



SUPPLEMENTARY REGULATIONS

XTREME



ORGANISED BY



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1. RULES: AMENDMENT, APPLICATION & INTERPRETATION

- 1.1 The INDIA BAJA2017 will be run in conformity with:
- The International Sporting Code of the FIA (the Code) and its appendices;
 - The 2017 General Prescriptions of the FIA (the Prescriptions) applicable to Cross Country Rally Events
 - The National Competition Rules of the FMSCI (and its appendices)
 - These Supplementary Regulations.
 - Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide

1.2 AMENDMENTS TO THE REGULATIONS

Amendments or any additional provision will be announced by dated and numbered bulletins, signed:

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

All bulletins will be posted in the Secretariat, at Rally HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.

1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS

- The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant regulations or the Regulations.
- Any protest lodged by a competitor will be sent to the Stewards by the Clerk of the Course for deliberation and decision.
- Similarly, any case not provided for in the Regulations will be studied by the Stewards, who alone have the power to decide.
- For the India Baja2017, the official language will be English. In the event of any dispute concerning the interpretation of the Regulations, only the text of the final approved regulations will be binding.

2. DESCRIPTION

The 2017 India Baja will take place from the 7 ~ 9 April 2017. The event will start and end at Jaisalmer, Rajasthan, India.

- 2.1 STATUS OF THE EVENT: OPEN
2.2 FMSCI PERMIT NUMBER – TBA

3. PROGRAMME

Opening & Closing of Entries

Standard Entries	1000 hrs: 1 March 2017	to	1700 hrs: 31 March 2017
Late Entries	1000 hrs: 1 April 2017	to	1700 hrs: 6 April 2017

6 April 2017: Thursday

At the website www.indiabaja.com

2000 hrs. Publication of Final Entry List & Draw

7 April 2017: Friday

At *Marriott Hotel, Jaisalmer, Rajasthan, India*

0800 hrs Administrative Checks & Scrutineering (As per Schedule)
0800 hrs Opening of registration for Service Vehicles & Service Personnel
0900 hrs Opening of Media Centre & Media Accreditation
1700 hrs End of Administrative Checks
1700 hrs Close of registration for Service Vehicles & Service Personnel
1700 hrs End of Scrutineering (As per Schedule)
1730 hrs Press Conference
1800 hrs 1st Stewards Meeting
1900 hrs Compulsory Drivers Briefing (Xtreme, Moto & Quad)
2000 hrs Publication of Start List for Leg 1

8 April 2017: Saturday

At *Marriott Hotel, Jaisalmer, Rajasthan, India*

0330 hrs Opening of Parc Fermè
0430 hrs Close of Parc Fermè
0500 hrs Start of Leg 1
1600 hrs End of Leg 1
1800 hrs Publication of Provisional Results of Leg 1
2000 hrs Publication of Start List for Leg 2

9 April 2017: Sunday

At *Marriott Hotel, Jaisalmer, Rajasthan, India*

0430 hrs Opening of Parc Fermè
0530 hrs Close of Parc Fermè
0600 hrs Start of Leg 2
1600 hrs End of Leg 2 & India Baja 2017
1800 hrs Publication of the Provisional Final Classification & Final Scrutineering
1900 hrs Podium & Champagne Shower
2000 hrs Prize Giving & Rally Ball

4. LOCATION OF ACTIVITIES

4.1 LOCATION OF THE RALLY HQ & OFFICIAL NOTICE BOARD

- Up to 6 April 2017 Northern Motorsport office, Noida
- 8 & 9 April 2017: Marriott Hotel, Jaisalmer, Rajasthan, India

4.2 LOCATION OF THE START, FINISH & MAIN MEDIA ROOMS

- Marriott Hotel, Jaisalmer, Rajasthan, India

5. ORGANISATION

5.1 ORGANISER'S NAME, ADDRESS AND CONTACT DETAILS:

northern motorsport

F 8 & 9, Sector 8, Noida, U. P., 201301, INDIA

PH: +91 120 4082222

EMAIL: info@motorsport.in

5.2 ORGANISING COMMITTEE

Mona DESAI

Arvind BALAN

Veissali KAPOOR

Ranjan MUKHERJEE

Ratnam DESAI

5.3 STEWARDS OF THE MEETING

Zavareh DOCTOR

Nikhil TANEJA

Naren KAIMAL

5.4 ENVIRONMENTAL STEWARD Aditya DAVE

5.5 AREA COORDINATORS

P S RAJAWAT & Ashok BALANI

5.6 LIST OF OFFICIALS

Clerk of the Course

Raj KAPOOR

COMPETITOR RELATION OFFICERS

Kanishk MALICK (Refer Appendix '1')

OTHER OFFICIALS

Secretary of the Meet

Manish KUMAR

Chief Scrutineer

Rahul DUTT

Chief Communication Officer

Francis REBELLO

Chief Results Co-ordinator

Bushra SHAHID

5.7 IDENTIFICATION OF THE OFFICIALS AND MARSHALS

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

Post Officials

Bright Yellow Vest

C. R. O

Red Vest

Senior Officials

Light Grey

Scrutineers

Light Blue Vest

6. ENTRIES

Those wishing to take part in the INDIA BAJA2017 must submit an “Application for Invitation”, which is available on our website www.motorsport.in or at the office of Northern Motorsport along with the prescribed fee. An electronic Entry Form will be sent to applicants whose invitations have been accepted. This Entry Form must be completed & submitted as per programme.

6.1 SUBMISSION OF DOCUMENTS

- a. The Entry Form will contain 2 sets of information. The Entry Form will not be accepted without the complete payment and the first set of information.
 - b. The date of receipt of the Entry Fees will be deemed to be the date of the Entry Form for determining its status as Standard, Late or Very Late.
 - c. For ALL Early & Standard Entrants, the second set of information in the Entry Form must be submitted and all documentation as detailed in the Entry Form must reach the Northern Motorsport office by 5 April 2017, otherwise a penalty of INR 500/- per day delayed will apply.
 - d. Late Entries will only be accepted with complete information and documentation
- 6.2 The entry, when accepted is valid only for the primary applicant. Entries are not transferable.
- 6.3 The maximum number of entries shall be no more than 60 cars. The organisers reserve the right to increase the number. The organizers reserve the right to decide how many and which entries will be accepted.
- 6.4 By the very fact of signing the entry form, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the code and the regulations only. No amendments may be made to the entry form, except in the cases provided for in the regulations.
- 6.5 Only one member of the crew may be changed:
- a. Before the start of scrutineering, subject to the approval of the organising committee and a fee of INR 5,000/-.
 - b. Once the scrutineering has started, with the agreement of the Stewards of the Meet and payment of and a fee of INR 5,000/-.
 - c. The changing of both members of the crew is not permitted.
- 6.6 Up to the moment of the close of entries, the competitor may replace the entered vehicle with another if there is no change in the class or group, subject to the approval of the organising committee & payment of a fee of INR5,000/-.
- 6.7 In case, a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. In case the vehicle is transferred to a different group fees, as applicable, for change of vehicle will apply.
- 6.8 The entry application will be accepted only if accompanied by the entry fees, which will be increased by 100% for those competitors not accepting the optional advertising of the organisers or are classified as sponsored as below:
- a. If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.

- b. If the entry is or becomes a member of a manufacturer's team.
 - c. If the entry is in respect of a vehicle which, in the opinion of the Organisers, has, been provided by a vehicle/ancillary manufacturer or any person or an organisation acting as his agent.
 - d. If the vehicle displays advertising mentioned other than compulsory advertising.
 - e. If the vehicle is painted in colour scheme/design of vehicles of major sponsors, whether carrying the sponsors advertising or not, which in the opinion of the Organisers is a sponsored vehicle. The decision of the Organisers in this matter will be final and binding on the competitor.
 - f. If any of the advertising material is infringing with the regulations as stated in Appendix 4 of these regulations.
- 6.9 Early entries will not be available to Sponsored OR Team Entries.

6.10 ENTRY FEES

The entry fees specified below include an opportunity for the crew to participate in the India Baja2017, one set of Road Books, Route Maps and an invitation for the driver and co-driver to the Prize Distribution function and Rally Ball.

Cars: Groups T1 (2wd & 4wd), T2 & T3

- o **Standard Entry: INR14,999/-**
- o **Late Entry: INR 19,999/-**

- a. The Entry Fees does NOT include any accommodation either for the Driver & Co Driver at any point of the event.
- b. Food, as and when provided, is at the discretion of the Organisers.
- c. Medical rescue and evacuation will be by land and the Organisers do not guarantee quality or a time frame for this. All competitors must sign the required indemnity before participating.
- d. The Entry Fee does not cover vehicle recovery, medical charges, fuel, etc. These may be provided at the discretion of the Organisers on a case to case basis without their having to assign any reason or explanation for their decision whatsoever.
- e. Attendance at the Rally Ball is by invitation and the Invite will be made available to all competitors as part of the Start Kit.
- f. A service crew wishing to attend the Rally Ball may purchase the Invite at the time of Service Registration.

6.11 TEAM ENTRY

For Team entries, in addition to prevailing entry fees

- a. **Manufacturers & Trade Team Entry:**
 - INR1,00,000 per team of upto 4 vehicles. In case more than 4 vehicles are entered then the Team Entry fee would be increased on a Pro-Rata basis.
 - Double the applicable Entry Fee per Entry.
- b. **Club Team Entry:**
 - INR 10,000 per team of upto 4 vehicles. In case more than 4 vehicles are entered then the Team Entry fee would be increased on a Pro-Rata basis
 - INR 5,000 per Entry in addition to the applicable Entry Fee

6.12 PAYMENT DETAILS

The entry can be paid by Demand Draft or Electronic Transfer in favour of “Northern Motorsport” or in Cash at the office of Northern Motorsport.

6.13 REFUNDS

- a. Entry fee is NON-REFUNDABLE.
- b. Entry fees will be refunded in full ONLY to those candidates whose entry has not been accepted OR in case the Rally does not take place.
- c. Entry fees will NOT be refunded for ANY OTHER reason.

6.14 DEPOSIT AGAINST GPS LOGGERS

- a. Each competitor may be required to make a refundable security deposit of upto INR5,000 in Cash/ Draft payable at New Delhi to the Organisers before the completing the Document check.
- b. No competitor will be issued the Scrutiny Card without complying with this provision.
- c. A usage charge of upto INR2,000/ and any damages to the logger or its connectors would be deducted from this deposit & the balance security deposit would be refunded within 10 working days of the safe return of the Logger to the Rally office on retirement or at the end of the event.

7. ELIGIBLE VEHICLES

The India Baja2017 is open to:

- o Prototype & series Production Cross Country Vehicles 2 & 4 WD of a maximum gross weight of up to 3500 kg for Groups T1, T2 and greater than 3500 kg for Group T4, in due possession of a registration certificate
- o Improved Lightweight Cross Country vehicles (T3).

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 categories:

7.1 GROUPS AND CLASSES

The Classes formed are based on cylinder capacity as follows:

Group T1 - Prototype Cross Country Vehicles: 4WD

- o Class 2 Below 1350 cc
- o Class 3 Over 1350 cc up to 1850 cc
- o Class 4 Over 1850 cc

Group T2 - Series Production Vehicles

- o Class 5 Below 1350 cc
- o Class6 Above 1350cc

- 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.
- 7.2 All vehicles entering T1, T2, T3 OR T4 groups will be governed by the FIA regulations for these groups: EXCEPTION: Applied for through waiver: (refer CIB)
- 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. Intake restrictors are mandatory as per FIA regulations for all turbo and super changed vehicles even those that come as OE. The table for intake restrictor values is as per under:

DIESEL ENGINES

Single Turbocharger 39 mm
Twin Turbocharger 38 mm

PETROL ENGINES

Single Turbocharger 36 mm
Twin Turbocharger 35 mm

- 7.3 T3 vehicles which are not in possession of a registration certificate, may on application and at the discretion of the organisers be permitted to participate, however
- a. 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
 - b. These vehicles would not be permitted to drive the Liaisons; the entrant must make arrangements to transport these vehicles between stages.
 - c. All competing vehicles would be classified as per article 27.

7.4 VEHICLE REQUIREMENTS

A vehicle will not be allowed to start unless it is equipped with safety requirements as specified in the sporting regulations of the FIA / Appendix J to art. 253 of the ISC of the FIA.

These include:

- a. Roll bars / cage complying with FIA / FMSCI regulations.
- b. FIA Approved rally seats without recliners
- c. FIA approved Safety harness (minimum 4 POINT) for both driver & navigator. Seat belt angle to the rear of the seat must not exceed 15 degrees.
- d. FIA / Snell / SFI Approved Helmets for both driver & navigator. The helmets must have the name & blood group of the wearer clearly & indelibly inscribed on the outside.
- e. Two towing eyes (Painted Red), one at the front end and one at the rear.
- f. The front windscreen must be laminated & the front door windows must have a clear film.
- g. A fire extinguishing system.
- h. A Comprehensive First Aid Kit.
- i. An Extraction Kit consisting of:
 - A tow chain / Strap made of steel wire / Nylon Strap, minimum 3 mts long.
 - A Spade
 - 2 Rubber Mats at Least 30 cms wide & 70 cms long

- j. Two red reflective triangles; the reflecting surface width of each arm must be minimum 30mm and the length of each arm must be 400mm (In the case of stopping in a competitive section, they will be placed by the crew more than 50 metres behind the car.) Any crew failing to comply may be subject to a penalty at the discretion of the Stewards.
- k. Mud flaps at the rear of all wheels, with sufficient width as to completely mask the tyre when viewed from behind the car. The lower edge not to be more than 8 cm from the ground when the car is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to allow passage of the exhaust pipe(s).
- l. It is permitted to install an auxiliary fuel tank in the car provided that:
 - It is of OE make and
 - Equipped with a spill proof lid and either internal venting or an anti-roll over device on the vent line.
 - If installed within the car this tank must be separated from the driver's cabin with a fire proof bulkhead and vent gases to the outside.
- m. Additional fasteners for front or rear bonnet and boot lid, preferably bayonet type.
- n. Two additional Red or Yellow reflectors at least 60 mm dia, on the rear door.
- o. A Clearly Marked General circuit breaker either external or inside the cabin but within reach of a person standing outside.
- p. To help prevent fires from dry brush, a heat shield on the bottom of the silencer at all points where the exhaust is running parallel to the ground extending till the B Pillar of the vehicle. This Heat Shield must be of metal and spaced at least 20 mm from the outer surface of the pipe / muffler. This shield may be perforated with holes not exceeding 8 mm diameter.
- q. The Sound level of all the participating vehicles measured from 2 meters behind the exhaust, at 3000 rpm for Petrol & 2,000 rpm for Diesel must be under 103 db at all times.
- r. GPS equipment with a track feed feature. Tracks/Maps wherever provided would be in ~~Trip~~, GPX & GDB formats only.
- s. 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 INR500/- for each such offence, e.g., one of the rear lights not working is one offence, 2 rear lights not working will be 2 offences. However, for each of the non-functioning brake lights a penalty of INR1,000/- will be imposed
- t. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India. (License copy to be produced during documentation). In case of non-compliance the radio will be removed and deposited with the organisers for the length of the India Baja with a removal charge of INR 5,000/-.
- u. Carry emergency rations and drinking water sufficient for a minimum period of 24 hours.

7.5 SPECIAL PROVISIONS FOR T3 VEHICLES

- a. The Roof of the vehicle must extend beyond the extremities of the protective plane defined by the top lateral members of the roll cage.

- b. All drivers & co drivers must use a branded arm restraint system.
 - c. All vehicles must be equipped with an easily & quickly removable safety net which is properly & firmly anchored to prevent injuries during a roll over.
- 7.6 RECOMMENDED EQUIPMENT:
- a. 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
 - b. Window Safety Net & a HANS device.
 - c. Strengthening of the aprons and lower control arms, mounting points to prevent spreading is permitted and free for all groups and classes.
 - d. Strut Braces are permitted for T1, T2 & T4 Groups
 - e. It is recommended to fit auxiliary lights as some stages are run during night and late evenings/ early mornings.
 - f. Sleeping Bag suitable for temperatures up to 0° C (32° F).

7.7 MISCELLANEOUS

- a. 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.
- b. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.
- c. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
- d. Rear seats need not be carried.

THE ORGANIZERS WILL PROVIDE ADVICE ON ANY REQUIREMENT ON REQUEST.

7.8 PERMITTED MODIFICATIONS:

As per 4 – Wheeler Technical Regulations of the FIA /FMSCI

- 7.9 Any waivers on the FIA CCR 2017 Technical Regulations will be published in a separate Competitors Information Bulletin.

8. CREWS

- 8.1 Any crew entered as a competitor holding an FMSCI national/FIA International competitor's license valid for the year 2017 is eligible. The minimum requirement is National Rally Grade "C" & applicable Entrant license.
- 8.2 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor, throughout the whole event.
- 8.3 The full crew must be on board the vehicle throughout the entire duration of the event. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be disqualified from the event.
- 8.4 All Non-Indian competitors, 1st drivers or co-drivers will comply with article 70 of the FIA code
- 8.5 The wearing of FMSCI/FIA accepted safety equipment (Appendix L, Chapter 3) is recommended.
 - a. The wearing of an FIA-approved safety harness is compulsory throughout the Event.

- b. Officials may carry out checks on the crews' safety equipment and clothing at the start of each selective section in the Event and at any other moment of the Event. In the event of non-conformity, the start will be refused.
- 8.6 A competitor driver must have a valid civil driving license for entering this event.

9. INSURANCE

9.1 Insurance & Liability limitations are detailed in Appendix '6' of these regulations.

9.2 Organizers holding a valid 2017 FMSCI permit for an event are covered for.

DURING THE RUNNING OF THE EVENT ONLY,

- 250 competitors with valid FMSCI competition licence are covered for INR.5 lacs personal accident & INR.5 lac towards medical expenses
- 100 officials are covered for INR.25 lacs (personal accident) & INR1 lac towards medical expenses.

These insurances are issued by the New India Assurance 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

Competitors are advised to take any additional insurances as they may deem fit.

9.3 All competitors are required to take a further mandatory personal accident insurance for INR 5,00,000/- each including hospitalization benefits. This insurance should not be normal insurance, but specifically "High Risk" insurance.

9.4 It is strongly recommended that participants should check with their insurer the guarantees (Cash Less facility) they will benefit from, and that these guarantees are valid when participating in a competition.

9.5 The insurance of each vehicle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required prior to the closing of entries.

COMPETITORS ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RALLYING.

9.6 As such all Competing vehicles must be insured by taking a special Rally insurance for the event. Proof of such insurance cover must be produced before start of Scrutineering.

9.7 Under no circumstance are the organisers responsible either directly or indirectly for the vehicles of the competitors or their assistance. The safe keeping & recovery of the vehicles remains the sole responsibility of the competitor

9.8 THIRD PARTY LIABILITY COVER: The organisers have taken out a third-party insurance policy appropriate for sporting events using motorised land vehicles, conforming to current legislation.

10. ADVERTISING

- 10.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event "INDIA BAJA 2017". Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organisers.
- 10.2 The organiser Northern Motorsport, enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.
- 10.3 Competitors can affix any kind of advertising to their vehicles, provided that:
- Any instructions issued by the organisers are observed.
 - Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way
 - It should not be placed as to prevent recognition by Officials or Marshals.
 - The space designated in Appendix '4' of these regulations is left free of advertising other than that provided by the organisers.
 - It does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips,
 - It does not interfere with the crew's vision through the windows.
- 10.4 Space required as indicated in Appendix '4' of these regulations must be left free of advertising other than that provided by the organisers.
- 10.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10.3 of these regulations.
- 10.6 Advertising provided by the organisers must be carried & placed ONLY as indicated in Appendix '4'
- The Compulsory advertising as detailed must be carried
 - For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 100%.
- 10.7 All stickers/ advertising of other rallies must completely removed before the new stickers will be applied.
- 10.8 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 10.9 The crews will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of INR3,000/- will be incurred for a first offence and INR 10,000/-for each repeated offence.

- 10.10 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 100% of the entry fee.

11. IDENTIFICATION

- 11.1 The organisers will supply each crew with identification plates comprising: 2 rally plates and 2 panels carrying the race number termed NUMBER PLATES. They will carry the race number, the name of the event and if appropriate the name of the organisers' main sponsor.
- 11.2 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.
- 11.3 The numbers plates must appear on both sides of the vehicle during the whole Event and be legible from the rear.
- 11.4 The number plates (50 cm wide x 52 cm high) must be affixed to the right and left sides of the vehicle and in the area situated between the wheel arches on condition that they are completely visible from the side.
- 11.5 In addition, the organisers will also issue 1 set of 'rally' panels for the front and rear: one plate of a rectangle of 43cm x 21.5 cm of which 9cm x 43cm is reserved for compulsory Organisers publicity. They will incorporate the race number of the competitor and the name of the event. They will be available as stickers. These rally plates front and rear must be positioned so as to be clearly legible & visible from the Front & Rear.
- 11.6 Apart from the name of the manufacturer, the plate must be the first legible writing at the front above the headlights.
- 11.7 At any time during the event, the absence or incorrect positioning of a race number plate or a rally plate may result in a penalty of INR5,000/-. The simultaneous absence or incorrect positioning of at least 2 race number or rally plates may result in penalties of INR 15,000/-.
- 11.8 The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30~50 mm, must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty of INR 3,000/-.
- 11.9 The completed Crew Identification Card issued by the organizers must be affixed on the inside of the rear windscreen.
- 11.10 The members of the crew will be recognisable by means of an identification tag. It must carry the competitors photograph, name & blood group. Any breach noted by an official will result in a cash penalty of INR3,000/-.

12. FUEL

- 12.1 Refuelling is the sole responsibility of the competitor.
- 12.2 All vehicles must have a minimum fuel range of 300 km. Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 330 km, regardless of the nature of the terrain. For safety reasons a 10% margin is indispensable, i.e. a range of 495 km.
- 12.3 Competitors may refuel at any commercial fuel pump. The organisers would NOT be providing any guidance or assistance. Any sign in the road book would be strictly op-

tional and organisers do NOT take any responsibility for the quality, quantity or availability of fuel.

- 12.4 Engines must be stopped during the refuelling operation. It is recommended that the crew exit the vehicle during refuelling. In the case where they remain in the vehicle their safety harnesses should be detached.
- 12.5 Use of Aviation fuel (Avgas) or corresponding to the fuel as defined by the FIA is permitted as per Regulations of the FIA. Participants will, however, have to arrange for their Avgas requirements on their own
- 12.6 Refuelling between competitors is authorised

13. ADMINISTRATIVE CHECKS & SCRUTINEERING

13.1 LOCATION: As per program

13.2 TIMES/SCHEDULE:

The schedule for the administrative checks followed by scrutineering sealing and the marking of the competing vehicles is as below.

7 April 2017

COMP #	FROM	TO	COMP #	FROM	TO
145 ~ 141	0800	09900	125 ~ 121	1200	1300
140 ~ 136	0900	1000	120 ~ 116	1300	1400
135 ~ 131	1000	1100	115 ~ 111	1400	1500
130 ~ 126	1100	1200	110 ~ 106	1500	1600
			105 ~ 101	1600	1700

13.3 ADMINISTRATIVE CHECKS

- a. Drivers taking part in the rally must arrive at administrative checks & scrutineering with at least one of the crew, driving gear and car at least 15 minutes before their designated time (as per given schedule). Failure to report or delay can result in a penalty of INR 500/- for every 60 minutes extending to a maximum of INR 3,000/-. Failure to report on the designated day would be penalized by an additional penalty of INR 3,000/-. Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Chief Scrutineer who may impose an additional fine.
- b. The Entry form contains a check list of the documents required to be submitted. All crews taking part in the Event must ensure that self-attested copies of the documents detailed in the entry form are submitted at the secretariat in accordance with the timetable of the Event.
- c. All documents must be produced in original before the rally plates are issued & the vehicle is permitted for scrutiny.
- d. The date of the entry and the fees applicable thereof would be taken as the date when the documentation is completed in its entirety. Failure to do so would entail additional fees or penalties.
- e. Any crew reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards

13.4 SCRUTINEERING

- a. Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, 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
- b. 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/FMSCI safety regulations and the present Prescriptions.
- c. At scrutineering crew members, will be asked to produce their identity cards& safety gear including helmets.
- d. The scrutiny card must be carried in the vehicle throughout the event. It will also contain the record of the Service Time utilised by the competitor. This scrutiny card must be produced to any official on demand and surrendered at the finish.

LOSS OF THE SCRUTINEERING CARD MAY RESULT IN DISQUALIFICATION.

- e. Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the car with the Group in which it is entered, conformity of the car with the National Highway code, etc.
- f. Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- g. Any vehicle which appears on external examination to be ineligible for the Rally or a specific Class may be rejected and called back for re scrutineering.
- h. 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 REGULATIONS. All main hoops of the roll cage (that is, main and lateral) should have a 6 mm hole for the Scrutineer to check the wall thickness of the pipe.
- i. Additional checking / scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- j. At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

13.5 SEALING AND MARKING

- a. In order to prevent the engine, body shell and other restricted components from being changed during the event these items will be identified by the Organizers at pre start scrutineering using a wire and special marked seals and/or paint. Other means of identification may also be used. Missing marks will result in immediate disqualification. Any fraud discovered, or an attempt made to present 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. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.
- b. Before arriving at scrutineering, the Crews must provide, on the parts listed below, a hole of minimum 3.5 mm to allow for the fixing of seals, on pain of being refused the

start. The absence of a hole allowing the passing of a seal will incur a penalty of INR 2,000 per missing hole.

- Body Shell or Chassis frame within the engine compartment
 - Cylinder Head
 - Engine block
 - Air Intake Restrictors (If Applicable)
 - Turbo charger Assembly (If Applicable)
 - Transmission: Primary, Secondary, Transfer and/or any other mechanical / electromechanical device that assists in transfers of power to all four wheels.
- c. The Competitor is responsible for the existence of all marks and seals throughout the entire Event.
- d. The components, identified with a mark during scrutineering, and the crew are associated with a race number; these elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in these Prescriptions).
- e. 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.

14. COMPETITOR BRIEFING & CEREMONIAL START

14.1 A general briefing will be held as per itinerary. All competitors need to sign their presence in the register maintained at the venue for this purpose. Absence of signature will be deemed as absence at the briefing and sanctions would apply.

THE PRESENCE OF AT LEAST ONE MEMBER OF EACH CREW IS COMPULSORY ON PAIN OF A PENALTY OF INR 3000/-.

14.2 CEREMONIAL START

- a. All crews must participate in the Ceremonial Start. Any Competitor failing to participate will be referred to the Stewards for Sanction.
- b. All competing cars must be parked in their allotted space in the Pre Start Parc Fermè, as guided by the marshals.
- c. Any car reporting outside the scheduled time will be penalised at the rate of INR 500/- per minute up to maximum of 10 minutes before his scheduled Start Time. Competitors' cars reporting later than 10 minutes prior to their scheduled start time will not take part in the Ceremonial Start and the Competitor will be referred to Stewards who may impose further sanctions.
- d. The start order & interval at the Start Ramp will be as directed by the Event Officials.

15. ALLOCATION OF RACE NUMBER, START ORDER

15.1 Order for the allocation of race numbers:

1. Winners of the previous year's India Baja.
2. Winner of the 2017Desert Storm
3. Drivers classified by the FIA "Cross-Country Rallies".
4. Drivers on the FIA B priority rally drivers list.
5. Drivers classified by FMSCI.
6. All other drivers at the initiative of the organising committee.

- 15.2 The start of the Super Special Stage/ Leg 1 will be given with an interval of 2 minutes between the FIA seeded drivers, or the first 10, in ascending order of the race numbers.
- 15.3 At the start of each Leg, the first 10 crews will start at 2-minute intervals; the other crews shall start at the discretion of the Clerk of the Course, the intervals being no shorter than 1 minute.
- 15.4 Following the Super Special Stage (If any), the starts for the First Leg including a Selective Section shall be given in the order of the Super Special Stage classification. Penalties imposed during the Super Special Stage and on any Road Sections concern only the general classification. In case of a dead heat, priority will be given to the crew who achieved the time first.
- 15.5 From the second leg, onwards, the starts shall be given in the order of the provisional classification of the selective section of the previous leg. In case of a dead heat, priority will be given to the crew who achieved the fastest time in the 1st Selective Section
- 15.6 The Clerk of the Course, when drawing up the starting order, will consider any sporting penalties (missed PCs, missed WPMs, speeding, etc.) that a competitor has incurred during the last Selective Section/s run, and that must be added to the time of the selective section(s) considered.
- 15.7 Any penalties incurred on the road section(s) will be added to the overall results for the leg ran.
- 15.8 In a case where a crew arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorised as a function of the cars present, and the starting time is the target check-in time at the Time Control + 3', even if it concerns the start for a Selective Section other than the first of the day. The marshal in charge of the start will ensure that this regulation is respected and make a report to the clerk of the course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as disqualifying the crew concerned.
- Example:* Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; starting time authorised: 10h03, which corresponds to the target check-in time + 3 minutes.
- 15.9 For safety reasons only, the Stewards may draw up a new starting order and reposition any FIA/FMSCI seeded driver. In no case can such a repositioned driver start in front of the first five drivers or a FIA/FMSCI seeded driver appearing among the first ten drivers in the start list of the Leg.
- 15.10 The start Parc Fermè, applicable at the start of the event & at the start of all Legs, will be operational 90 minutes before the flag off of the first car. All competitors must check their vehicles into the start Parc Fermè at least 60 minutes before the flag off of the first car. Lateness will be penalised as follows:
- a. Up to 5 minutes INR 500/-
 - b. Up to 30 minutes INR 1000/-
 - c. Beyond 30 minutes Start Denied
- 15.11 The Parc Fermè shall be sealed 30 minutes before the flag off of the first car. Non-compliance may result in the vehicle not being allowed into the start Parc Fermè & being refused a start. The vehicles may be presented by a representative of the entrant.
- 15.12 The starting area shall also be regarded as a 'Parc Fermè'.

- 15.13 Any vehicle reporting late for the start of a section shall be penalised at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late shall not be permitted to take the start, and shall be disqualified immediately.
- 15.14 The exact time of start will appear on the Time Card.
- 15.15 Any crew arriving late at the start of the event or of a leg shall be penalized by 1 minute for every minute late and will be issued a fresh start time which shall be after the last competing car. Any crew reporting more than 10 minutes late shall be denied a start.
- 15.16 Since the crews have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be stamped on the Time Card. The 60 minutes referred to in Art 15.10 is for bringing the car to the Parc Fermè whereas the 10 minutes referred to in Art 15.15 is from the proposed restart time.
- 15.17 Save for cases provided for in the Regulations, the first truck will start after the last car. The minimum period between the last car and the first truck is left up to the Clerk of the Course.
- 15.18 The start lists will be published on the Official Notice Board at Rally Headquarters as per programme

16. ROAD BOOK AND NAVIGATION

- 16.1 The route will remain secret until the road book is distributed to the crews. The road book will contain a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of disqualification.
- 16.2 Competitor's attention is drawn to the fact that the route passes through a few villages and they are thus advised to exercise extreme caution while passing through them. The organisers may take suo moto cognizance of any breach of caution and impose penalties on the competitor which may extend to refusal of start.
- 16.3 DATA LOGGER (If Applicable)
- a. The DATA LOGGER would be issued at the start of each leg and must be handed over by the competitor to the end Time Control marshal.
 - b. Throughout the duration of the rally competitors are responsible for the correct functioning of their DATA LOGGER.
 - c. The DATA LOGGER must be switched on and positioned in a manner so that it has a clear view of the sky throughout the entire leg.
 - d. All actions caused by the competitors (loss, destruction, switching off etc.) making it impossible to read the DATA LOGGER and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the College of Sporting Stewards and may include disqualification from the race.
 - e. Checks will be carried out at the end of legs. The data must validate passage through All WPMs and adherence to the speeds in the Speed Zones. The person carrying out the checks will note any infractions and these will be included in the results.
 - f. If a crew has two DATA LOGGERS working and only one of the two DATA LOGGERS validates the passage of a WPM no penalty will be given. In cases where checks are contested the DATA LOGGER(s) downloaded data will be re-examined & the organiser's decision will be final. It is not mandatory for the organisers to state any reason/s and/or share any data pertinent to that decision.

17. TRAFFIC & SPEED

UNDER THE LAWS OF INDIA ANY ACCIDENT OUT OF WHICH A CLAIM MAY ARISE SHOULD BE REPORTED TO THE NEAREST POLICE STATION.

- 17.1 Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting Stewards. Depending on the circumstances, penalties may be applied in form of time or Cash, including disqualification.
- 17.2 In the event of an infringement of the traffic laws committed by a crew participating in the Event, 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:
- 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.
 - 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.
 - That the facts are not open to various interpretations.
- 17.3 IT IS FORBIDDEN, UNDER PAIN OF DISQUALIFICATION:
- To transport the vehicles except for Group T3 under a specific waiver.
 - Deliberately block the passage of the vehicles, or to prevent them from overtaking.
- 17.4 Competitors are forbidden under pain of disqualification to behave in any unsporting manner.
- 17.5 A competing vehicle shall only carry the two people named on the Entry Form on board at all times.
- 17.6 The wearing of safety harnesses is compulsory throughout the Event including all road sections.
- 17.7 In addition to the safety harness, for T3 vehicles, properly affixing the Safety Net and wearing of arm restraints is compulsory throughout the Event including all road sections (if applicable).
- 17.8 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 30 kmph 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.

18. HELPING AT AN ACCIDENT

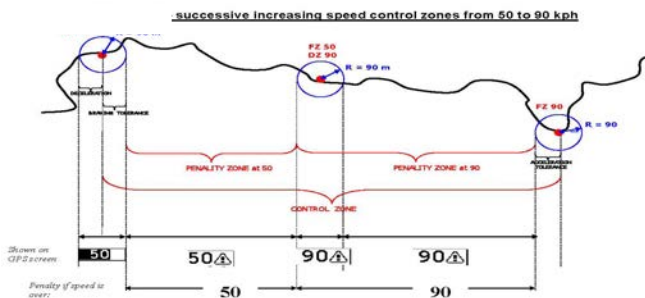
Crews are expected to stop at the scene of an accident so as to provide the most appropriate form of help until the medical assistance arrives. Considerable means have been put in place so as to shorten the response times by as much as possible.

- 18.1 SHOULD YOU HAVE AN ACCIDENT OR A BREAKDOWN, YOU MUST ENSURE:
- a. That your crew and vehicle are away from danger & the path of the next approaching car.
 - b. Switch off the Main Circuit Breaker.
 - c. Put the Red Warning Triangle at least 30 meters. before on the path to warn the next approaching car.
 - d. Display the Green OK, OR in case any crew needs medical assistance the Red SOS sign given in the road book to the next approaching car.
 - e. Call the event emergency numbers given on the front of every road book.
- 18.2 Should a competing vehicle come across another vehicle which has met with an accident, it is their duty to ensure that the crew of that vehicle does not need any medical attention.
- a. When a Red SOS sign is displayed, it is MANDATORY to stop & assist the crew requiring help.
 - b. The first crew to arrive at the scene must stop and inform the next car of all the details.
 - c. The next car must take the following information to the NEXT radio post (which may be the finish post.)
 - Competition number of the crew involved
 - If & how many crew members or spectators are involved.
 - If any crew member or spectator is trapped in or outside the car.
 - Location of the accident i.e. the closest road book instruction.
 - d. All competitors stopped in the stage must place their Red Triangle at least 30 meters before from where the car is stopped even if the car is clear of the road.
 - e. It is permitted to take the injured on board.
 - f. FAILURE TO PROVIDE SUCH ASSISTANCE / FAILING TO REPORT ANY BREAKDOWN / ACCIDENT TO THE NEXT OFFICIAL ON THE ROUTE MAY LEAD TO disqualification AT THE DISCRETION OF THE STEWARDS
 - g. The Stewards may at their discretion, considering the facts of each case, compensate the competitor for any time penalties incurred in rendering such help provided that an application in writing is submitted at the end of leg.

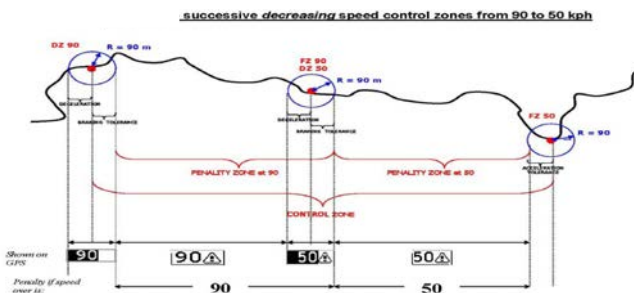
19. SPEED CONTROL ZONES

- 19.1 Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'. The presence or absence or erroneous posting of signposts indicating Speed Limit Zones can in no way be used in any appeals.
- 19.2 All speed Zones would have a Maximum Speed Limit of 30 Kilometres per hour except when stated otherwise in the Road Book or by a CIB.

- 19.3 Overtaking is authorised, if a vehicle is travelling abnormally slowly, on condition that the maximum speed authorised in the zone is not exceeded.
- 19.4 Speed & Position Data is stored in the DATA LOGGER every 1 second. If the speed limit is exceeded, it will be recorded on the DATA LOGGER.
- 19.5 An impulsion is an excess speed recording for a continuous stretch of 10 seconds. All impulsions will be penalised based on the highest excess speed recorded as follows:
- Between 1 and 15 kmph: (3 Minutes + INR 500) x the number of impulsions.
 - Between 16 and 40 kmph: (10 Minutes + INR 1000) x the number of impulsions.
 - More than 40 kmph:
 - 1st impulsion: 30 Minutes + INR 3000.
 - 2nd successive impulsion: 1 hour + INR 6000
 - 3rd successive impulsion: A penalty at the discretion of the Stewards
 - Organisers may establish not more than two successive speed zones with different speed limits. In the case of increasing speed the higher speed will be enforced from 90 metres before the intermediate FZ/DZ waypoint (WPE). (See Diagram below)



- In the case of decreasing speed the lower speed will not be enforced until 90 metres after the intermediate FZ/DZ waypoint (WPE). (See Diagram below).



- 19.6 In the case of repeated infractions during the rally, the competitors may be referred to the Stewards who may levy penalties up to and including disqualification from the race.
- 19.7 Fines must be paid before the start of the next leg, on pain of being refused a start.
- 19.8 As a safety backup, times at the DZ & FZ may also be noted manually. The penalties in this case would be calculated at the rate of 2 penalty units per unit less than the ideal time. In all circumstances the times noted by the marshals cannot be disputed. The DA-

TA LOGGER data & penalties would have primacy in all circumstances & the manual timings would only be used in case of an eventuality.

- 19.9 The organizers may post officials with Speed Guns at any point in the designated control zone. In case of over speeding, penalties as stated above would apply. The official would be designated judge of fact and no protest will be entertained regarding his findings.

SPEED CONTROL ZONES: DEFINITIONS

19.10 SPEED CONTROLS ZONE: ENTRY

- a. A speed control zone controlled by the DATA LOGGER will be indicated on the road book by a box marked: 'DZ' and/or by a GPS point (WPM).
- b. The first 100 meters after the DZ point is considered as a deceleration zone, before entering the actual control zone.

19.11 THE CONTROL ZONE:

The speed of a competitor will be limited to 30 kmph or such speed as mentioned in the road book between the point of entry and exit point of the zone, regardless of the route taken between these two points.

19.12 SPEED CONTROL ZONE: EXIT:

- a. The end of the Speed Control Zone will be indicated on the road book by a box marked 'FZ' and/or by a GPS point (WPM).
- b. Before this point there will be a zone of tolerance of 100 meters so as to avoid any arguments concerning the measuring of speed.
- c. Competitors can reaccelerate from this point.

19.13 THE ENTRY AND EXIT ZONES ARE COMPULSORY POINTS OF PASSAGE.

It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.

SPEED LIMITS – ROAD SECTIONS

On certain road sections (indicated by bulletins), the maximum speed may be limited. Penalties incurred will be identical to those of a speed zone.

20. RECONNAISSANCE

- 20.1 No reconnaissance is permitted.
- 20.2 The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event after its announcement is prohibited.
- 20.3 Any driver who wishes to visit an area which might be used for a selective section of the event must obtain written permission from the organiser.
- 20.4 Failure to respect these rules will result in the competitor being reported to the stewards.

21. ASSISTANCE

- 21.1 Assistance is PROHIBITED at all times, at all points of the itinerary inside ALL competitive stages except in permitted assistance & Service zones.
- 21.2 Assistance & Service zones and the times permitted would be communicated by bulletin.

- 21.3 All assistance vehicles used in the event must be registered with the Rally Office. Assistance Car Stickers are to be positively collected at the time of registration
- 21.4 For up to one Assistance Vehicle per competitor, the Organiser will provide, at a cost of INR 2,000/-, 4 assistance stickers per assistance car, (which must be, affixed one each on the front windscreen, front doors on both sides and the boot/back), Service Plan & up to 4 Service ID Tags.
- 21.5 Should a competitor wish to register more than one assistance vehicle, the balance assistance vehicles will be issued assistance stickers on payment of a registration fee of INR 3,000/per assistance vehicle.
- 21.6 The registration number and the corresponding sticker number of the assistance vehicle will be noted along with the competition number of the competitor(s) using the assistance vehicle/s in a register which will be maintained by the Organisers.
- 21.7 Any competitor found to be receiving assistance from a vehicle not registered and/or without Assistance stickers will be penalized at the rate of INR 10,000/- per infringement; however, this does not apply to receiving assistance from a fellow competitor or a fixed commercial establishment.
- 21.8 Any competitor whose Assistance vehicle or Crew behaves in a manner that endangers other competitors or road users will be fined up to INR 20,000/and/or the competitor disqualified at the discretion of the Stewards of the Meet.
- 21.9 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 km of its competing car except:
- In service parks & assistance zones
 - In refuel zones
 - Where permitted by bulletin
 - Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team/service personnel, provided that they do not stop at the same location at the same time.
- 21.10 The speed of competition cars and service vehicles in the service parks and assistance zones may not exceed 30 kmph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the stewards.
- 21.11 At the NH / bivouac: After having checked in at the time control at the end of the leg, competitors will immediately take their competition vehicle to the designated Parc Fermè.
- 21.12 It is not permitted to replace the Chassis, Engine Block or Cylinder Head throughout the event. However, the other sealed & marked components may be replaced after obtaining written permission from the Scrutineer who will reseal & re mark the replaced component. Each such replacement will incur a penalty of 60 minutes. No additional time will be permitted to carry out such repairs.

21.13 ASSISTANCE IS FORBIDDEN

ALL SELECTIVE & LIAISON STAGES OF THE ROUTE ARE DESIGNATED AS UNSUITABLE FOR ASSISTANCE VEHICLES.

- 21.14 All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate disqualification on the decision of the panel of stewards.
- 21.15 Assistance between competitors is FREE. However, they may use only the material, tools & spares carried on board. Taking external materials or assistance would entail penalties as specified.

- 21.16 A vehicle must move by its own means, with the engine running; moving under the power of the starter-motor alone is not allowed.
- 21.17 If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed. However, in control zones, this will entail the following penalties for both the vehicles:
- a. Start area of a leg and/or start area of a Selective Section: THE START WILL BE REFUSED.
 - b. Passage Control Zone: 5 minutes.
 - c. Time Control Zone: 15 minutes.
 - d. In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.
- 21.18 ALL VEHICLES TOWED AND / OR PUSHED BY MEANS OTHER THAN A RACE/AUTHORISED VEHICLE WILL BE IMMEDIATELY DISQUALIFIED FROM THE RACE.
- 21.19 Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
- 21.20 In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing / towing upto 100 meters and would entail an additional supervisory penalty of **5 minutes** for each instance.
- 21.21 Assistance vehicles may not enter or be present in the Selective Sections from 3 hours before the scheduled time of start of the section till after the closure of the control at the end of the selective section. Assistance vehicles will travel only in the direction of the race.
- 21.22 Competitors who have retired from the race are free, on written request to the COC, to enrol as Service for the remainder of the event. In such cases, the competition numbers must be completely removed and Service Stickers affixed as prescribed.
- 21.23 Signalling (visible information from teams to crews) is authorised, except in a control zone, and at any time when the race and servicing share the same route, at crossings of the itinerary and public traffic roads.
- 21.24 All 'JUDGES OF FACT' are authorised and required to report the presence of assistance not accredited by the organisation, both at the NH / bivouac and over the route as a whole.

22. TIME CARDS

Time card is a document designed to receive, in chronological order, the times & stamps of the different controls planned on the itinerary.

- 22.1 At the start of the Event, crews shall be given a time card. This time card shall be handed in at the finish Time Control of each Leg and may be replaced by a new one at any point in the duration of the event. Each crew is solely responsible for its time card.
- 22.2 Any correction or amendment made to the time card will result in disqualification, unless such correction or amendment has been approved in writing by the controller.
- 22.3 The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.

- 22.4 Crews are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as disqualification.
- 22.5 THE LOSS OF A TIME CARD WILL ENTAIL DISQUALIFICATION.
- 22.6 A competitor who retires must immediately inform the Rally Headquarters / next Rally official and hand over his Time Card. He must also remove or place a black "X" across his rally numbers.

23. RUNNING OF THE BAJA

- 23.1 The Official Time throughout the entire rally will be Indian Standard Time (IST) expressed in accordance with the 24 hour GPS clock. The IST time differential from GMT/UTC is +5.30 hrs. Hours, minutes & seconds will be shown as 22:01:46
- 23.2 The entire event shall be split up into a number of transport, service & road sections.
- 23.3 The start of each road section, with the exception of the road section at the beginning of each leg and the exit of an assistance zone, shall also be the start of the competitive/Selective section.
- 23.4 Within each road section at a point of the organiser's choice, which shall be indicated in the Road Book, a time control will be located. This time control will constitute the end of the selective section and will be as described as Flying Finish. This time control will be numbered with the suffix "a" following the number of the time control immediately preceding it. For example, the end of SS between TC4 and TC5 will be numbered TC4a and the flying finish will be located here.
- 23.5 The entire time taken by the competitor for traversing the route between TC4 and TC4a, increased by any sporting penalties (DZ/FZ,S&G, PC, assistance etc.) would constitute the stage penalties.
- 23.6 There will be no ideal time prescribed for traversing the route between TC4 and TC4a. However, in certain cases, there shall be an ideal time prescribed for traversing the route between TC4 and TC5 and the time needed / taken to traverse the route between TC4 and TC4A shall be included in the ideal time prescribed for traversing the route between TC4 and TC5

Example:

Ideal time prescribed from TC4 to TC5 = 40 min
 Time taken from TC4 to TC4A = 11mins 20 sec:
 Time left to reach TC5 = 40 m minus 11 m 20 s = 28 m 40 s

Since there is no ideal time prescribed from TC4 to TC4a, the actual time taken to traverse this part of the route will be added to their penalties. In the example above the competitor incurs 11 min 20 seconds penalties.

- 23.7 Late arrival at the end of the transport section will attract a penalty of 1 minute per minute late. These penalties will count towards disqualification (MPL). It is further clarified that only lateness incurred at the end of the transport section, in the above example, at TC5, shall be counted towards disqualification time (MPL).
- 23.8 Early arrival will be penalised at the rate of 2 minutes per minute early. Penalties for early arrival will not be included in disqualification time.
- 23.9 It is important to note that the time taken for completion of control formalities at the CS end, in the above example, at TC4a, shall be to the competitors account. There will be no restart or dead time at these controls. A wider example is given below:

Ideal times:	LEG ST- TC1 = 40 m TC1- TC2 = 100 m TC2- TC2a = 0 m TC2a –SER IN = 10 m SER IN – SER OUT = 20 m SER OUT – LEG EN = 60 m	ACTUAL TIME	PENALTY COUNTING TOWARDS	
			RESULTS	DISQUALIFICATION
	Start time at LEG ST	10:00:00		
	Check in time at TC1	10:41:00	01 m 00 s	1 m
	Restart time at TC1	10:44:00		
	Check in time at TC1a	11:32:14	48 m 14 s	0 m
	Check in time at TC2	12:24:00	00 m 00 s	0 m
	Restart time at TC2	12:47:00		
	Check in time at TC2A	14:28:23	1 h 41 m 23 s	0 m
	Check in time at SER IN	14:37:00	02 m 00 s	0 m
	Restart time at SER OUT	15:00:00	03 m 00 s	3 m
	Check in time at LEG END	16:00:00	00 m 00 s	0 m
TOTAL PENALTIES			2h 35m37s	4 m

23.10 FIXED PENALTIES

A fixed penalty is used to enable a competitor to remain in the competition when they would otherwise be disqualified due to failing to check into certain controls or report within the time limits imposed.

- a. It is compulsory for a competitor to take the start of each day.
- b. Any competitor failing to complete a leg of the rally (i.e. failure to report at any TC will be given a fixed penalty of 3 hours & designated as a 'DNF' (Did Not Finish)
- c. Any competitor failing to complete a section of the rally (i.e. failure to report at the TC at the start or finish of a stage within the control closing time) will be given a penalty calculated by adding the following:
 - i. 60 minutes for each Start of Stage Time Control
 - ii. 15 Minutes each for all other controls.
 - iii. Scratch time authorised for the Selective Section(s) or Road Section(s) not covered + 15 minutes.
- d. In no case, may a fixed penalty be used by a competitor who has been disqualified by the Stewards.
- e. Any competitor who fails to finish any section/leg in the maximum prescribed time (DNF) will be entitled to participate in the next legs competition and take fixed penalties provided that:
 - i. The competitor conveys his/her intention to withdraw from the leg in writing with the nearest official before the close of the section in which the competitor is withdrawing (A format for this is appended to the road book).
 - ii. The competitor would be eligible to take the next legs start ONLY if a written application is made to the CRO along with a Re Entry Fee of INR 3000/- by one of the crew within 2 hours of the closing of the last Time Control.

- iii. The competitor's vehicle is presented at the opening of the next legs Start Parc' Fermè for scrutiny. Such scrutiny would be at the discretion of the Start Marshal.
- iv. No relief will be available to any competitor who does not follow the above procedure and such a competitor would be marked a non-finisher and would not be allowed to continue in the event.
- f. For competitors who have withdrawn from a Leg, accommodation would only be provided at the end of the leg which they have started.
- g. No competitor may take a benefit of this rule more than once in the entire event.
- h. The organisers reserve the right to refuse without assigning any reason to permit any competitors from continuing participation even after availing the fixed penalties.

23.11 MAXIMUM TIME ALLOWED

Time greater than the target time allocated for each Road Section, or maximum time given to each Selective Section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to disqualification. At that moment the control is said to be closed for the competitor concerned. The maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

23.12 MAXIMUM PERMITTED LATENESS (MPL)

- a. The Maximum Permitted Lateness for each section or group of sections or Leg will be 45 Minutes. Any change shall be communicated by a CIB.
- b. Competitors not reporting at any control by the end of this period would be disqualified from the event and may re-join the next leg subject to the provisions above.
- c. The disqualification time, or one or more maximum times, communicated by a CIB may be modified at any moment by the panel of the Stewards of the meeting, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible. Disqualification from the race for exceeding the maximum permitted lateness will only be announced at the end of a Leg.

24. CONTROL ZONES

All controls, i.e. Time Controls, start and finish of Selective Sections, Passage Controls, will be indicated by means of standardised signs detailed in Appendix '3' of these regulations, as follows:

- 24.1 The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 50~100 m, the position of the control post is indicated by a sign on a red background. The end of the control area, approximately 50~100 m further on, is indicated by a final sign on a beige background with three black transversal stripes.
- 24.2 The signs will always be located on the left side.
- 24.3 If a time control is wrongly located on the route, crews must check in as if it were correctly located.
- 24.4 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, crews must continue along the official route. For time controls, the time due at the next time control will be calculated by adding the times allowed for the sections concerned and will therefore remain unchanged.
- 24.5 All control areas (i.e., all the areas between the first warning signal and the final one) are considered as 'Parc Fermè'.
- 24.6 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 24.7 It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Event or to re-enter a control area once checking in has taken place at this control:
 - a. 1st infringement: Penalty of 10 minutes,
 - b. 1st repetition of the infringement: Penalty of 1 hour,
 - c. 2nd repetition of the infringement: disqualification.
- 24.8 The target check in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post Marshalls may not give them any information on their target check in time.
- 24.9 Control posts shall be ready to function 30 minutes before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 30 minutes after the target time for the last crew, plus disqualification time. The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.
- 24.10 The Road Marshalls and Post Chiefs shall be distinguished as indicated in Art.5.6 of these regulations.
- 24.11 On pain of a penalty which may go as far as disqualification, the crews are obliged to follow the instructions of the marshal in charge of the control post, who may be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).
- 24.12 Any failure on the part of a crew to observe the rules of the check-in procedure defined will be recorded by the controller at that post and sent in a written report to the clerk of the course.

- 24.13 Target times and maximum times allowed, as well as the start times of the first car will be mentioned in the Road Book. Any changes will be communicated in a CIB to all participants.
- 24.14 For safety reasons, on the proposal of the Clerk of the Course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control in the case of a Selective Section, the time control being twinned with the end-of Selective Section control), where the times recorded will serve to establish the classification of the Leg. On the decision of the clerk of the course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermè rules.

24.15 STOP & GO

At certain points, the route of the Baja will cross or travel a short distance over tarmac or low traffic roads. To ensure safety while crossing these points:

- a. These concern points will be marked in the Road Book or intimated by a bulletin or will be marked by way of a waypoint on the GPS track.
- b. The organisers may also mark these points with a signboard. However, a missing board cannot be given as an excuse for not adhering to this provision.
- c. The S&G Control will comprise of 2 Signs, a Yellow Warning Sign and a Red Warning Sign placed between 20~50 meters apart.
- d. The competitor's vehicle must come to a complete halt for at least 3 seconds with all 4 wheels being stationary within the Zone.
- e. Failure to stop will be noted by the data logger or by the Marshal present who will be a judge of fact for this infraction and penalized. No Protest will be entertained in this respect.
- f. It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.

24.16 TIME CONTROLS

- a. At the Time Controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which the car crosses the Yellow Clock which marks the Start of the Time Control, or the moment the competitor hand over the Time Card if the vehicle is held up in a queue of rally vehicles waiting to check in.
- b. The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone. The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. The crew may only stay in the control zone for the time necessary to clock in.
- c. For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.
Example: A crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- d. For Road Sections the ideal check-in time is that obtained by adding the target time for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.
- e. At the TC at the end of the road section the controller notes on the time card the clocking in time of the crew and their start time for the selective section. They will

permit a delay of 3 minutes between the two to allow the crew to prepare for the start.

- f. After clocking in at the time control the crew must go immediately to the start of the selective section. The controller notes the real time of the start of the selective section and then gives the start to the crew.
- g. If in the case of an incident, there is a difference between the two clocking in times noted, the start time of the selective section is the one considered, except if the sporting stewards decide otherwise.
- h. At the time control at the end of a leg, crews are NOT allowed to check in early without incurring penalties.
- i. All competitors arriving at a TC at the finish of a Leg after the maximum time allowed will be penalised by a minute for every minute late. After the closure of the control, clocking in will be done at the Rally Office with the official present. Competitors arriving after the maximum permitted lateness will be treated as being out of the race.

24.17 PASSAGE CONTROLS

In order to check that the crews are respecting the itinerary in the road book, the organisers may set up Passage Controls at significant locations mentioned and numbered in the road book.

- a. The Passage Control will be twinned with a Stop & Go Control which will immediately precede the Passage Control
- b. The control zone will be defined using the following signs:
 - i. 1 Yellow Sign with S&G
 - ii. 1 Red Sign with S&G with 1 yellow signs with stamp (start of zone).
 - iii. After approximately 50~100 m, 1 red sign with stamp (Passage Control post).
 - iv. Finally, 50~100 m further on, 1 final beige signs with 3 transversal black stripes.
- c. The location of these Passage Controls will be clearly visible and signalled to crews by means of flags and, wherever possible, sited on fairly level ground. The passage might also be timed to the second and noted on a passage sheet by the person in charge of the post.
- d. Closing time for Passage Controls:

The closing time for Passage Controls will be declared taking into account:

 - i. The distance covered since the start of the Section concerned.
 - ii. The time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time.
 - iii. The ideal time of the last competitor, increased by 30 minutes.
- e. The penalty for missing a PASSAGE CONTROL will be 60 penalty minutes for each PC missed.

24.18 SELECTIVE SECTION CONTROLS

- a. When a time control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
 - i. A Yellow warning sign with clock (beginning of zone).
 - ii. A Red sign with clock (Time Control post) after approximately 50~100 m.
 - iii. Red sign with flag (start of the Selective Section) at a distance of 50 to 200 m.
 - iv. Finally, end of control sign (3 transversal black stripes on a beige background) 50~100 m further on.

- b. Immediately after checking in at the time control the crew must go to the start of the selective section. The controller will enter the selective section start time and then give the start for that crew.
- c. The countdown will be announced 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.
- d. The Start at the Selective Section will be given with a Start Clock or a Manual Count Down.
- e. The penalty for not starting within 60 seconds is disqualification. In case of a mechanical problem, the competitors may push their vehicle out of the control zone within this time and park it so that it does not obstruct the passage in any way. Any obstruction will lead to immediate disqualification.
- f. The starting intervals for Selective Sections will respect the same criteria as those laid down for starting Legs except in the case of a road penalty.
- g. Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of 60 minutes.
- h. If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.
- i. A false start shall be penalized by 1 minute at least or an increased time applied by the stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the stewards, especially if the offence is repeated.
- j. Where the section is a road section after a selective 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.
- k. At the finish of a Selective Section, the stop point will be twinned with a Time Control.
- l. The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".
- m. Selective Sections will end in a flying finish, the signs being positioned as follows:
 - i. Yellow chequered sign (beginning of zone).
 - ii. After approximately 50~100 m, 1 red chequered sign (flying finish).
 - iii. At a distance of 150 to 300 m, 1 red signs (STOP).
 - iv. Finally, 50~100 m further on, a final beige sign with 3 transversal black stripes.
- n. Stopping between the yellow warning sign and the STOP sign is forbidden; any infringement will entail a 15-minute time penalty.
- o. Immediately upon crossing the red chequered sign the competitor is MANDATORILY required to reduce the speed of the vehicle to less than 15 Km/Hr.
- p. At a distance of 150 to 300 m after the finish, the crew will report to a Time Control indicated by a red STOP sign. The controller will enter on the Time Card the time of arrival (hour, minute and seconds), which will also be if applicable, the starting time of the following Road Section (hour and minute).
- q. If a competitor is unable to leave the zone under his own power, he may be pushed or towed out of the zone with external help from officials and/or competitors still in the event only and will incur no penalty.

- r. A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.
- s. If the windscreen is broken and it cannot be repaired, the crew will be allowed to take the start of following legs without a windscreen, with motorcycle goggles and a full faced helmet.

24.19 SELECTIVE SECTIONS

- a. During the Selective Sections, all members of the crew under pain of disqualification will wear approved safety harnesses & crash helmets
- b. It is strongly recommended that they also wear a head restraint system, overalls, gloves, a balaclava, long underwear, socks and shoes, homologated according to the standard described in the FIA Appendix L, Chapter 3.
- c. The Selective Section will be timed when the centre of the front wheels of the vehicle passes over an imaginary line drawn across the road marked by the Red Chequered Flag.
- d. Timing will be done on the finish line, which might have print-out equipment and shall be backed up by hand timing.
- e. For selective sections the finish times will be recorded to the nearest second, except for the super special stage where they will be taken to the nearest tenth of a second to decide dead heats. Once the super special stage classification has been established and the starting positions for the following selective section have been determined, the tenths of a second will be deleted and the times rounded down to the second immediately below.
- f. Crews are forbidden to drive in the opposite direction to that of the Selective Section, under pain of penalties which may go as far as disqualification.
- g. During a Selective Section, unless provision is made to the contrary in the Regulations, any assistance is forbidden other than that of a racing crew using parts transported by another racing crew. However, approved assistance zones may be set up by the Organisers.
- h. The route of the Selective Sections in the India Baja traverses close to many villages. The route has been designed to avoid and bypass these inhabited areas. The detailed route as prescribed in the road book must to be followed, especially around the village bypasses. Deviation from the prescribed route will attract penalties which may vary from 5 minutes to disqualification.

24.20 INTERRUPTION OF A SELECTIVE SECTION

- a. When the running of a selective section is definitively stopped or interrupted for one or more competitors the clerk of the course may allocate each competitor affected a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system etc.). This time can also be the slowest time set before the interruption.
- b. This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.
- c. Should the worst time actually set to be considered abnormal, a suitable reference time (Scratch Time) may be considered.
- d. Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. It will be given the time

which it eventually sets provided that this time is greater than the scratch time awarded to the other crews.

- e. In exceptional cases, for safety reasons, The Clerk of the Course may interrupt a Selective Section by setting up a Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.
- f. The Selective Section may be subdivided into segments. The timings noted at controls other than the Start & End controls by a judge of fact may be used to establish sub classifications which may be added for the section classification. These segments may or may not be congruent.
- g. Any official may for safety reasons interrupt a selective section. The benefit of such stoppage will be awarded to the competitor. The official at site will be the Judge of Fact and his decision on the quantum of time to be awarded will be final.

SAFETY: Selective Sections are run on sections of 'road' open to the public. The greatest care is recommended in relation to other eventual users.

24.21 SUPER SPECIAL STAGES

- a. Certain Selective Sections may be termed as Super Special Stages. Notification of this will be communicated to all competitors at the Drivers Briefing or through a CIB.
- b. All the rules of Selective Section will apply to the Super Special Stages.
- c. The Super Special Stage will comprise of a designated route to be traversed with designated Challenges and /or Check Points to be negotiated in the given order and direction.
- d. Any competitor would be permitted to attempt a challenge / checkpoint upto three times. In case the competitor is unable to correctly traverse the designated route in these three attempts, a missed challenge or checkpoint penalty would be awarded and the competitor would be guided to bypass the challenge and proceed further along the route.
- e. Crews are forbidden to drive in the opposite direction to that of the Super Special Section, under pain of penalties which may go as far as disqualification.
- f. Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
- g. In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing / towing upto 200 meters and would entail an additional supervisory penalty of **5 minutes** for each instance.

24.22 INTERRUPTION OF A SELECTIVE SECTION

- a. When the running of a selective section is definitively stopped or interrupted for one or more competitors the clerk of the course may allocate each competitor affected a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system etc.). This time can also be the slowest time set before the interruption.
- b. This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.

- c. Should the worst time actually set to be considered abnormal, a suitable reference time (Scratch Time) may be considered.
- d. Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. It will be given the time which it eventually sets provided that this time is greater than the scratch time awarded to the other crews.
- e. In exceptional cases, for safety reasons, The Clerk of the Course may interrupt a Selective Section by setting up a Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.
- f. The Selective Section may be subdivided into segments. The timings noted at controls other than the Start & End controls by a judge of fact may be used to establish sub classifications which may be added for the section classification. These segments may or may not be congruent.
- g. Any official may for safety reasons interrupt a selective section. The benefit of such stoppage will be awarded to the competitor. The official at site will be the Judge of Fact and his decision on the quantum of time to be awarded will be final.

24.23 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 Fermè 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 Fermè. The starting order shall be that of the arrival at the regrouping Time Control.

24.24 PARC FERMÈ

The following rules will apply:

- a. It is forbidden to carry out any work other than that expressly permitted below in Parc Fermè.
- b. Cars are subject to Parc Fermè rules:
 - From the moment they enter the pre-start Parc Fermè (if any)
 - From the moment they enter a regroup
 - From the moment they enter a control area
 - From the moment they reach the end of the rally until the stewards have authorised the opening of the Parc Fermè.
- c. Vehicles will be in Parc Fermè from the moment they enter a control zone.
- d. A car which will not start may be pushed by the crew, officials and other crews still in the event to the end of the control zone. In such case a 1 minute penalty will be applied.
- e. Engines may be started by means of an external battery, which may be brought in and taken out by a crew member under the supervision of an official of the event. Such batteries may not be transported in the competing vehicle (except in the load bearing bodywork of T4 vehicles still in the event).
- f. Towing or pushing by another vehicle is prohibited inside the Parc Fermè.

- g. Any infringement of the Parc Fermè regulations shall result in a penalty ranging from 10 minutes to disqualification.
- h. If the Scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, the vehicle may be repaired in the Parc Fermè in the presence of a Scrutineer. The time in whole minutes used for such repairs will be added to the competitor's penalties for that leg. Once the work has been completed a new start time will be allocated. Should the work take more than 30 minutes the competitor will be given the fixed penalty (if applicable) or disqualified.
- i. After entering Parc Fermè at the end of a leg crews must stop their engines. They may then cover their vehicles and then immediately leave the Parc Fermè. Re-entry is not permitted until 15 minutes before their restart time or to avail Service under the Fixed Service Time provision.
- j. By way of exception to the Parc Fermè rules, and on the responsibility of an official, the crew may, while in the Parc Fermè at the start, regrouping zone or end of Leg:
 - i. Change one or two punctured or damaged tyres using the equipment on board.
 - ii. Have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;
 - iii. Check and/or adjust the pressure of its tyres.
 - iv. Clean the windscreen
 - v. These repairs will be completed before the starting time; otherwise a penalty of one minute for every minute's lateness shall be imposed.
- k. In order to remove its vehicle from a Parc Fermè for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermè 15 minutes before its starting time.
- l. Before leaving the Parc Fermè, the crews are permitted to place their vehicle covers and external battery outside the Parc Fermè.

25. PROTESTS & APPEALS

- 25.1 An “Enquiry Sheet” is provided in each Road Book. In case of any Request or Enquiry, Competitors are requested to fill out the details in this form and hand it over to the C.R.O. A decision on this “Enquiry” will be taken by the C.O.C. The competitor has the right to protest against the C.O.C’s decision to the Stewards of the Meet.
- 25.2 All protests must be made in accordance with the rules laid down by the FMSCI & the International Sporting Code. They must be made in writing and given to the C.R.O / C.O.C, accompanied by the sum of INR 6000/-, which will be retained if the protest is not considered justified.
- 25.3 Protests must state the specifics of the offence alleged and the relief sought. Vague, Oral & such frivolous complaints will not be entertained.
- 25.4 If the protest requires the dismantling of different parts of a car, the claimant must pay an additional deposit
- a. Of INR 3,000/if the protest involves a clearly defined part of the car (engine, transmission, bodywork, etc.) for each such part.
 - b. Of INR 6,000/if the protest involves the whole vehicle
- 25.5 The costs incurred by the work and by the transport of vehicles will be charged to the claimant, if the protest is not justified, and by the competitor protested against if the protest proves justified. If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less the difference will be refunded.
- 25.6 In case of a protest against another competitor, one protest can be lodged only against one competitor. Separate protests must be lodged in case it involves more than one competitor.
- 25.7 The entrants may lodge an appeal against the Stewards decisions, in conformity with the stipulations of the National Sporting Code. The appeal fee is INR 96,000/- with a sum of INR 48,000/- to be paid along with the intent of appeal and the balance INR 48,000/- to be paid within 96 hours along with the grounds of appeal.

26. CLASSIFICATIONS

- 26.1 The clerk of the course bears the responsibility for time-keeping.
- 26.2 Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections, Sporting, Supervisory and other penalties (incurred during the Road Sections and other penalties expressed in time).
- 26.3 The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and category are drawn up in the same way.
- 26.4 In the event of a dead heat, the crew which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

- 26.5 In case no competitor is able to complete the event. At the discretion of the organisers, Overall and/or Group wise classifications may nevertheless be obtained on the basis of the maximum distance travelled towards the finish by each competitor.

CLASSIFICATIONS

During the event, the classifications to be published will be as following:

- 26.6 Unofficial Classifications: These are classifications distributed by the organiser during the rally
- 26.7 Partial Provisional Classifications: These will comprise of all the times obtained in the Selective Sections, Sporting, Supervisory and other penalties (incurred during the Road Sections and other penalties expressed in time). These will be posted each evening at the NH/ bivouac at 2300hrs, in front of the Rally Office.
- 26.8 Partial Official Classification:
- a. These will be posted at least 1 hour before the scheduled re-start time of the first car for the next leg.
 - b. They will be considered final at the end of the protest period which will end once the first competitor in the race has taken the start of the leg which follows this posting.
 - c. Given that these partial classifications becomes definitive as concerns the elements used to compile them, these elements and the classification may NOT be considered regarding any protest, once the final classifications are posted at the end of the event.
 - d. Any penalties imposed by the Stewards, if incurred in the previous legs may be added in the next legs classification.
- 26.9 Provisional Final Classification: classification published by the organiser at the end of the rally. These will be posted on the official notice board in the last NH at the latest 12h after the arrival of the 1st vehicle. They become definitive 30 minutes after their posting
- 26.10 Official Final Classification: classification approved by the stewards.
- 26.11 In the event of the provisional final classification being delayed, a new time will be advised by a Communication on the Official Notice board(s).
- 26.12 The qualifications necessary for the special prizes to be won are itemized and the decision of the Organizers will be final.
- 26.13 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. The entrant should have passed the pre & post-event technical scrutiny.
- 26.14 TEAM ENTRY
-
- a. Each team shall consist of a minimum of 3 vehicles.
 - b. For classification, at least 3 vehicles in each team must be finishers. The penalty points of the 3 best finishers of each team will be added. The team having the lowest penalty points will be adjudged the winner and will be eligible for awards.
 - c. Each competing crew can be part of only one Club Team.
 - d. Each competing crew can be part of only one Trade Team.
 - e. There are no restrictions on the number of team entries that a trade organisation or a club may enter.

27. PRIZES TROPHIES

27.1 OVERALL AWARDS FOR T1

- 1st Trophies for Driver and Co-driver
- 2nd Trophies for Driver and Co-driver
- 3rd Trophies for Driver and Co-driver

27.2 OVERALL AWARDS FOR T2

- 1st Trophies for Driver and Co-driver
- 2nd Trophies for Driver and Co-driver
- 3rd Trophies for Driver and Co-driver

27.3 OVERALL AWARDS FOR T3

- 1st Trophies for Driver and Co-driver
- 2nd Trophies for Driver and Co-driver
- 3rd Trophies for Driver and Co-driver

27.4 CLASS AWARDS FOR T1 4WD

- T1 4WD Up to 1350 cc class: 1st, 2nd& 3rd: Trophies for Driver and Co-driver
- T1 4WD Up to 1850 cc class: 1st, 2nd& 3rd: Trophies for Driver and Co-driver
- T1 4WD Above 1850 cc class: 1st, 2nd& 3rd: Trophies for Driver and Co-driver

27.5 CLASS AWARDS FOR T2

- T2 Up to 1350 cc class: 1st, 2nd& 3rd: Trophies for Driver and Co-driver
- T2 Above 1350 cc class: 1st, 2nd& 3rd: Trophies for Driver and Co-driver

27.6 CLASS AWARDS FOR T4 OVER 2900 CC

- 1st, 2nd&3rd: Trophies for Driver and Co-driver

27.7 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. They may be in the same or different Groups.

27.8 COUP DE DAMES: TROPHY

This is a prize for the Winner amongst “All Ladies Team”

27.9 TUNER TROPHY

27.10 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.

28. PENALTIES

Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in the report of the Clerk of the Course and the panel of Stewards will decide what penalty to impose. Where there is a difference between the text of an article and the table, it is the text of the article that takes precedence.

Any competitor found to have committed fraud or made false declarations may be disqualified from participating in the India Baja for a period of three years.

28.1 START DENIED OR DISQUALIFICATION

- a. Failure to meet Vehicle Requirements
- b. Authorised Crew Not on Board
- c. Not Reporting / Failure at Scrutiny
- d. Loss of Scrutiny Card
- e. Late at Start Parc Fermè beyond 30 min
- f. Late at Start of Leg beyond 10 min
- g. Transporting, Blocking etc.
- h. Unsporting Behaviour
- i. Not Wearing Seat Belts/Helmets
- j. Unauthorised Assistance
- k. Towing/Pushing by Competitor In Start Control Zone
- l. Unauthorised Towing/Pushing
- m. Tampering with Time Card
- n. Missing or Tampered Scrutiny Seal
- o. Failure to Hand over Time Card at control
- p. Loss of Time Card
- q. Non reporting at Time Control
- r. Not Wearing Helmets or wearing non approved helmets in SS
- s. Refusing to Start on schedule
- t. Deviation from route to gain advantage
- u. Not wearing arm restraints (T3)
- v. Safety Net not fixed (T3 & Vehicles without doors)

28.2 PENALTIES IN FORM OF TIME

- | | | |
|----|--|-------------------|
| a. | Late at Start of Leg up to 10 min | 1 min per min |
| b. | Speeding in Designated Areas | 2 sec per Second |
| c. | Towing/Pushing by Competitor At PC or FF | 5~15Mins |
| d. | Late Arrival at Service Zone Entry& Exit | 2min / Min Late |
| e. | Early Arrival at Speed Control Zone Entry & Exit | 2 min / Min Early |
| f. | Early Arrival at Service Zone Entry &Exit | 2 min/ Min Early |
| g. | Early Arrival at End of Liaison | 2 min/ Min Early |

h.	Late Arrival at End of Liaison, Leg / Regroup	1 min / Min Late
i.	Missing a Passage Control	60 min each
j.	False Start	Min 1 Min + Stewards discretion.
k.	Not Stopping at Stop Sign	60 min
l.	Not Stopping at Stop & Go	5 min
m.	Refusing to Start on schedule	60 min
n.	Failure to start within 20 sec. of Start Signal	2 min
o.	Replacement of Turbo, Transmission	60 minutes for each
p.	External / Official Assistance	5 minutes for each instance
q.	Not following designated route, especially around village bypasses	5mins ~ Disqualification
r.	Not completing a Challenge / Checkpoint in a SSS	5~15 min
s.	Pushing in Parc Fermè	1 min
t.	Missing S&G, DZ or FZ & other controls	15 min

28.3 PENALTIES IN FORM OF MONEY (INR) payable to the ASN (FMSCI) as per ISC

a.	Non Functioning Brake Light	1,000 each
b.	Elect/Mech non-compliance with Traffic regulations	500 each
c.	Change of 1 Crew member	5,000
d.	Absence of ½ Rally Number/Plate	3,000 ~10,000
e.	Name &/or Flag missing	3,000
f.	Missing ID Tag	3,000
g.	Improper Advertising	3,000 to 10,000
h.	Late Reporting for Admin Check & Scrutiny	500~3,000
i.	Absence at Briefing	3,000
j.	Late at Start Parc Fermè upto 5 min	500
k.	Late at Start Parc Fermè upto 30 min	1,000
l.	Late at Ceremonial Parc Fermè upto 10 min	@500/min
m.	Misbehaviour by Assistance	10,000
n.	Non Reporting at Press Briefing	1,000

28.4 AT STEWARD'S DISCRETION

- Late at Ceremonial Parc Fermè more than 10 min
- Tampering with DATALOGGER
- Causing Injury/Rash & Negligent Behaviour
- Not Reporting Incident
- Misbehaviour by Assistance
- Not following Marshals Instructions
- Infringements of Parc Fermè Regulations
- Any other provision not covered adequately or not covered by these regulations.
- Not following designated route, especially around village bypasses.

29. APPENDIX '1': COMPETITOR RELATIONS OFFICER

PRINCIPAL MISSIONS

Inform the competitors and play the role of a stabilizing factor at all times. He / She will attend the meeting of the Panel of the Stewards of the Meet, in order to keep abreast of all the decisions taken.

To be easily identified by the competitors the Competitors' Relations Officer:

- He / She will wear a RED poncho.
- Be introduced to the competitors when there is a drivers' briefing
- His / Her photograph will be included in a Bulletin if possible.

PRESENCE AT THE RUNNING OF AN EVENT

A schedule of his / her duties shall be posted on the notice board of the event and will include his/her presence at:

- At the Secretariat.
- At the start of the scrutineering.
- At the regrouping Parc Fermè at end of event halts and sections.
- Near the "Parc Fermè" at the arrival (dependent on the Rally timetable)

FUNCTION

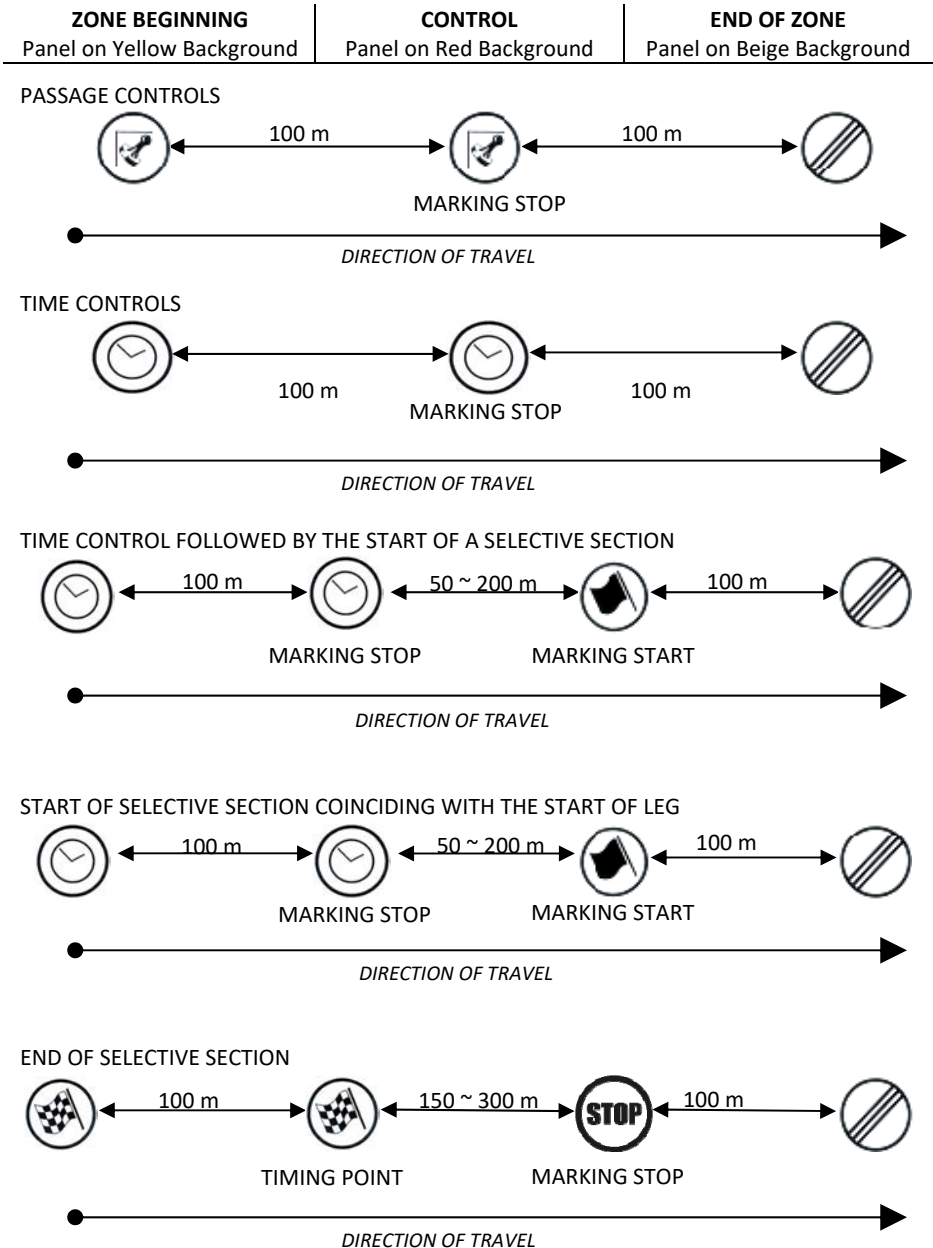
- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the regulations and the running of the event.
- Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation, with 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.

30. APPENDIX '2': JUDGES OF FACT

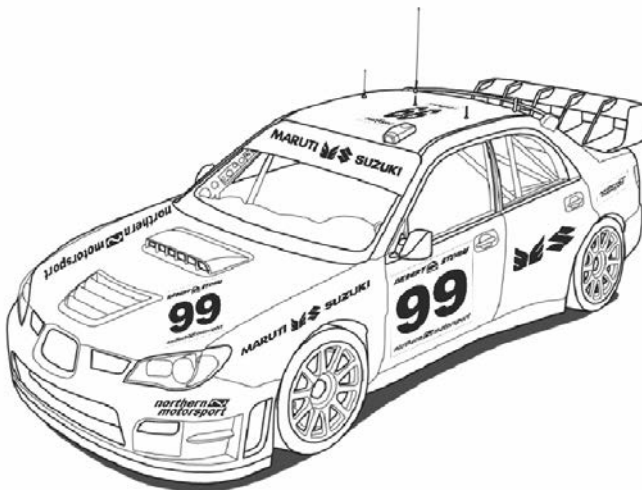
Judges of fact are required to perform the following duties:

- 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.
- To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
- 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 Fermè, both at the night halts as well as those of the time control areas.
- Protest may not be made against the decision of the judge, which shall be acceptable as final unless corrected as herein 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.
- A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.

31. APPENDIX '3': SIGNPOSTING OF CONTROLS



32. APPENDIX '4': ADVERTISING



B1 to B5	RALLY PLATES	
A 1		Compulsory
A2	NORTHERN MOTORSPORT	Optional for Sponsored
A 3		Compulsory
A 4	NORTHERN MOTORSPORT	Optional for Sponsored
A 5	Name & Blood Group	Compulsory
A 6	NORTHERN MOTORSPORT	Optional for Sponsored
A 7		Compulsory
A 8		Compulsory
Rear Windscreen		NORTHERN MOTORSPORT

33. APPENDIX '5': TIME SCHEDULE

Will be Announced with a Bulletin

34. APPENDIX '6': INSURANCE

34.1 Cover provided by FMSCI with permit

Organizers holding a valid 2017 FMSCI permit for an event are covered for.

DURING THE RUNNING OF THE EVENT ONLY ,

- 250 competitors with valid FMSCI competition licence are covered for INR 5 lacs personal accident & rs.5 lac towards medical expenses
- 100 officials are covered for INR 25 lacs (personal accident) & rs.1 lac towards medical expenses.

These insurances are issued by the New India Assurance 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

34.2 Competitors are advised to take any additional insurances as they may deem fit.

a. Public Liability: insurance for INR 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

b. Additional Insurance taken by Organizer

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

34.3 DEFINITIONS

a. Organiser: Northern Motorsport.

b. Beneficiaries of the INDIA BAJA2017:

- i. Competitors but NOT their assistance.
- ii. Officials of the event,
- iii. Journalists and members of the media,
- iv. Individuals invited by the organisers, those of their partners.

34.4 COVERAGE

The facilities are accorded on the route of the rally for the duration of the INDIA BAJA2017 (from official flag off to the end of the last road section). During this time, competitors who have been disqualified or who have retired will NOT be covered from the point where they retired.

34.5 SERVICES

a. In case of bodily injury, the medical team of the rally will put in process and organise the transport of the injured from the place of the accident to the NH/bivouac of the rally or the nearest appropriate medical facility.

b. Decisions will be based only on the medical aspect and the respect of the health regulations in vigour, either to hospitalise the injured in a nearby medical facility, before envisaging transport to the nearest hospital/facility at the nearest town.

- c. The information of the patient's usual doctor, often important, may help the rally's medical team make the most opportune decisions.
- d. It is, in this regard, expressly stated that the final decision concerning the medical interests of the injured, rests with the Safety Office of the rally.
- e. In the case where the injured refuses to follow the decision considered as the most opportune by the Safety Officer, they discharge Northern Motorsport of all responsibility, notably in the case where the injured returns by their own means or in the case where the injured aggravates their own health. They may therefore not make any claim to be refunded for expenses incurred.

34.6 TRANSFER AND / OR REPATRIATION OF THE INJURED

If the health of the injured causes, in the conditions indicated above, the rally medical team to decide to transfer them or repatriate them, the organisers assume the task of transport.

- a. This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, ambulance plane) if necessary under medical surveillance.
- b. Only the medical interests of the injured and the respect of current health regulations will be considered when choosing the means of transport used.

This service will never be provided to non-threatening injuries which may be treated in situ and will not stop the beneficiary from continuing the rally or from reaching the NH by their own means.

ATTENTION: The repatriation of an injured resident or domicile outside India from India to their country of domicile or residence is at their own expense. It is therefore strongly recommended that they obtain specific insurance and check with their insurance broker the cover they are entitled to.

34.7 MEDICAL COSTS (INCLUDING HOSPITAL EXPENSES) COVERED ON THE INDIA BAJA2017

For all medical costs incurred (consultation, medication prescribed by a doctor or a surgeon, medical costs decided by the medical team) the organiser will cover INR 50,000/- per beneficiary, taxes included. Medical costs (including hospitalisation) incurred after repatriation remain entirely the responsibility of the beneficiary.

34.8 EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

If the injured is not able to pay medical costs over INR 50,000/- Northern Motorsport may consent to advance funds.

- a. This will be done so against a deposit cheque paid and made out to Northern Motorsport or recognition of debt signed by the injured or a legal representative named by the injured.
- b. In all cases the amount advanced must be repaid within 60 days of the funds being advanced. If payment is not forthcoming, Northern Motorsport reserves the right to take all necessary action to recover funds.

34.9 REPATRIATION OF BODIES

- a. If a beneficiary resident or domiciled in India dies during the INDIA BAJA2017, the organisers will take care of:
 - i. The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
 - ii. Expenses linked to preserving the body, imposed by current legislation.
 - iii. Expenses directly linked to the transport of the body.

- iv. All other costs remain the responsibility of the family of the beneficiary.
- b. If a beneficiary resident or domiciled outside India dies during the INDIA BAJA2017, the organisers undertake the cost to repatriate the body to an International airport in India.
- c. All other costs remain the responsibility of the family.

34.10 DISQUALIFICATIONS

- a. No assistance services will be provided for a bodily injury or death resulting from:
 - i. An intentional act on the part of the injured,
 - ii. Taking part in bets, brawls or fights,
 - iii. If the pathological state is not urgent,
 - iv. Nervous illnesses, nervous depression, mental illness,
 - v. The use by the injured of medicines, drugs, tranquillisers and / or products taken and not prescribed medically,
 - vi. a drunken state characterised by the presence in the blood of a level of pure alcohol equal to or superior to the limit fixed by Indian law in vigour at the time of the accident,
 - vii. Suicide or attempted suicide.

ARE NEVER COVERED:

- i. Costs of medical equipment, prosthesis.
- ii. The costs of any type of cure,
- iii. Treatment of an aesthetic nature,
- iv. Costs of physiotherapy or a chiropractor,
- v. Costs of vaccines and cost of vaccination,
- vi. The costs of medical services or paramedical services or the cost of purchase of products whose therapeutic benefits are not recognised by Indian law,
- vii. Costs of the definitive coffin,
- viii. Customs expenses.

34.11 THIRD PARTY LIABILITY COVER

The organisers have taken out a third party insurance policy appropriate for sporting events using motorised land vehicles, conforming to current legislation.

Under no circumstance are the organisers responsible either directly or indirectly for the vehicles of the competitors or their assistance. The safekeeping & recovery of the vehicles remains the sole responsibility of the competitor

35. APPENDIX '7' : TERMINOLOGY

ASN: The National Sporting Authority. In India. Federation of Motor Sports Clubs of India (FMSCI) is the ASN.

Assistance: Service shall be defined as unrestricted work on or the physical presence of a person around a competing vehicle except where limited by the applicable Articles in the present Prescriptions.

Bivouac: Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book.

- a. The bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the Rally HQ set up by the Organisers and in which the official notice board will be installed:
- b. The Rally HQ will be operational after the closing of the Time Control for the finish of the Leg. The finish Time Control and the start Time Control of the next Leg may be combined.
- c. The Organisers may set up bivouacs with regulated servicing. Servicing may be conducted within the bivouac area only in the designated area.
- d. Any team member (including crews) is allowed to drive the team's competition vehicle outside the bivouac for technical testing only and away from the route of any Selective Section.

Briefing: A briefing must be given by the clerk of the course or by an organiser's delegate before the start of the first leg. The participation of at least one crew member of each entry is compulsory.

- a. Further briefings may be held at the organisers' discretion. The date, time and attendance requirement must be specified in the supplementary regulations.
- b. Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin

Bulletin: The Official bulletin is an integral part of the Regulations and is intended to modify, clarify or complete them.

Competitor: Physical or legal entity used for the physical or legal person who has entered the vehicle.

Competitors Information: This is information given by the Organisers and/or Race Control to the crews who, after reading it, will confirm this by signature. This note will be made available to the competitors as soon as possible.

Crew: "Crew" means the first driver together with any co-driver(s), who will hold an FIA/ASN driver's and entrant's licence valid for the current year/for the Event.

Duration of an Event: Any Event starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the vehicle) and ends upon the expiry of one of the following time limits, whichever is the later:

- a. Time limit for protests or appeals or the end of any hearing by the Stewards;
- b. End of the administrative checking and post-event scrutineering carried out in accordance with the Code
- c. End of the prize-giving.

DZ: The start of the speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of discrepancy between the two, the Waypoint will be binding. Also see FZ

Estimated Time: Time estimated by the Organiser to cover a Selective Section.

FIA Technical Passport: Document issued by the competitor's ASN and authenticated by the FIA technical delegate or the Scrutineer in charge at the Event, who identifies the presented vehicle. This passport will be presented on demand of the Scrutineers.

FZ: The end of a speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of discrepancy between the two, the Waypoint will be binding. Also see DZ

GPS: "GPS" in all cases refers to the standard equivalent to the Global Positioning System.

Infringement: A competitor is in infringement if he acts in dis-regards to any provisions contained herein. A repeat instance of dis-regard will be deemed as second infringement and so on. Any infringement will result in penal actions against the competitor as proposed by these rules and may include disqualification.

Infringement (speed control zone): An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control zone. In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as disqualification, depending on the excess speed noted.

Leg: Each part of the Event that is separated from the next by a stopping time of at least 6 hours. After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, unless otherwise decided by the Stewards on proposal from the Clerk of the Course.

Manufacturer: A Manufacturer is one who manufactures vehicles which bear that manufacturer's name, and are on sale to the public. Special editions of such vehicles are made for competitions purposes and are in compliance with the FIA Appendix J. Manufacturers may enter cars bearing their name for competition purposes directly under their own management or contracted to an associated company.

Maximum time allowed: Time greater than the target time allocated for each Road Section, or maximum time given to each Selective Section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to disqualification. At that moment the control is said to be closed for the competitor concerned. The maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

Neutralisation Period: This is the time during which the crews are stopped by Race Control (Parc Fermè conditions). This is also referred to as Dead Time.

Official itinerary: This is represented by the passage through each visible or hidden waypoint featured in the road book.

PC (Passage control): A zone where the time card will be stamped by the marshals and which will obligatorily be a WPM.

Pulse signal (speed control zone): Following the permanent functioning of the "DATA LOGGER"*, a pulse signal is recorded in the "DATA LOGGER"* at least every 100 m and the speed is recorded. This data will be used to analyse and instances of speeding through the speed zones.

Regrouping (Parc Fermè conditions):

- a. A halt scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still in the Event. The regrouping time may vary according to the crews.

- b. The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals.

Road Book: Each crew shall receive a road book in conformity with the FIA format, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or maps indicating the route and/or the compulsory GPS passage coordinates, which they will observe on pain of penalties which may go as far as disqualification.

Real time: This is the time actually taken to cover the route of a Selective Section.

Road Section: Section of itinerary with a target time between two successive Time Controls.

Route: This is defined by the official road book of the Event, confirmed by the crew of the opening car (if applicable). The route is divided into Legs consisting of one or more timed Selective Sections linked by Road Sections. The maximum length of the Selective Sections per Leg is set at 800 km.

Sporting penalty: A sporting penalty means a penalty imposed for Speeding, missing a PC, unsporting conduct, or other violation committed on a Selective Section.

Selective Section: Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event. This provision will be indicated in the Regulations. Starts of Selective Sections are preceded by or twinned with a Time Control, and followed by a Time Control after the finish.

Super Special Stage

- a. The organisation of a Super Special Stage (SSS1) is an integral part of Leg 1 . All participants are scheduled for inclusion in the Event, Only one Super Special Stage will be organised, which will determine the starting orders for the next Leg. It will be run in the form of a Selective Section, with a minimum length of 2 km and a maximum length of 10 km. The reconnaissance of the Super Special Stage is permitted for a period of 30 min is set aside for & by walking the track.
- b. It shall count for the classification of the Event as well as any road penalties relating thereto. These penalties will be considered for the general classification of that Leg and applied the same day.

Team Manager: Person duly authorised in writing to represent a team entered in an Event, with a competitor's licence issued in the name of this team.

Target time:

- a. Each Road Section will be covered within a target time, which the competitors will respect.
- b. Any crew exceeding this target time on the Road Section will incur a penalty given to the minute.

Time Card: Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

Waypoint: A point the coordinates of which are given to the competitors by the road book and can be memorised in the "GPS" *. A Waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints, However, for the India Baja2017 only Visible Waypoints (WPM) would be used. Each Waypoint is a compulsory passage point.