

3rd INDO-BHUTAN FRIENDSHIP CAR RALLY

Kolkata – Siliguri – Phuentsholing – Gelephu - Thimphu

January 31 – February 07, 2010

SUPPLEMENTARY REGULATIONS

Promoted by

Bhutan-India Friendship Association (BIFA)

India-Bhutan Foundation (IBF)

&

Indo Bhutan Friendship Association (IBFA)

Supported by

Royal Bhutanese Consulate, Kolkata

Indian Embassy in Thimphu, Bhutan

Under Approval of

Federation of Motor Sports Clubs of India (FMSCI)

Federation International de l'Automobile (FIA)

Organised by

Friendship Car Rally Association

(Formerly: Indo-Bhutan Friendship Car Rally Association)

AE – 337, Salt Lake, Kolkata – 700 064

Tel : +91 33 23595330 / 65335928 • Fax : +91 33 23374685

E-mail : bhutanrally@yahoo.com

Web: www.fcras.com

Announcement

The **3rd INDO-BHUTAN FRIENDSHIP CAR RALLY**, for four wheelers, is being organised by the **Friendship Car Rally Association** (formerly: Indo-Bhutan Friendship Car Rally Association) and shall be held under the International Sporting Code of the Federation Internationale de l'Automobile (FIA) and National Competition Rules (NCR) and appendices of the Federation of Motor Sports Clubs of India (FMSCI) and these Supplementary Regulations hereunder.

This event shall be run in three competitive legs conforming to the ***Time-Speed-Distance*** format.

Acquaintance with & submission to rules

Every person, group of persons or legal entity taking part therein:

1. Shall be deemed to be acquainted and bounded by the International Sporting Code of FIA, National Competition Rules of FMSCI and these Supplementary Regulations of the Organizer.
2. Shall undertake to submit themselves without reserve to the above and to the decisions and the consequences resulting there from.

Article 1 PROGRAMME

1.1 Schedule (local time)

Entries (At Rally HQ, Kolkata / Thimphu):

Opening of entries October 07, 2009, Wednesday, 3 pm (subject to SR approval of FMSCI)

Closing of early bird entries November 14, 2009, Saturday, 7 pm

Closing of standard entries December 14, 2009, Thursday, 7 pm

Closing of late entries January 14, 2010, Saturday, 7 pm

Publication of entry list January 27, 2010, Wednesday, 7 pm (Also in the Web)

Ceremonial Start January 31, 2010, Sunday, 9 am, Kolkata

Reporting at Siliguri February 01 & 02, 2010,
Deadline: By 6 pm, 02 February, Rally Office, Siliguri

Vehicle scrutiny & verification February 03, Wednesday 2010, 08 am to 03 pm, Rally HQ, Documents Siliguri (Compulsory for all competing vehicles & participants)

Drivers' briefing February 03, Wednesday 2010, 5 pm, Rally HQ, Siliguri. (compulsory attendance for all participants)

Publication of starters' list February 03, Wednesday 2010, 7 pm, Rally HQ, Siliguri / Web

Start of Rally Leg I February 04, Thursday 2010, 7 am, Siliguri.

Start of Rally Leg II February 05, Friday 2010, 8 am, Phuentsholing

Start of Rally Leg III February 06, Saturday 2010, 7 am, Gelephu

Provisional results February 07, 2010, Sunday, 11 am, Rally HQ, Thimphu, Bhutan

Final results February 07, 2010, Sunday, 11:30 am, Rally HQ, Thimphu, Bhutan

Prize Distribution February 07, 2010, Sunday, 4 pm, Clock Tower, Thimphu, Bhutan

1.2 Rally Offices & Official Notice Boards

Rally HQ, Kolkata, India

Friendship Car Rally Association

AE – 337, Salt Lake, Kolkata – 700 064

Tel : +91 33 23595330 / 65335928 • Fax : +91 33 23374685

E-mail : bhutanrally@yahoo.com

Rally HQ, Siliguri, India

Hotel Mainak, Siliguri

Rally HQ, Phuentsholing, Bhutan

Kuensel Liaison Office,
 Phuentsholing : Bhutan
 Tel. 05-253732
 Fax: 05-252927
 Mr. Tsewang Dorji,
 Liaison Officer (M: 17602496)

Rally HQ, Gelephu, Bhutan

TBA

Rally HQ, Thimphu, Bhutan

Kuensel Corporation Ltd.,
 Thimphu : Bhutan
 Tel no. +975 2 323452
 Fax: +975 2 322975
 Mr. Thinley Namgay (M: 17602519)
 General Manager (Operations and HRM)

Rally Coordination Office in Thimphu, Bhutan

Numkhor Batteries
 Post Box No. 1037, Changlam, Thimphu
 Tel: +975-2 325444/326400
 Fax: +975-2 327642
 E-mail: numkhorwork@druknet.bt

Article 2. ORGANISATION**2.1.1 Organiser**

Friendship Car Rally Association
 AE – 337, Salt Lake, Kolkata – 700 064
 Tel : +91 33 23595330 / 65335928 • Fax : +91 33 23374685
 E-mail : bhutanrally@yahoo.com

2.1.2 Official Address, Telephone & Fax

Secretary of the Meet (SOM)
 Friendship Car Rally Association
 AE – 337, Salt Lake, Kolkata – 700 064
 Tel : +91 33 23595330 / 65335928 • Fax : +91 33 23374685
 E-mail : bhutanrally@yahoo.com

2.2 Sale of Entry Forms (with SR)

Entry Forms shall be available at the following addresses on payment of Rs.100.

Indo-Bhutan Friendship Car Rally Association

AE – 337, Salt Lake, Kolkata – 700 064
Tel : +91 33 23595330 / 65335928 • Fax : +91 33 23374685
E-mail : bhutanrally@yahoo.com

Siliguri

Bakshi & Pal Chowdhury Gasoline Co. (Petrol Pump of HPCL)
Sevoke Road
Siliguri
Ph: 0353 2522905

Phuentsholing

Kuensel Liaison Office,
Phuentsholing : Bhutan
Tel. 05-253732
Fax: 05-252927
Mr. Tsewang Dorji,
Liaison Officer (M: 17602496)

Thimphu

Kuensel Corporation Ltd.,
Thimphu : Bhutan
Tel no. +975 2 323452
Fax: +975 2 322975
Mr. Thinley Namgay (M: 17602519)
General Manager (Operations and HRM)

Numkhor Batteries
Post Box No. 1037, Changlam, Thimphu
Tel: +975-2 325444/326400
Fax: +975-2 327642
E-mail: numkhorwork@druknet.bt

SR & Entry form also can be downloaded from the website (Rs. 100 to be paid extra at the time of submission of the entry)

2.3

Management Committee

Patrons (Bhutan)

Lyonpo Ugyen Tshering *Minister of Foreign Affairs, Royal Govt. of Bhutan & Vice President, Bhutan India Friendship Association*

Dasho Penjore *Zimpon to His Majesty King & Secretary General, Bhutan India Friendship Association*

Lyonpo Dago Tshering *Ambassador of the Royal Govt. of Bhutan, New Delhi & Co-Chairman, India Bhutan Foundation*

Dasho Tsering Wangda *Consul General, Royal Bhutan Consulate in Kolkata*

Patrons (India)

Ashoke Bhattacharya	<i>Hon'ble Minister-in-Charge, Urban Development, Municipal Affairs and Town & Country Planning, Government of West Bengal</i>
Kanti Ganguly	<i>Hon'ble Minister-in-Charge, Sports, Government of West Bengal</i>
P C Bhanjdeo	<i>Hon'ble Minister of Sports & Youth Services, Govt. of Orissa</i>
Pavan K Verma	<i>Ambassador of India, Thimphu, Bhutan & Co-Chairman, India Bhutan Foundation</i>

Chairman

Dr. Vijay Mallya	<i>Chairman, The Federation of Motor Sports Clubs of India</i>
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Members (Bhutan)

Dr. Saamdu Chetri Jigme Drukpa	<i>Joint Secretary, Cabinet Secretariat, Office of the Prime Minister Programme Secretary, BIFA</i>
Chencho Tshering	<i>Manging Director, Kuensel, Thimphu</i>
Pasang Wangdi	<i>Consul, Royal Bhutan Consulate in Kolkata</i>

Members (India)

Phanz Lura Darlong	<i>Deputy Chief of Mission, Indian Embassy, Thimphu</i>
K K Sharma	<i>First Secretary & Head of Chancery, Indian Embassy, Thimphu, & Secretary, India Bhutan Foundation</i>
A. Natarajan	<i>Consul General, Indian Consulate in Phuentsholing</i>
R. N. Khazanchi	<i>MD, PHEPA, Punatsangchu</i>
K D Madan	<i>President, The Federation of Motor Sports Clubs of India</i>

2.4

Rally Organising Committee

Pratim Chowdhury, <i>Chairman</i>
Jay P Majumdar, <i>Clerk of the Course (COC)</i>

Tamal Ghosal, <i>Secretary of the Meet</i>
Sujit Roy, <i>Chief Marshal</i>
Arun Bhatia, <i>Additional Chief Marshal</i>
Sandeep Sardar, <i>Additional Chief Marshal</i>

Deputy Clerks of the Course (DCOCs)

Sushanta Burman
Sushovan Sarkar
Subroto Karr
Dipankar Banerjee
Kalpa J Neog

Ashis Bagchi

Competitor Relations Officers

Soumyajit Dutta

Prabir Kundu

Pre-Event Rally Coordinators

Shyamal Pal Chowdhury, *Siliguri*

Thinley Dorji (Gundu), *Phuentsholing*

Y. Tobgay, *Thimphu*

Safety Officers

Sachi Majumdar & Subhrajit Dutta

Recovery Officers

Naresh Prasad & Dilip Das

Chief Time Controller & Result Coordinator

Suchandan Das

Logistics Coordinators

Subroto Karr

Bhaskar Ghosh

Media Coordinator

Debmitra Mitra

Prize Distribution Coordinator

Biswajit Das

Medical Team

TBA

2.5

FMSCI Officials:

Stewards of the Meet

Chief Steward

TBA by FMSCI

Steward

Siddartha Sadhan Bose

Steward

Lajpat Prasad

Technical Scrutineers

Chief Scrutineer

Souryajit Dutta

Addl., Scrutineer

Ashis Bagchi

2.6

Definitions, Abbreviations & Interpretations

FCRA

Friendship Car Rally Association

CIB

Competitor Information Bulletin

COMPETITOR

Any person / legal entity accepted for participation

DRIVER	Includes a co-driver / navigator
ENTRANT	The person in whose name entry has been filed
FMSCI	The Federation of Motor Sports Clubs of India
IMSAC	Indian Motor Sports Appeal Court
KPH	Kilometer Per Hour
ISC	International Sporting Code of the Federation Internationale de l'Automobile (FIA)
NCR	National Competition Rules of the FMSCI
PARC FERME	An area in which no repair, service or intervention is permitted, except as provided in this SR or as authorised by Officials.
PC	Passage Control
SR	Supplementary Regulations of FCRA
TBA	To Be Announced
TC	Time Control
TSD	Time Speed Distance
VEHICLE	A four-wheeler vehicle participating in the Meet

2.7 **Promoter**

Bhutan India Friendship Association (BIFA)
 India Bhutan Foundation (IBF)
 Indo Bhutan Friendship Association (IBFA)

2.8 **Organiser**

Friendship Car Rally Association, Kolkata, India

2.9 **Title Sponsor – TBA**

2.10 **Co-Sponsors – TBA**

2.11 **Associate Sponsors – TBA**

2.12 **Official Media –**

From India: TBA

From Bhutan: Kuensel Corporation (the National Newspaper of Bhutan)

2.13 **Official Insurers – TBA**

2.14 **Rights & Obligations of the Organisers**

2.14.1 The organisers may issue *Competitors Information Bulletins* (CIBs) at any time with the approval of the FMSCI / Stewards of the Meet. All CIBs shall be issued - dated and sequentially numbered. A copy of such CIB shall be made available on the official notice boards for the due information of the participants. All CIBs shall have the same legal force as these Supplementary Regulations. The CIBs shall constitute an integral part of these Supplementary Regulations.

2.14.2 Amendments to these Supplementary Regulations may only be made as per the FIA + Sporting Code. Competitors shall be informed of any amendments at the earliest opportunity. Any amendment / modification shall be announced by a CIB.

2.14.3 The organisers may, at their discretion abandon, cancel or postpone the event in case of unforeseen circumstances as per the FIA Sporting Code.

- 2.14.4 The Organisers, Clerk of the Course and Stewards of the Meet reserve the right to delete or modify any part of the route should they deem it necessary or expedient at any time, on grounds of safety, FORCE MAJEURE or for any other reason.
- 2.14.5 The Organisers under no circumstances shall refuse an entry to this event without assigning proper reasons thereof.
- 2.14.6 The Stewards of the Meet are empowered to take a decision on any case not covered by the present regulation.
- 2.14.7 The Organizers and / or the COC may appoint Judges of Fact.

Article 3. GENERAL CONDITIONS OF THE RALLY

3.1 Event Overview

3.1.1 Name of the Event:

3RD INDO-BHUTAN FRIENDSHIP CAR RALLY

3.1.2 Event status: International (Zone Event)

3.1.3 FIA / FMSCI permit number: TBA

3.1.4 Type of Event:: Time-Speed-Distance (TSD)

3.1.5 Start date/time (Local Time) and venue:

Date	Leg	Place	Venue & Start Time
31-01-10 Sunday	Ceremonial Start	Kolkata	Calcutta Club 9 AM
04-02-2010 Thursday	Leg I	Siliguri	Himalayan Tennis Academy 7 AM
05-02-2010 Friday	Leg II	Phuentsholing	Indo - Bhutan Gate 8 AM
06-02-2010 Saturday	Leg III	Gelephu	Stadium 7 AM

3.1.6 Finish date and venue:

Date	Leg	Place	Time
04-02-2010 Thursday	Leg I	Phuentsholing India –Bhutan Gate	3 PM (Approx)
05-02-2010 Friday	Leg II	Gelephu Stadium	3 PM (Approx)
06-02-2010 Saturday	Leg III	Thimphu Clock Tower	3 PM (Approx)

3.2 **Route, Distance, Driving Time & Speed Restrictions**

3.2.1 The Rally route shall traverse through national & state highways, forests, dirt tracks, hilly and mountain roads, river beds and other unsealed surfaces. The Organisers have taken adequate measures to ensure that the rally route does not cause unwarranted damage to the vehicles, save and except normal wear and tear caused in a challenging rally route. Overall average speed of the Rally runtime shall be restricted to 50 kmph. Average speed for any particular section of the rally shall not exceed 70 kmph.

3.2.2 **Kolkata – Siliguri (660 km approx.) – Non competitive section**

After the Ceremonial Start, the competitors starting from Kolkata shall have a free-run up to Siliguri.

Reporting at Siliguri:

Timings: 10 AM to 1-00 PM & 3-00 PM to 6-00 PM on 1st & 2nd February 2009

All the competitors whether from Kolkata or from other places of India and also competitors from Bhutan should report at Siliguri Rally office within the above timings.

Rally Leg I: Siliguri – Phuentsholing (270 km approx.)

This shall be the first competitive leg starting from Siliguri and ending at Phuentsholing (Bhutan). The route shall traverse through highways, forest roads, dirt tracks, dry river beds etc with undisclosed Time and Passage Controls. Light refreshment shall be served at disclosed Passage Controls en-route. Approximate running time : 7 hrs.

Rally Leg II: Phuentsholing – Gelephu (230 km approx.)

This shall be the second competitive leg starting from Phuentsholing and ending at Gelephu. The route shall traverse through highways, forest roads, dirt tracks, dry river beds, mountain roads etc with undisclosed Time and Passage Controls. Light refreshment shall be served at disclosed Passage Controls en-route. Approximate running time : 7 hrs.

Rally Leg III: Gelephu – Thimphu (230 km approx.)

This shall be the third competitive leg starting from Gelephu and ending at Thimphu. The route shall traverse through mountain roads and narrow passes with steep climb. Some place there shall be sub-zero temperatures. There shall be undisclosed Time and Passage Controls. Light refreshments shall be served at disclosed Passage Controls en-route. Approximate running time : 7 hrs.

3.3 **Rally Format:**

- 3.3.1 There shall be no special stage in the rally.
- 3.3.2 Each leg will be divided into one or more Free Zone (transport sector) and Rally Zone (competition sector).
- 3.3.3 Within the Free Zones there shall be no time controls and an ideal quantum of time shall be given to the competitors to cover the Free Zone.
- 3.3.4 At the end of a Free Zone, Rally Zone will start and vice versa, unless it is not the end of the Leg.
- 3.3.5 Rally Zones will comprise of mostly dirt sectors with less traffic.
- 3.3.6 Some of the Rally Zones may have cumulative format of TSD rally.

3.4 **Entrant's / Competitors' eligibility & responsibility**

3.4.1 Any person or legal entity from India, Bhutan or other SAARC countries may enter this

event.

- 3.4.2 Every driver and co-driver/navigator should be a holder of a currently valid Civil Driving License issued by a competent authority from their respective countries.
- 3.4.3 Driver and co-driver/navigator should both be holders of at least FMSCI National Rally “C” Grade Competition License or similar license issued by country ASN (FIA approved), if there is any. Also, either the Driver or Co-driver should hold an Individual Entrant license. Competitors may participate in this event even if their status is that of an “Applied For” participant, provided the application conforms to all requirements of FMSCI. The FMSCI Competition License Form will be found in the Annexure and also available on FMSCI web site: www.fmsci.in
- 3.4.4 A team of only two members is allowed to participate, comprising of a driver and co-driver/navigator. Navigators are eligible to drive, provided they are in possession of a FMSCI National Rally Co-Driver Competition License.
- 3.4.5. An all women’s team consists of two lady participants. An adult male is, however, permitted to travel as a passenger in an all women’s team. Such passenger shall neither navigate nor drive. He shall be seated in the rear seat during the entire duration of the rally. He may only assist in conducting repairs and changing wheels. Violation of this proviso shall lead to exclusion of the team. Such passenger need not hold a Competition License.
- 3.4.6 Where, the Entrant is a legal entity or an individual who is not part of the crew, the first driver named in the Entry Form shall be responsible for all liabilities and obligations of the Entrant, throughout the competition.
- 3.4.7 Original driving licenses, competition licenses, registration certificates, and road tax documents of the competing vehicle and insurance certificates of the competing vehicle & its crew shall be produced for inspection to the Scrutineers / Competitor Relations Officers or designated officials, along with the Entry Form, at the time of filling the entry. Copies of all such documents are to be submitted along with the entry form.
- 3.4.8 A letter of authorization from the owner of the vehicle in original, permitting use of the vehicle in the event, shall have to be tendered, in case the owner is not a member of the crew.
- 3.4.9 It is mandatory for participants to report an accident, out of which a claim may arise, to the nearest Police station and / or Rally Officials.
- 3.4.10 Under no circumstances shall any competitor, crew member, marshal or official admit any liability or sign any form or document which may admit or indicate liability of the sponsor(s), promoters or organisers, in any accident or incident which may arise during the event.
- 3.4.11 Competitors shall be provided with a “Photo Identity Card”. The PIC shall contain, inter alia, the competitor’s name, blood group, contact telephone number in case of emergencies etc. The PIC shall be displayed by the competitor throughout the duration of the event. Failure to comply may result in exclusion, at the discretion of the Stewards of the Meet.
- 3.4.12 All the crew members of any competitive team shall remain on board the vehicle during the entire duration of the running of the rally, with the exception of eventualities provided for in these Supplementary Regulations.
- 3.4.13 An “Identity Sheet” bearing the signature of all crew members along with 4.5 cm (height) x 3.5 cm (width) size coloured photographs shall be affixed on board the vehicle throughout the entire duration of the event and shall be visible from outside. Failure to comply may

result in exclusion, at the discretion of the Stewards of the Meet.

- 3.4.14 Competitors shall wear certified open face or full face helmets. Competitors are strongly advised to wear full face helmets for their own safety. Helmets shall be worn throughout the rally when the vehicle is in running condition even in “No Check Zones” and during regulated convoy movements. Infringement of this Article may result in exclusion at the discretion of the Stewards of the Meet.
- 3.4.15 During pre-event vehicle scrutiny, “OK” stickers shall be affixed to helmets, vehicles and first aid boxes by the Organisers. Competitors shall ensure that validating stickers are firmly affixed and clearly visible for inspection. Failure to comply may result in exclusion, at the discretion of the Stewards of the Meet.
- 3.4.16 Competitors shall report to the Starting Marshal, at least thirty minutes before their schedule starting times posted on the Official Notice Board. On reporting, the vehicles shall be deemed to have been placed in the Parc Ferme and under control of the Starting Marshal. All rules and regulations of this SR and NCR of FMSCI shall apply to competitors and vehicles from this point till conclusion of the Leg.
- 3.4.17 For Indian Competitors Passport or Voter ID Card shall have to be produced as 'Proof of Identification' for entry into Bhutan.

3.5 **Vehicle Eligibility**

- 3.5.1 All vehicles shall be individually licensed for the road by a competent authority.
- 3.5.2 This event is open to all 4-wheeler vehicles having valid road permit and registration, subject to restrictions imposed herein.
- 3.5.3 All cars shall run as a single class, irrespective of engine capacity.
- 3.5.4 Competitors are free to choose tyres for their vehicles.
- 3.5.5 Any type of fuel is permitted provided it complies with the rules of the respective Governments / RTO regulations
- 3.5.6 Cars shall have safety seat belts/harnesses for all members of the crew (including passengers in all women’s team), first aid box, fire extinguisher, fog lamps, head lights, hazard lights, windscreen wipers and washers, fluorescent red triangles affixed to the rear, front and rear towing eyes, mud flaps etc. These are considered as compulsory safety requirements for all competing vehicles. Circuit breaker is strongly recommended. Details of other requirements shall be found in the Vehicle Scrutiny Annexure - I.
- 3.5.7 Nothing should be pasted or painted on windscreens or window glass which may impairs the visibility of drivers. Officials are empowered to remove such impediments at their discretion.

3.6 **Entries**

- 3.6.1 Entries shall open with the publication of these Supplementary Regulations.
- 3.6.2 Entry Forms duly completed, along with the requisite entry fees shall be submitted as per the programme / deadlines mentioned in Article 1.1.
- 3.6.3 Outstation entries may be couriered to the Office of the Organizer as mentioned in 2.1.2, along with completed entry forms and requisite entry fees.
- 3.6.4 Maximum number of entries shall be restricted to 50. Organisers reserve the right to allow additional entries to participate.

- 3.6.5 Incomplete Entry Form and/or without requisite Entry Fees shall not be accepted.
- 3.6.7 By the very fact of signing the Entry Form, the Entrant as well as the driver and co-driver/navigator submits and binds themselves to resort only to the NCR, these Supplementary Regulations and any amendment(s) thereof.
- 3.6.8 An Entry Form which contains false and/or incorrect statements shall be deemed null and void and the Entrant may be deemed guilty of breach of the NCR and these Supplementary Regulations, and the entry fee may be forfeited and the competitor excluded from the Meet. In addition, disciplinary action may be initiated as per the provisions of the NCR.

3.7 **Entry Fees**

3.7.1 Entry fees are in INR / NU:

Type	Early Birds	Standard	Late
Non-Sponsored	20,000	25,000	35,000
Sponsored	35,000	40,000	50,000

Note: The Entry fee is inclusive of:

- Six nights lodging facilities for two on double sharing basis (2nd Feb to 7th Feb, 2010)
 - Lunch & Dinner on 3rd Feb, 2010. Breakfast packets, Lunch packets and Dinner on 4th, 5th & 6th Feb, 2010, Dinner of 7th Feb, 2010.
 - Official Cap, T-shirts / ponchos etc.
- 3.7.2 Entry fee shall be refunded by the organisers under the following circumstances:
- If an entry is not accepted
 - If the event is cancelled
 - If the event is postponed for a later date and the competitor wish the refund

3.8 **Starting Order**

- 3.8.1 The Starting Order for the competitive Leg I (for all competitors) shall be prepared by the Organizer on the basis of performance records of the competitors and such starting order shall be final.
- 3.8.3 The Starters' List, Starting Order & Starting Time for Leg I shall be posted on the Official Notice Board at Siliguri on 03 February Thursday 2010 at 7 pm.
- 3.8.4 The Starting Order for Leg II and Leg III shall be in order of reporting of vehicles at the finish of Leg I and Leg II respectively (FIFO).
- 3.8.5 Vehicles shall be flagged off at intervals of 2 minutes.

3.9 **Interpretation of Rules & Regulations**

- 3.9.1 Interpretation of Rules & Regulations of the FMSCI & FCRA and decisions regarding any unforeseen circumstances shall rest with the Stewards of the Meet.
- 3.9.2 The Stewards of the Meet are empowered to take a decision on any case not covered by the present Supplementary Regulations.

Article 4 NON-LIABILITY OF AND INDEMNITY TO THE ORGANISERS

4.1 **Indemnity**

All Entrants shall sign the Indemnity Declaration along with the Entry Form.

The Organisers hereby decline liability for any act or omission resulting in any loss, injury or accident caused by or to the competitors and competing vehicles and/or the person or persons or property of a third party before, during or after the event. The Promoters, Sponsors, Organisers, FIA, FMSCI, Governments of India and Government of Bhutan, Governments of West Bengal, Governments of Bihar and Government of Assam also decline to accept any liability for breach of the Laws and Regulations of India & Bhutan. Competitors shall be held entirely responsible for any accident or breach of the law in which they may be involved and shall declare to the Organisers all particulars of any incident from which liability may arise and shall indemnify the Promoters, Sponsors, Organisers, FIA, FMSCI, Governments of India and Bhutan, and Governments of West Bengal, Bihar and Assam, in regard to any liability. An Entrant, driver, navigator, service team or agent shall have no claim against the Promoters, Sponsors, Organisers, FIA, FMSCI, Governments of India and Bhutan and Governments of West Bengal, Bihar and Assam, arising out of any action of the Organisers, their servants, agents or officials during the rally.

4.2 **Declaration**

All competitors shall sign this indemnity and declaration that are supplied with the Entry Form, which are:

- a) I/We have read the regulations issued for this event and agree to be bound by them, in consideration of the entry of this vehicle. I/We agree to save harmless and keep indemnified the Promoters, Sponsors, Organisers, FIA, FMSCI, Governments of India and Bhutan and Governments of West Bengal, Bihar and Assam, and their officials, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property used by this event from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself or any other persons or loss or damage to any property including the vehicle participating in this event, or otherwise howsoever and notwithstanding that the same may have been contributed to or occasioned by the negligence of the Organisers, Sponsors and their officials, agents, representatives, employees and all persons assisting them in this event. The indemnity shall be binding on my heirs, executors, administrators and legal representatives.
- b) I/We declare that the driver possesses the standard of competence for an event of this type to which this entry relates and also that the vehicle entered is suitable and road-worthy for the event. I/We agree and undertake to abide by the Rules and Regulations framed for this event including the Conditions Precedent set out therein and all other Rules and Regulations that may hereinafter be framed.
- c) I / we renounce the right to legal proceedings before a civil court until the procedure for Protests & Appeals as defined in the FIA Sporting Code, the NCR of the FMSCI or provisions under IMSAC is exhausted.

- 4.3. Competitors shall obtain additional rally insurance cover. Insurance of vehicle, against third party risk, is the minimum requirement as per the Laws in India. Competitors are strongly advised to obtain comprehensive insurance cover for their safety. Proof of additional vehicle insurance (rally cover) shall be required prior to the acceptance of entries. Attention of Entrants, drivers and navigators is particularly drawn to the fact that normal motor insurance policies issued in India / Bhutan do not provide cover for motor sports.

- 4.4 It is compulsory for all participants, to be insured for personal accident insurance for a minimum amount of Rupees two lakhs including hospitalisation benefits.
- 4.5 Any accident out of which a claim may arise should be reported to the nearest Police Station and / or Rally Officials without delay.
- 4.6 Under no circumstances shall any competitor, crew member, service team members, marshals or official admit any liability or accept any form or paper which may admit or indicate liability of the Sponsors and/or the Organisers in any accident or incident which may arise.

Article 5. DOCUMENTATION

5.1 The Entrant/First driver shall produce the following documents for inspection at the time of pre-event vehicle scrutiny (Copies of each to be submitted):

- ✍️ Authorisation from vehicle owner, permitting its use for the event, in case the Entrant/ First driver is not the owner of the competing vehicle.
- ✍️ Medical Fitness Assessment Form duly filled up and validated.
- ✓ Driving License for competitors.
- ✓ FMSCI Entrant Licence (if applicable)
- ✗ FMSCI Competition Licence for competitors.
- ✗ General Insurance for vehicle
- ✗ Pollution Under Control Certificate (PUC) [for Bhutan Competitors separate PUC in not required – Combined Tax card will serve such purpose]
- ✗ Rally Insurance for vehicle.
- ⊕ Tax Book / Road Tax Token/Vehicle Registration.
- ✍️ Personal Accident Insurance

Competitors shall carry the above documents (original) in their vehicles throughout the event.

Article 6 SAFETY

6.1 Safety seat belts for drivers, navigators and passengers are mandatory. All participants shall be seated facing forward direction. The bench-type side seats of Maruti Gypsy, Mahindra Jeep and other variants may be retained, but shall NOT be occupied.

6.2 Competitors are advised that start shall be allowed to only those who satisfy the following safety requirements:

- All standard safety features of the vehicle, i.e., safety belts, wipers etc. are in working order.
- Electrical parts & components in working order
- Vehicle mechanically road worthy.
- Crew attired in open or full face helmets
- Fully equipped First Aid Box
- Fire extinguisher
- Mudflaps (standard)

- 6.3 Designated Medical Officers / Safety Officers, may at their discretion, check or test any competitor's fitness before the start of any leg or during any leg on considerations of abuse of drugs or alcohol and other safety considerations, and may prevent a competitor from participating or continuing in the event on grounds of overall safety.
- 6.4 **Safety Measures**
- 6.4.1 Fast Intervention Vehicles / ambulances manned by medical specialists and paramedics shall provide assistance and evacuation of medical emergencies. These vehicles shall be in radio / mobile phone contact with the Clerk of the Course (COC) and other officials during running of the event. Competitors are free to carry mobile phones (to be mentioned in the Entry Form) for contacting the medical team and officials in case of need.
- 6.4.2 Recovery vehicles with adequate equipment, manned by mechanics with considerable rally experience, shall follow the entire rally route and attend to vehicle breakdowns. Competitors are advised to carry adequate spares.
- 6.4.3 Safety and medical officials traveling with the rally shall deal with accidents and liaise with local administration.
- 6.4.4 The organisers shall sensitize hospitals and medical facilities en route for catering to medical exigencies.
- 6.4.5 The organizers shall communicate location and contact numbers of medical facilities and recovery facilities en-route to competitors and officials.
- 6.4.6 The organizers shall provide Mobile numbers of officials traveling in FIV Ambulances, Recovery and Communication & Safety vehicles to participants during the competitors' briefing through a handout.
- 6.4.8 Precautions due to Climatic conditions: During 1st week of February the climate in Indian territories will have pleasant day temperatures and chilly nights. In Bhutan at higher altitude days are usually pleasant (10°C to 15°C) with clear skies and sunshine. En-route to Thimphu there shall be passes at as high as 11,000 Ft. with sub-zero temperature. Some places competitors may get snow or icicles on the road where very careful driving is required. Thimphu is 2,400 metres above MSL. Nights are cold (+4°C to -2°C).

Article 7. PRE-EVENT VEHICLE SCRUTINY

- 7.1 Pre-event Scrutiny of vehicles for all participants shall be carried out by the officially appointed FMSCI Scrutineer at Siliguri Rally HQ on Wednesday, February 03, 2010 from 08-00 am onward:
- 7.3 During Pre-event Vehicle Scrutiny
- Officials shall affix "OK" stickers on competing vehicles, helmets and first-aid boxes
 - Shortcomings, if any detected during scrutiny, shall be pointed out and competitors given an opportunity for vehicle re-scrutiny on the same day.
 - A fee of Rs. 500 shall be charged for re-scrutiny.
 - Officials shall ensure that shortcomings detected earlier have been rectified during re-scrutiny
- 7.4 Steward's scrutiny shall be held, if official Scrutineers are still not satisfied after such re-

scrutiny, and the Competitor applies to the Stewards for such scrutiny. A fee of Rs. 1,000 shall be charged for scrutiny by the Stewards of the Meet. If the Stewards of the Meet are still not satisfied, the vehicle shall be excluded from the event.

7.5 The competing vehicle and documents shall be subject to scrutiny as per requirements mentioned in Article 5 and 6.

Article 8 ROAD BOOK

8.1 All competitors will be provided with a Road Book (Tulip) at the start of each leg, one minute before the respective starting time.

8.2 The start-line Road Book may not be the complete Road Book for the entire Leg and in such cases additional Road Books may be provided to the competitors during the running of the Leg. For the subsequent Road Books, “one minute before the starting time” rule shall not be applied.

8.3 The Road Book/s shall contain symbolic information regarding the route, cumulative distances from start, intermediate distances between bearings and average speeds to be followed in different sections of a leg. Separate speed charts shall not be provided.

8.4 The distances (in kilometer) shall be given in 2 decimal places. (Example: 146.99 kms)

8.5 The speeds (in Km per hour) shall be given in 2 decimal places. (Example: 36.45 Kph)

8.6 The Organisers reserve the right to issue CIBs requiring speed changes en-route, splitting Road Books and handing them over at multiple locations en-route.

A sample page of the road book is attached in this SR Book.

Article 9 IDEAL RUNNING TIME CALCULATION

9.1 Competitors shall disregard all fractions of seconds, for calculations involving speed changes. Fractions of seconds shall not be rounded off to the next higher integer. For example if ideal running time for a section works out to be 1 hr 10 min 10.98 sec, it shall be taken as 1 hr 10 min 10 sec and NOT as 1 hr 10 min 11 sec.

Article 10 CONTROL OPERATIONS

10.1 There shall be TWO types of controls:

*☒ TIME CONTROL

**☒ PASSAGE CONTROL

10.2 Time Controls shall be indicated by means of a red control signage (face of a watch) placed on the left side of the road

10.3 Passage Controls shall be indicated by means of a blue control signage (rubber stamp) placed on the left side of the road.

10.4 Time Control Boards shall be placed on the control line (represented by a tape or rope extended across the road).

10.5 Time Control Boards shall be serially numbered starting from TC No 1 (Start), TC 2, TC 3, TC 4 etc. till finish. Passage Control Boards shall be similarly numbered starting from PC 1, PC 2 etc. These numbers are meant to ensure that controls are approached in their numerical sequential order.

- 10.6 In case it is night, Time and Passage Controls shall be provided with illuminated flashers to alert competitors.
- 10.7 Time and Passage Controls shall start functioning 30 minutes prior to the estimated time of the arrival of the first vehicle.
- 10.8 Time and Passage Controls shall cease to function 45 minutes after the estimated time of arrival of the last vehicle.
- 10.9 The Maximum Permitted Lateness (MPL) at each Time and Passage Control for each competitor shall be 45 minutes from respective estimated time of arrival. In other words, if a competitor arrives at a Time/Passage Control beyond the MPL period, he / she shall be deemed to have missed the Time/Passage Control.
- 10.10 Competitors shall follow instructions of the Post Marshals at Time and Passage Controls. Failure to observe such directions may lead to exclusion at the discretion of the Stewards of the Meet or Clerk of the Course.
- 10.11 Passage Controls in both legs may be disclosed or undisclosed. Disclosed Passage Controls will be indicated in the Road Book where refreshments shall be served.

Article 11 TIME CONTROL

- 11.1 All Time Controls in all the legs shall be undisclosed – other than starting points of any leg or sectors.
- 11.2 Stopping time at any Time Control shall depend on the competitors and should not exceed the time necessary for carrying out control operations.
- 11.3 Competitors shall report at every Time Control in the order, sequence and direction as scheduled by the Organisers. Any infringement on this score may result in exclusion.
- 11.4 It is strictly forbidden for a vehicle, under pain of exclusion, to re-cross or re-enter a Time Control after it has checked in thereat.
- 11.5 If the front wheel of a vehicle stops rotating it shall be deemed to have stopped. Willful stopping in sight of a Marshal at a Time Control shall attract a penalty of 3,000 points. The Post Marshal's decision in such cases shall be final.
- 11.6 Reversing, zigzagging in sight of a Marshal at a Time Control shall attract a penalty of 3,000 points. The Post Marshal's decision in such cases shall be final.
- 11.7 It will be the responsibility of the Crew members of a team to obtain endorsement on the Time Control Book (TCB) at Time or Passage Controls.
- 11.8 Competing vehicles shall not stop their vehicles on the hitting tape but pull up on the left of the road after crossing the Time Control line and thus allow other vehicles to pass without obstruction or hindrance. Violation shall result in levy of fines/penalties at the discretion of the Stewards of the Meet.
- 11.9 The time recorded in the TCB shall be the precise moment at which the front wheel of the vehicle touches the tape/rope (the Control line) at a Time Control.
- 11.10 The time recorded on the TCBs shall also be recorded on the Marshal's Time Control Cards in sequential order of arrival of vehicles.
- 11.11 Time shall be recorded in hours, minutes and seconds i.e. 15 hours 30 minutes 09 seconds or 15-30-09.

- 11.12 Non-Cumulative sectors: Time of arrival at a Time Control shall be the starting time for the next Time Control unless a different starting time is given from that TC by the Post Marshal, COC or DCOC. In other words, hitting time at a Time Control shall normally be the starting time from that Time Control and time gained or lost at such Time Control cannot be made up at the next Time Control.
- 11.13 Cumulative Sectors: There will be no restart time at the time controls of cumulative sectors, i.e., time gained or lost shall continue to effect through out this sector.
- 11.14 Competitors are requested to refrain from entering into arguments with Time Control officials regarding time endorsements. They may file their protest, if any, with the COC/DCOC or Secretary of the Meet at the finish of the Leg.
- 11.15 Failure to obtain a time endorsement in the TCB or signature/initial of a Marshal may attract a penalty of 3,000 points, construed as missing of TC.
- 11.16 If a Competitor has a flat tyre, he / she shall have to cross the Time Control line and park his vehicle on the left side of the road to enable other vehicles to proceed without obstruction or hindrance. The Post Marshal shall be empowered to give five minutes “dead time” for changing the tyre. The awarding of dead time shall be clearly written in the remarks column of the TCB as well as in the Marshal’s Time Control Card. This facility shall not be available unless the competitor has crossed the TC control line.
- 11.17 There shall be no Time Controls within 05 kms of crossing a manned railway level crossing.

Article 12 PASSAGE CONTROL

- 12.1 PCs shall be established at various places along the rally route for route control, service, refueling and meals. At PCs, competitors shall get their TCBs stamped and signed by the Marshals without any time endorsement.
- 12.2 Competitors shall report at every Passage Control in the order, sequence and direction as scheduled by the Organisers. Any infringement on this score may result in exclusion.
- 12.3 Failure to obtain a stamped endorsement in the TCB with a signature/initial of a Marshal, shall attract a penalty of 3,000 points, construed as missing of PC.

Article 13 TIME CONTROL BOOK

- 13.1 A Time Control Book (TCB) with self-carbon sheets shall be issued to each competing crew at the start of each leg of the Rally. Responsibility for safe keeping the TCB rests solely with the crew until it is returned to the finish Marshal at the end of each leg. In case of retirement of a competitor from a leg / event, the TCB should be handed over to the nearest rally official.
- The TCB shall contain the following details :-
- a) Competition Number.
 - b) Starting time/Hitting time(s).
- 13.2 A specimen sample of TCB shall be shown to the competitors during the Drivers’ Briefing. During running of the Leg, the original book shall be kept with the participants and the counterfoil shall be removed and kept in the custody of Time Control officials.
- 13.3 The crew shall ensure that the time of arrival is correctly noted in the TCB.
- 13.4 The TCB shall remain on board the vehicle, for the duration of each Leg.

- 13.5 Officials are permitted to modify an entry in a TCB, erroneously made, but in such case they shall strike out the earlier entry, and replace it with a new one, re-authenticated by a signature. Any entry, which appears to have been tampered with, shall be re-checked with the Marshal's Time Control Card and in case of any adverse findings may result in exclusion for the competitor.
- 13.6 A competitor losing his TCB may be excluded.
- 13.7 The TCB is the property of the organisers and upon retirement of a competitor, for any reasons whatsoever, the TCB shall be returned to the organisers without delay.
- 13.8 In case there is a difference in time noted in the TCB and the counterfoil in the custody of the Time Control official, the time entered in the Marshal's counterfoil shall be considered as final and binding.

Article 14 COMPETITION NUMBERS

- 14.1 A set of four competition numbers shall be provided to the competitors by the CRO, prior to vehicle scrutiny. Vehicle scrutiny shall be under taken after the competition numbers stickers have been affixed on the vehicle.
- 14.2 Loss of all or any competition number stickers may prevent start of vehicle for the event and may also lead to exclusion at the discretion of the Stewards of the Meet.
- 14.3 Competition number stickers shall be affixed on the vehicle as indicated below:
- a) One on the bonnet
 - b) One on each side of the front doors
 - c) One on the boot
- 14.4 The Blood Group of both crew members (including passengers, if any) shall be painted / affixed on either side of the front fenders (e.g. Thinley O+ve, Tshering AB-ve).

Article 15 INSURANCE

- 15.1 i) Vehicle
- ✎ General road insurance
 - ✎ Special rally cover for participation in any motor sporting event
 - ✎ Third Party liability
- ii) Personal
- ✎ Accident with hospitalization
- 15.2 Vehicle Insurance covering Third Party Liability is a mandatory requirement.
- 15.3 Since normal vehicle insurance does not cover participation in any form of motor sports, additional insurance is required (rally cover) before entries can be accepted. Indian insurance companies provide such special rally cover for motor sports.
- 15.4 Special Rally Cover for vehicles should be valid for the entire period of the event including the return journey as well, for participants starting from Kolkata.
- 15.5 Personal Accident Insurance is mandatory for all members of the crew (including passengers, if any). Particular attention is drawn to the fact that normal motor policies issued in India do not provide for injuries sustained during motor sports. Special endorsements are therefore necessary

- 15.6 The minimum coverage for personal accident insurance with hospitalization benefit shall be Rs. 2,00,000 (Rupees two lakhs). **This will be in addition to the standard provisions of accident insurance arranged by FMSCI.**

Article 16 ADVERTISING

- 16.1 Carrying organisers' advertisements on competing & service vehicles is mandatory
- 16.2 Carrying sponsor' advertisements on competing & service vehicles is mandatory
- 16.3 Advertising space reserved for organisers and sponsors may not be utilized for any other purpose by competitors. Such space will be identified in advance for due information of the competitors.
- 16.4 Competitors are allowed to carry other advertisements on their vehicle, provided that:
- a) It is authorized by national and international laws & protocols.
 - b) It is not likely to cause any offence.
 - c) It is not political or religious in nature.
- 16.5 Advertisement of any competing product or service conflicting with sponsors' commercial interest shall not be permitted on competing vehicles, in any form, except those mentioned expressly in Article 2 or permitted by the organisers in writing, on receipt of a written request from the Entrant.
- 16.6 Even after completion of the event, the competitors may collectively and individually be held responsible for any advertisement, infringing Article 16 of these Supplementary Regulations.
- 16.7 If a service vehicle carries any advertisement other than organiser's / sponsors advertisement, then the entry of the competing vehicle shall be deemed to be a "sponsored" entry attracting requisite sponsored entry fees.

Article 17 COMPETITORS' BRIEFING MEETING

- 17.1 Attendance of all crew members of a participating team shall be mandatory as mentioned in the Rally Programme Schedule (Art. 1.1)
- 17.2 Any driver or co-driver / navigator of a competing team, failing to attend such briefing meeting may not be allowed to start at the discretion of the Stewards of the Meet.
- 17.3 Time & Passage Control Boards shall be displayed for the benefit of the competitors.
- 17.4 Competitors shall be given a handout containing route highlights, road conditions, Official Distances where extreme caution is to be observed, marked in the Road Book with triple "!!!"
- 17.5 First Aid precautions and procedures shall be explained by medical officers.
- 17.6 Starters' List, Starting Order & Starting Times for Leg-I shall be announced and on conclusion of the Briefing Meeting be posted on the Official Notice Board.

Article 18 FINISH

- 18.1 No vehicle shall be moved other than by its own power by a competitor except
- By outside means for the minimum distance necessary to extricate it from difficulty and place it back on the road

- By gravity
- By its own crew

Article 19 CLASSIFICATION AS FINISHER

In order to be classified as a finisher, the competitors shall

- Check in to controls in the direction and sequential order set by the organisers.
- Not miss more than two Time/Passage Controls in each Leg.
- Pass the finishing line in his vehicle at the end of each Leg.
- Hand over the TCB to officials
 - Finish the event within the period of Maximum Permissible Lateness (MPL) in each Leg
 - Non-finisher of any leg will not be eligible to start the next leg

Article 20 POSTING OF OFFICIAL DISTANCES, IDEAL RUNNING TIME & RESULTS

20.1 The Official Distances of Time Controls and Ideal Running Time for each leg shall be posted on the Official Notice Board by the Clerk-of-the-Course

End of Leg I: 6 pm on February 04, 2010

End of Leg II: 6 pm on February 05, 2010

End of Leg III: 6 pm on February 06, 2010

20.2 The official distances given in the Road Book shall be final and cannot be challenged or protested against under any circumstance. Competitors are advised to adjust their odometers with official distances of bearings given in the Road Book.

20.3 The provisional results shall be posted on the Official Notice Board at Thimphu, at 11 am on Sunday, February 07, 2010. In the case of no official disputes or protests against the said result, the same will be final at 11-30 AM. In case of delay in publication or finalization of the result, competitors shall be intimated through a CIB.

20.4 Indian local time is GMT+ 5.30 hrs
 Bhutan local time is GMT+ 6.00 hrs
 All times given here are in local time
 The Official Time shall be set through the Internet Atomic Clock.

Article 21 INFRINGEMENT

21.1 Traffic laws and speed limits of India and Bhutan shall be strictly observed

21.2 If in the opinion of the organisers any competitor is seen to be driving in a dangerous manner, endangering public safety, he shall be excluded at the discretion of the Stewards of the Meet.

21.3 Competitors are cautioned, under pain of exclusion, not to violate speed limits set forth in the Road Book and traffic rules especially in congested areas like markets, densely populated areas, schools etc.

21.4 Any vehicle involved in an accident during the course of the rally due to negligence in driving, or violating noise pollution regulations may be excluded at the discretion of the Stewards of the Meet.

Article 22 SERVICE VEHICLES & CREW

22.1 Official Recovery Vehicle, which will follow the entire rally route shall provide service and help to competing vehicles – as practicable as possible.

22.2 Competitors are however permitted to induct one additional service vehicle per team, which may be shared by other teams as well.

22.3 Service vehicles & crew shall have to be registered with the organisers and an administrative charge of Rs.4,000 shall be levied for each service vehicle which shall be given a Service Number Sticker (eg. S-1, S-2)

22.4 Service Crew shall be restricted strictly to four persons per Service Vehicle.

22.5 The specific movement plan and areas of service vehicle parking shall be provided by the organizer prior to the start of the event. Service vehicles shall not be permitted entry to the rally route other than specified areas. Infringement shall result in exclusion of the competing team(s) registering such service vehicle.

22.6 Service crew shall obey the directions of officials. They are forbidden to enter into any arguments with officials and competitors. Violation shall be deemed to be an unsporting act and may lead to exclusion of the team/s registering such service crew.

22.7 Prescribed forms are to be filled up individually by all service crew and either Passport or Voter ID Card, as Proof of Identity, shall have to be produced for entry into Bhutan.

Article 23 PENALTIES

23.1	Time Controls: Each second late	1 point
	Each second early	5 points
	Stopping or reversing in sight of a Time Control	3000 Points

23.2	Passage/Time Controls	
	Missing a control	3,000 points
	Missing two controls	6,000 points
	Missing three controls in any leg	Exclusion
	Entering from wrong direction	Exclusion

23.3 The following penalties shall be levied for delayed reporting to Marshals at starting Parc Ferme.

Delay upto 5 minutes	Nil
Delay upto 10 minutes	500 points
Delay upto 20 minutes	1000 points
Delay beyond 20 minutes	Exclusion

Article 24 COMPETITORS' CONDUCT

- 24.1 THE EVENT IS A FRIENDSHIP CAR RALLY INVOLVING TWO VERY CLOSE NEIGHBORING COUNTRIES TO FURTHER THE CLOSE TIES AMONGST THE PEOPLE OF BOTH THE COUNTRIES. Competitors are forbidden, under pain of exclusion, to behave in any sort of **unsporting** manner.
- 24.2 A competitor's failure to attend the Prize Distribution Ceremony or any Official Function shall be construed as an unsporting act.
- 24.3 If in the opinion of the Organisers, the behaviour of any competitor at any official function is considered undesirable, this shall be deemed to be an unsporting act.
- 24.4 Misbehaviour with any marshal, official or competitor shall be deemed to be an unsporting act.
- 24.5 The Organisers **with the approval of Stewards of the Meet**, reserve the right to withdraw all prizes & rankings, recommend cancellation/suspension of FMSCI licences and/or debar such competitor from entering events up to two years for any unsporting act.
- 24.6 Competing crew shall be held responsible for any unsporting act done by any crew member of their service team.

Article 25 TIE BREAKER

- 25.1 In the event of a tie the following rules shall apply and in that order for declaring the winner for the position tied for:
- i) Missing of least number of Time and Passage Controls
 - ii) Higher number of sections completed with 0 penalty point
 - iii) Higher number of sections completed with 1 penalty point
 - iv) Higher number of sections completed with 2 penalty points
 - v) Higher number of sections completed with 3 penalty points and so on.
- 25.2 If the tie is still not resolved, then the competitor who has gone the furthest from the start of the event without incurring any penalty point shall be declared the winner for the position tied for.
- 25.3 If the tie is still not resolved, then the competitor who has gone the furthest from the start of the event with the least penalty points shall be declared the winner for the position tied for.
- 25.4 If the tie remains still unresolved after applying the above rules, then and only then shall the competitors be declared joint winners. In such case the Prize money, if any, shall be divided equally amongst the joint winners.

Article 26 PROTESTS AND APPEALS

26.1 Lodging of protest

Any protest shall have to be lodged in writing, addressed to the Clerk-of-the Course accompanied with a fee of Rs. 10,000/- and handed over to the Clerk-of-the-Course or in his absence to any Deputy Clerk-of-the-Course or Secretary of the Meet. The fee shall be returned if the protest is upheld.

26.2 Protest time limit

- a) Protests against any error or irregularity occurring during any leg of the competition shall have to be lodged immediately after finish of the respective leg. In case of any protest with reference to the provisional results or non compliance of regulations shall

be made within thirty minutes of publication of the provisional results on the Official Notice Board.

- b) All protest shall be referred to the Stewards of the meet. The Stewards of the Meet shall treat all protests referred to above as urgent. In the case of a split vote amongst the Stewards of the Meet, the Chief Steward, functioning as Chairman of the Stewards of the Meet, shall have the casting vote.

26.3 Appeal against Steward's decision

26.3.1 The appeal against any decision of the Stewards of the Meet, shall be made in accordance with the provisions of the NCR to IMSAC.

26.3.2 Any appeal against any decision of the Stewards of the Meet shall be accompanied with requisite fees, as per NCR.

26.4 Inadmissible Protest

No protest shall be adjudicated against the decision of Judges of Fact, provided they are named as designated to judge that specific fact. In such cases Stewards of the Meet are empowered to reject such protests.

Article 27 RANKING & PRIZES

27.1 Ranking

Competitors shall be ranked in ascending order of penalty points incurred by them i.e. competitor with the least penalty points shall be ranked first.

27.2 Prize Money / Trophy

27.2.1 Open Class

1st	Rs. 75,000 & BIFA Trophy
2nd	Rs. 50,000 & IBF Trophy
3rd	Rs. 30,000 & Trophy
4th	Rs. 20,000 & Trophy
5th	Rs. 10,000 & Trophy
6th	Trophy
Best All Women's Team	Trophy
Best Lady Driver	Trophy

Reserved Prize Money for Competitors from Bhutan

1st	Rs. 25,000 & IBFA Trophy
2nd	Rs. 15,000 & Trophy
Best All Women's Team	Trophy

27.2 Certificates shall be awarded to all participants.

27.3 The Organisers and Sponsors reserve the right to declare additional prizes & trophies.

27.4 Competitors from Bhutan securing 1st to 3rd positions in the Open Class, shall not be entitled to prizes in the reserved category under Article 27.2.1

Article 28 PRIZE DISTRIBUTION

28.1 Date: Sunday, 07 February, 2010

Time: 4 pm

Place: Clock Tower, Thimphu

28.2 Sponsor's wearing apparel shall be provided to competitors who are requested to wear these during the event and Prize Distribution. Competitors are requested to be properly attired, befitting the Prize Distribution Ceremony.

28.3 The Prize Distribution Ceremony will be followed by a gala cultural programme.

Article 29 JUDGES OF FACT

29.1 All Post Marshals shall function as Judges of Fact at their respective Time or Passage Controls. A complete list of Judges of Fact shall be notified by means of a CIB before the start of the event. Post Marshals and other Judges of Facts shall be competent to decide on all cases of stopping, reversal, zigzagging, irregular entry, entry in wrong order or direction, recrossing or re-entering, unsporting acts etc. and all other relevant infringements of this SR at their respective controls.

29.2 An error committed by a Judge of Fact may be corrected by him with the approval of the Stewards of the Meet.

Annexure - I**VEHICLE SCRUTINY****Original Documents to be produced during scrutiny**

- Blood Group Certificates / declarations of driver, co-driver/ navigator, passenger and service crew (if any)
- Driving licence of driver and co-driver/navigator.
- Letter of Authority from vehicle owner (if applicable)
- FMSCI Entrant Licence (if applicable)
- FMSCI Competition Licence for driver and co-driver/navigator or proof of submission.
- Medical Fitness Assessment Form for driver and co-driver/ navigator.
- Personal Accident Insurance Policy for driver, co-driver/navigator and passenger (if any)
- Rally cover insurance for vehicle.

- Registration Certificate, Smart Card etc. for the vehicle.
- Eight coloured passport size photographs of competing and service crew
- Vehicle Insurance Policy
- Vehicle Tax Certificate

Mechanical and Safety requirements for vehicles

- Additional Lights –Total not to exceed 8 (Optional)
- Electric Horn (air horns are prohibited)
- Fire Extinguisher
- First Aid Box
- Fluorescent Red Triangle at rear
- Fog Lights (Recommended)
- Front and rear end towing eye
- Fully functional electrical system
- General Circuit Breaker (Recommended)
- Hazard Lights
- Head Lights
- Indicator Lights
- Mud flaps – front & rear
- Open or Full Face Crash Helmets for crew
- Rear Brake Lights
- Rear View Mirror
- Safety fasteners for bonnet (Recommended)
- Safety fasteners for boot (Recommended)
- Seat Belts for crew
- Wind Screen wiper and washer

Annexure - II

ENCLOSURES

(Items to be submitted)

- Entry Form: Complete all details with typewriter or fill in block capitals. The Entry Form is incomplete if the ‘Declaration & Indemnity’ is not signed.
- Entry Fee: The prescribed fees shall be paid in cash or by Bank pay order / draft, favoring “Indo-Bhutan Friendship Car Rally Association”.
- Photographs: Passport sized photographs (8 nos) for driver, navigator, passenger(s) and service crew shall be submitted with the Entry Form with the names and blood group written on the reverse.
- Declaration / Indemnity: It is a part of the Entry Form given with

the Supplementary Regulations and shall be filled in and signed.

- Letter of Authority: Letter of authority from registered owner of the vehicle (if other than the Entrant / Driver) permitting use of the vehicle in this event.
- Vehicle Insurance: General & Rally cover insurance is necessary.
- Vehicle Registration: Registration book of the vehicle with proof of current tax paid receipt.
- Driving Licence of Competitors : Both driver and co-driver/navigator shall possess valid driving licences.
- FMSCI Licence : FMSCI competition / Entrant licence (if applicable).
- Blood Group Report : Blood group certificate / declaration for competitors and service crew.
- Personal Accident Insurance : Insurance policy for competitors and service crew.
- Identification : Passport/Voter ID Card for competitors and service crew.
- Wherever originals are produced, photo copies shall be submitted.
- *This checklist is a guide to help competitors complete their documentation process, with minimum trouble. Changes (if any), in the above listed requirements shall be posted on the Official Notice Board. If the competitors have any further queries, they should feel free to contact the club office over phone or call any of the Competitor Relations Officers.*

Annexure - III

3rd INDO-BHUTAN FRIENDSHIP CAR RALLY DECLARATION

(All competitors shall sign the Indemnity and Declaration printed below)

1. I/We hereby make an application to participate in the Meet and certify that the particulars of my vehicle as given herein are correct, that I/we have read the Supplementary Rules issued by the

organisers for the Rally and agree to be bound by them and by the ISC of FIA, NCR of the FMSCI, as well as the undertaking in this form.

2. I/We have read the regulations issued for this event and agree to be bound by them. In consideration of the acceptance of the entry of this Four-wheeler vehicle, I/We agree to save harmless and keep indemnified the Governments of India and Bhutan and the Governments of West Bengal and Bihar, FIA, the FMSCI, the organisers, and their officials, The promoters, the sponsors, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property used by this event, from and against all actions, claims, costs, expenses and demands in respect of death or injury to my self or any other person or persons or loss or damage to any property during this event, if any or otherwise howsoever and not withstanding that the same may have been contributed to or, occasioned by the negligence of the promoters, organisers, sponsors, and their officials, agents, representatives, employees and all persons assisting them in this event.

The indemnity shall be binding on my heirs, executors, administrators and legal representatives.

3. I/We declare that the drivers possess the standard of competence necessary for an event of this type to which this entry relates, also that the vehicle entered is suitable and road-worthy for the event. I/We agree and undertake to abide by the Rules and Regulations framed for this event including the Conditions Precedent set out therein and all other Rules and Regulations which may hereinafter be framed.
4. I/We renounce the right to legal proceedings before a civil court until the procedure for Protests & Appeals as defined in the NCR of FMSCI is exhausted.
5. I/We hereby acknowledge that I/we am/are fully conversant with the risk and dangers of Motor Sports in general and this Rally in particular which I/we assume hereby.

ENTRANTS/DRIVERS ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR INSURANCE POLICIES ISSUED IN INDIA and / or BHUTAN DO NOT PROVIDE COVER FOR RALLYING.

Any accident out of which a claim may arise should be reported to the nearest Police Station. Under no circumstances shall any competitor, crew member, marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the sponsors and/or the organisers in any accident or incident which may arise.

Place and date

Signature of Entrant / Competitor

Signature of Crew Members:

The Rules and Regulations pertaining to Motor Sport have been read out to me. The Supplementary Regulations and the Entry Form have also been read out to me and fully understood.

Driver

Co-driver/Navigator

Annexure - IV

FIRST AID BOX

ALL PARTICIPANTS ARE ADVISED TO HAVE THE FOLLOWING ITEMS IN THEIR FIRST AID BOX WHICH SHALL BE INSPECTED DURING SCRUTINY

Band Aid	1 strip
Betadine / Soframycin Ointment	1 tube

Torchlight	1 no	
Cotton Wool	25 gm	1 no
Dettol/Savlon	50 ml	1 bottle
Micropore	1”	1 no
O.R.S.	5 packets	
Razor blade	1 no	
Renicol / Itone eye drop	1 phial	
Roller Bandage	10 cm	1 no
Roller Bandage	5 cm	1 no
Spirit Swab (optional)	5 nos	
Surgical Gauze (Sterile)	1 packet	
Tablet Crocin	4 tabs	
Tablet Famocid (40 mg)	4 tabs	
Tablet PFT	4 tabs	
Tablet Reglan	4 tabs	
Voveran Emulgel / Volini Gel	1 tube	