed to re-enter it.

By way of exception to the Parc Ferme rules, and on the responsibility of an official, the crew may, while in the Parc Ferme at the start, regrouping zone or end of Leg:

- a) Change one or two punctured or damaged tyres using the equipment on board.
- b) Have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;

- c) Check and/or adjust the pressure of its tyres.
- d) Clean the windscreen
- e) These repairs will be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.
- f) In order to remove its vehicle from a Parc Ferme for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- g) Inside the Parc Ferme, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event. Under no circumstances may this battery be taken on board the vehicle.

## 21. REGROUPINGS:

The purpose of regroupings is to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. The Parc Ferme conditions apply.

- a) On their arrival at these regroupings, the crews will hand the controller their time card. They will receive instructions on their starting time.
- b) They will then drive their vehicle immediately and directly to the Parc Fermé. The starting order shall be that of the arrival at the regrouping Time Control.

## 22. CONTROLS

- a) A sign on a yellow background marks the start of a control. Within 75 m, an identical sign on a red background indicates the position of the control. A sign on a beige background with three black transverse stripes ahead, indicates the end of the control area, within 75 m.
- b) If a control is incorrectly located on the route, competitors must check in as if it were correctly located.
- c) If a control does not exist or is inoperative, competitors 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 applicable and will therefore remain unchanged.
- d) All control areas are considered parc ferme.
- e) The stopping time within a control area must not exceed the time necessary for carrying out the control operations.
- f) It is strictly forbidden to enter a control area except in the direction of the rally.
- g) The target check-in time is the responsibility of the crew alone. Post Marshals may not give them any information on their target check-in time.
- h) Control posts are ready to check-in at least 15 minutes before the target time for the first crew. Unless the COC decides otherwise, they will cease to operate 15 minutes after the target check-in time for the last crew, plus the **disqualification** time.
- i) All controls will appear on the left of the road. (Navigator side.)

## 23. TIME CONTROL

Time controls at the start of the event, end of the rally, start of regrouping are indicated by:

**Start of control** - Control sign displaying a clock on yellow background located 25m before the control point.

**Control point** - Control sign with a clock on red background.

**End of control zone** - Control sign with three transverse stripes on a beige background located 50m after the control point.

### **Transport Time Control (TTC)**

This is located at the end of a Transport Section and at the beginning of a Competitive Section and are indicated by:

**Start of control** - Control sign displaying a clock on yellow background located 25m before the control point.

**Control point** - Control sign with a clock on red background

**Start of Competitive** - Control sign displaying a flag on a red background. This is located 50m after the start control point.

**End of control zone** - Control sign with three transverse stripes on a beige background located 50m after the start of competitive point.

### **Competitive Time Control (CTC)**

This is located at the end of a Competitive Section and is indicated by:

**Start of control** - Control sign displaying a checkered flag on yellow background located 25m before the control point.

**Control point** - Control sign displaying a checkered flag on red background. This sign indicates end of the competitive.

All competing vehicles will pass this control without stopping and will be timed to the second as the front wheel crosses an imaginary line drawn across the road in line with this control sign. All competitors must immediately start slowing down on passing this point to come to a dead stop before the STOP control sign.

**Control Post** -Control sign displaying a stop sign on a red background. This is located 75 to 200 m after the control point.

**End of control zone** - Control sign with three transverse stripes on a beige background located 50m after the start of control post.

At the time controls, the Post Marshal shall mark on the time card the time at which the card was handed in. However, at the end of a competitive section, the time of crossing the flying finish will be recorded.

### **CHECK-IN PROCEDURE**

- a) The check-in procedure begins the moment the vehicle passes the zone entry sign
- b) The crew is forbidden to drive at an abnormally slow speed between the zone entry sign and the control post.
- c) The clocking in of the Time Card and e-Time Card can only be carried out if all the crew members are in the control zone.

- d) The check-in time corresponds to the exact time at which the vehicle crosses the first Flag of the TC, usually on a yellow
- e) background, except for the flying finish, where the time the competitor crosses the chequered flag on a red background, is the one assigned to him.
- f) The Post Marshal writes on the time card the actual time as per para 'd' above and at the same time swipes the e-Time Card with the clock reading the same time as written on the paper Time Card.

### **TIME OF LEAVING CONTROLS**

- a) Vehicles shall leave the control in the same order as they arrived.
- b) At the start of a competitive section, the time card will not be returned to the crew or the e-Time Card swiped unless the crew are seated with seat-belts fastened and helmets strapped.
- c) If the next section is not a competitive section, the check-in time on the card shall constitute both the arrival time and the start of the next section.
- d) At the time control at the finish of a road section, the Post Marshal will enter the check-in time and the provisional start time for the competitive section.
- e) There will be at least two-minute gap between the check-in time and the start time for a competitive section.
- f) Immediately after checking-in at the time control, the crew will proceed to the start of the competitive section. The Post Marshal will enter the time foreseen for the start of the section on the time card (which will usually correspond to the provisional start time). He will then start the crew.
- g) In case of difference between the two entries, the starting time of the competitive section will be binding.

### **24. PASSAGE CONTROL**

To check that the competitors are respecting the route in the road book, passage controls may be setup along the route. The following signs will define the control zone:

- a) Yellow sign with stamp start of zone.
- b) Within 25 m ahead red sign with stamp.
- c) Within 25 m ahead, beige sign with three transverse stripes.

At these controls, the Post Marshal shall simply stamp the time card as soon as the crew hands it in without writing down the time of passage. The e-Time Card will NOT be swiped at Passage Controls.

### **25. TIME CARD BOOK**

- a) At the start of the rally, each crew will be issued a time card book. This book shall be handed in at the arrival control at the end of the rally.
- b) Each crew is solely responsible for their time card book.
- c) The crew alone is responsible for submitting the time card book at the different controls and for the accuracy of the entries.
- d) Any entry made in the time card book must be accompanied by the signature/stamp of the Post Marshal or Official making the entry. The onus of ensuring this is entirely on the competitor.

**26. EMERGENCY HALTS**

- a) In the interest of safety in extreme conditions, a Deputy Clerk of Course may be stationed in sections that may become dangerous. If such sections become impassable or unsafe, the DCOC will request the COC to authorize an Emergency Halt with Dead Time where competitors wait for conditions to return to a safe level.
- b) In such circumstances, the DCOC will establish an Emergency Halt and hold vehicles until it is considered safe to release them. At such halts, each competitor will have a Time of Arrival and Time of Departure along with an appropriate stamp/signature for each entry. Competitors will be released in the order of arrival with an appropriate time interval.
- c) During an Emergency Halt, no work of any kind may be performed. Such Emergency Halts are deemed Parc Ferme.

**27. MAXIMUM PERMITTED LATENESS**

Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a Leg of the rally will result in the competitor concerned being removed from the classification by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

**28. FINAL SCRUTINY**

- a) On completion of the rally and after passing the finishing line and completing the checking-in formalities, the vehicles will be driven into a final scrutiny area and must remain there till the final scrutiny has been completed. This will be at the finish.
- b) In the Scrutiny area the vehicle must be parked at the place indicated by the Marshal. Competitors should make themselves available near the area, should the Marshal want them to start the engine or anything else he may require them to do. Having had the Scrutiny done the Vehicle should be removed from this area at the soonest.
- c) In this area the vehicle and/or its fuel will be examined, tested and the driver/co-driver shall carry out all directions given to him.

**29. ASSESSMENT OF PERFORMANCE**

Performance or scoring will be assessed on a penalty point basis. The best performance will be that of the competitor who has the least penalty points. In the event of a tie, the prize will be shared equally. For example in the case of two participants tie for the 1st position, there will be no second prize so that the total of the first and second prize shall be shared equally between the two.

**Team Scoring**

Score for a team will be calculated on the basis of cumulative position points of its team members; mentioned below.

**Position = Points**

**1<sup>st</sup> = 20 Points;**      **2<sup>nd</sup> = 17 Points;**      **3<sup>rd</sup> = 15 Points;**      **4<sup>th</sup> = 13 Points;**      **5<sup>th</sup> = 11 Points;**  
**6<sup>th</sup> = 9 Points;**      **7<sup>th</sup> = 8 Points;**      **8<sup>th</sup> = 7 Points;**      **9<sup>th</sup> = 6 Points;**      **10<sup>th</sup> = 5 Points;**  
**11<sup>th</sup> = 4 Points;**      **12<sup>th</sup> = 3 Points;**      **13<sup>th</sup> = 2 Points;**      **14<sup>th</sup> = 1 Point**

### 30. PENALTIES

As not elsewhere mentioned in R & R

INFRINGEMENT	PENALTY
Every minute late (TransportSection)	<del>1 minute</del> 10 seconds
Every minute early (TransportSection)	<del>2 minutes</del> 1 minute
<b>Nopenaltyforearly check-in at theendofthe legs and atLUNCH venues.</b>	
Time taken tocompletecompetitive section per second	1 second
False start atacompetitive section	1 minute
Each minute of repairs in aparcerme-when repairs arenecessaryfor road worthiness andhave been approved by COC	1 minute
Unable to move under own power	30 seconds
Violation oftraffic laws 1st infringement	5 minute
Violation oftraffic laws 2nd infringement. Violation oftraffic laws 3rd infringement.	10 minutes DISQUALIFICATION
Loss of time controlcard	DISQUALIFICATION
Breachof orfailure to comply with anyarticle of the SR orinstruction given in writing for whicha penaltyhasnotbeen specifically provided	30 minutes max
Obstructing traffic or other drivers or dangerousdriving ordisallowing overtaking	10 minutes
Using other than commercial fuel	DISQUALIFICATION
Tampering with thetime control book/ e-Time Card inany way	DISQUALIFICATION
Failure toarrive at anycontrol or in an incorrect order	DISQUALIFICATION
Driving without helmet including/co-driver in special stages.	DISQUALIFICATION
Failure to report an accidentto thenearest Police Station/Check Post, whetheryourvehicle is involved or that ofa competing participant is involved	DISQUALIFICATION
Change of vehicle or anydriver on route	DISQUALIFICATION
Competitors arguing withand/or hampering work of officials	DISQUALIFICATION

Use of relief vehicle for anything other than medical relief and service.	DISQUALIFICATION
False statement made to the officials/organizers or in entry form.	DISQUALIFICATION
If a competitor is proved to have balked, obstructed willfully, caused damage or injury to another competitor.	DISQUALIFICATION

## RESULTS

The provisional results will be displayed on the rally notice board at St John's High School, Sector 26, Chandigarh at 1800 hrs on 3 March 2020. The final results will be posted on the notice board at the Rally Office at 1900 hrs on 3 March 2020.

Details of venue and time for prize distribution will be announced at briefing time.

## 31. PROTESTS

- Protests if any, should be lodged within 30 minutes of the announcement of the provisional results, which will be posted at the finish venue.
- A protest fee of **Rs.7080/-** must accompany each protest. In case the protest involves a clearly defined part of a car requiring dismantling and reassembly, an additional sum of Rs. 18000/- must accompany the protest.
- Every protest shall be in writing and accompanied by a fee of **Rs.7080/-**. This fee may only be returned if the protest is upheld.
- Protests arising out of a competition shall be addressed to the clerk of the course or his assistant if such post exists. In the absence of the clerk of the course or of his assistant, such protests should be addressed to the stewards of the meeting.
- Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for in the FIA Sporting Code.

Intention to Appeal : ₹56,640/= (Rupees Fifty Six Thousand Six Hundred Forty Only) (₹48,000/= + ₹8,640/= GST)

Within 96 hrs further : ₹56,640/= (Rupees Fifty Six Thousand Six Hundred Forty Only) (₹48,000/= + ₹8,640/= GST)

- Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 15.1 of the Code.
- Competitors have the right to appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must, however under pain of forfeiture of their right to appeal, notify the Stewards of the Meeting in writing within one hour of the publication of the decision, of their intention to appeal along with a fee of ₹56,640/= (Rupees Fifty Six Thousand Six Hundred Forty only).
- The right to bring an appeal to the FMSCI expires 96 hours after the date of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.
- All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- The confirmation of an appeal to the FMSCI must be accompanied by an additional fee of ₹56,640/= (Rupees Fifty Six Thousand Six Hundred Forty only)..

- This fee becomes due from the moment the appellant notifies the Steward of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.
- If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld. If it is proved that the author of the appeal has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code.

### 32. PRIZES

Group	First	Second	Third
2 WD	Rs 55,000/- + Trophies	Rs 35,000/- + Trophies	Rs 25,000/- + Trophies
4 WD	Rs 55,000/- + Trophies	Rs 35,000/- + Trophies	Rs 25,000/- + Trophies

Class	Prize	Party
Class 1	Class Trophy	Driver and Co Driver
Class 2	Class Trophy	Driver and Co Driver
Class 3	Class Trophy	Driver and Co Driver
Class 4	Class Trophy	Driver and Co Driver
Class 5	Class Trophy	Driver and Co Driver
Class 6	Class Trophy	Driver and Co Driver

The organizers reserve the right to amend/add to the prizes.

#### TEAM PRIZE: TROPHY

Prize for the winning Team is only applicable with the entry of a minimum of Two Teams and provided that at least 3 finishers are there from a team. They may be in the same or different Groups.

#### COUP DE DAMES: TROPHY

This is a prize for the Winner amongst "All Ladies Team"

**SSS Stage : 2 WD Group TROPHY for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>**

**SSS Stage : 4 WD Group TROPHY for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>**

### 33. MEDICAL AID

Though the Organisers will try to provide first aid and medical aid, if required, to the best of their ability, the Organisers, however, decline any liability as provided in item 36.

### 34. REPATRIATION OF BODIES

If a beneficiary resident or domiciled in India dies during The SJOBA Rally 2020, the organisers will take care of:

- The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
- Expenses linked to preserving the body, imposed by current legislation.
- Expenses directly linked to the transport of the body.

All other costs remain the responsibility of the family of the beneficiary.



If a beneficiary resident or domiciled outside India dies during the SJOBA RALLY 2020, the organisers undertake the cost to repatriate the body to an International airport in India.

All other costs remain the responsibility of the family.

### **35. NON-LIABILITY OF & INDEMNITY TO THE ORGANISERS**

The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, relevant State Governments, Government of India, decline liability for any accident caused by or to competitors, passengers or a third party and competing vehicles before, after or during the rally.

The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, State Governments, Government of India, also decline any liability for breach of any law in which the competitors may be included and the competitor shall declare to the duly authorized officials or Organizers or sponsors particulars of any accident or any accident from which liability may arise and shall indemnify the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, relevant State Governments, Government of India, in regard to all liability.

The entrants, drivers, competitors, participants, crew members, agents and their heirs, executors, administrators and legal representatives / nominees shall not have any claims whatsoever against the (delete the) organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, relevant State Governments, Government of India, arising out of any act of omission, and commission on the part of the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, relevant State Governments, Government of India,, either before, after or during the rally.

Each entrant and each member of the Crew of a vehicle shall execute and deliver an Indemnity, Declaration and Undertaking in the prescribed form attached hereto and forward it to the Organisers together with the Entry.

### **36. RIGHTS OF THE ORGANISERS:**

- a) The organizer may issue any Competitor Information Bulletins (CIB) to participants at any time with the approval of FMSCI / Stewards. Written Bulletins when issued shall be signed by each participant as proof of receipt and shall have the same legal force as these supplementary regulations. All Bulletins 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 on the official notice boards during the Event.
- b) Amendments to these regulations may only be made as per the Sporting Code & General Prescriptions of the FMSCI.
- c) Competitors may be informed of any amendments as soon as possible. Any amendments / additional provisions will be announced by dated and sequentially numbered bulletins which form an integral part of these Supplementary Regulations. These bulletins will be posted at the official notice boards and shall also be communicated to the competitors.
- d) The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.

- e) The organizers may, at their discretion abandon, cancel or postpone the event in case of unforeseen circumstances as per the Sporting Code.
- f) The organizers 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 to expedient at any time, or due to FORCE MAJEURE, or for any other reason.
- g) The organisers reserve the right to refuse the entry of any entrant or participant after giving sufficient reason for such refusal.

### **37. PLAN FOR MANAGING COMPETITIVE SECTIONS**

The SJOBA Rally 2020 will have 11 competition stages in the rally spread over Three days.

- a) The first day is the closed-circuit race for all categories of Vehicles. This will take place at Ground, JLPL, Sector 66A, Mohali. This is a closed-circuit rally where the participants will take two laps each of the track demarcated by the organizers in an area which is barricaded from all four sides. Special arrangements are made to have medical and para-medical teams stationed at site supported by a fully appointed ambulance in attendance. There will be a fire brigade arranged from the department at site for any untoward emergency.
- b) On the second and third day all the competition sections of the rally will be managed by taking into consideration all the necessary measures for the safety of the participants and the organizers. Each stage will be manned by well-trained marshals.
- c) The beginning and end of every stage shall have adequate police force to control traffic. Requests have been made to the police and the state transport undertakings to keep these tracks free of any traffic.
- d) There will be one FIV (fast intervention vehicles) fully equipped along with a Doctor and trained marshals and if need be a police man placed at the beginning of the section and one in-between at a vantage point ready to tackle any emergencies along the route.
- e) The COC while on his final recce before the rally goes and spreads the information of the rally to the villagers enroute and impresses upon them to keep off the track for the period the rally will be on track.
- f) No vehicle is let off on the competition track till the '0' car that opens the route and gives a go-ahead signal after checking enroute the position of all the safety measures and positioning of all the FIVs , the marshals and the policemen.
- g) Each track is selected after due deliberation, keeping in mind the safety of the drivers and also every section is covered by our communications setup all along the route in such a way that we can keep a close track of the movement of the rally at all times.

### **38. COMPETITORS' RELATIONS OFFICER**



**Gurnoor Singh Sangha [+91 978 044 7779]****Principal Missions:**

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

- a) He will wear a green poncho.
- b) Be introduced to the competitors when there is a drivers' briefing
- c) His photograph will be included in a Bulletin if possible.

**Function:**

- a) Give accurate answers to all questions asked.
- b) Provide all information or additional clarifications in connection with the regulations and the running of the event.
- c) Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation,
- d) With the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- e) The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

**39. DUTIES OF THE JUDGES OF FACT**

Judges of fact are required to perform the following duties:

- a) 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.
- b) To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
- c) 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.
- d) 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.
- e) A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.