

THE SJOBA – THUNDERBOLT SUB HIMALAYAN MOBIKE RALLY
19-21 March 2010

ORGANISED BY:
THE ST. JOHN'S OLD BOYS ASSOCIATION
SCO NO.123-124 BASEMENT
OPP. HOT MILLIONS, SECTOR 17
CHANDIGARH
PHONE NO. 91 172 2702523

Approved by



The Federation of Motor Sports Clubs of India

National Sports Federation Recognized by the Government of India

1. ORGANISERS

The St. John's Old Boys Association, Chandigarh (SJOBA)

2. PREAMBLE

This event is held under the International Sporting Code of the Federation Internationale de Motocyclisme (FIM), the National Competition Rules (NCR), the 2009 FMSCI General Prescriptions for 2 wheelers of The Federation of Motor Sports Clubs of India (FMSCI) and its appendices and these Supplementary Regulations (SR).

3. MAIN SPONSORS

Mount Shivalik Breweries Ltd.

4. PROGRAMME

The official notice board of the rally will be at the Rally Office, Sector 17, Chandigarh.

Opening Date for Entries - 1200 hrs 17 February 2010.

Closing Date for Standard Entries - 1800 hrs 10 March 2010

Closing of late entries - 1800 hrs 16 March 2010

Scrutiny at Circus Ground, Sector 34, Chandigarh - 0900 hrs to 1200 hrs 19 March 2010

Announcement of Starting Order - 1230 hrs 19 March 2010

Compulsory rider briefing - 1300 hrs 19 March 2010

Start of SSS - 1430 hrs 19 March 2010

Parc Ferme at St Johns Starts - 0600 hrs 20 March 2010

Latest reporting time for Parc Ferme - 0630 Hrs 20 March 2010

Start of LEG 1 at St. John's School - 0700 hrs 20 March 2010

Finish of LEG 1 at Koti Resorts - 0700 hrs 20 March 2010

Start of LEG 2 at Koti Resorts - 0700 hrs 21 March 2010

Finish of LEG 2 at St John's School - 1600 hrs 21 March 2010

Publication of Provisional Results - 2100 hrs 21 March 2010

Final Results - 1500 hrs 22 March 2010

Prize Distribution - 1900 hrs 22 March 2010

Prize Distribution Venue - TBA

5. ORGANISATION

5.1 Definition

Name of the Event - THE SJOBA - THUNDERBOLT SUB HIMALAYAN MOBIKE RALLY

Name of the organizers - St. JOHN'S OLD BOYS ASSOCIATION (SJOBA)

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

FMSCI Permit No. 62 / 2010 dtd 19th Feb 2010

Status of event: Open

5.2 Organising Committee

ML Sarin, SPS Ghai, Pavan Khaitan, Vivek Vahi, Sanjit Singh Paul, Nagendra Singh, Shivneet Singh, Dr. TP Singh, Dr. Rahul Datta, Amit Sethi, Vivek Sood, Pritpal Singh Matharu, Vivek Bansal.

5.3 Officials of the Event

Chief Steward	SPS Garcha
Addl Steward	Nikhil Jaspal
Club Steward	Pavan Khaitan
Chief Scrutineer	MPS Reen
Deputy Scrutineer	Vivek Vahi
Clerk of Course	SPS Ghai
Chief Safety Officer	Dr. Rahul Datta
Deputy Clerk of Course	Nagendra Singh / Shivneet Singh / Dr Rahul Datta
Chief Communications Officer	Amit Sethi
Secretary of the Meet	Sanjit Singh Paul
Chief Marshal	M.L. Sarin
Chief Medical Officer	Dr. TP Singh
Competitor Relation Officer	Shivneet Singh
Chief Timekeeper	Sahil Sakhuja
Results Coordinator	Vivek Sood
SS Stage Coordinator	Pritpal Singh Matharu
Judges of Fact	All officials listed above

Media Coordinator

Aneesh Bhanot

5.4 The Post and other officials will be identified as follows

Clerk of the Course/ DCOC/Stage Commanders - Gray Ponchos/Arm Bands

Chief Marshals - Red Ponchos/ Armbands

Marshals - Yellow Ponchos / Armbands

Parc Ferme / Scrutiny Officials - Blue Ponchos/Armbands

Competitor Relation Officer - Green Ponchos / Armbands

GENERAL CONDITIONS

6. ELIGIBILITY

6.1 Entrant's eligibility

6.1.1 Each entrant should be the holder of a valid civil driving license and competition license issued by the FMSCI. Each rider must possess at least 2W one-event license @ Rs.200/- for Groups A/B/C OR 'FULL' competition Rally license @ Rs.1000/-. If the Entrant is different from that of the first named rider or is a team, then FMSCI ENTRANT LICENSE is a must. The license application forms can be downloaded from www.fmsci.in

6.1.2 In case the competitor is other than the entrant, the competitor will be the official agent of his entrant and will thus, obey all rules that apply to the entrant.

6.1.3 All competitors must be physically and mentally fit to compete and must be in possession of a valid medical certificate.

6.2 Machine Eligibility

6.2.1 Fuel - The use of the following listed fuel is permitted

* Commercially available fuel with an upper octane rating of not higher than 93

* The use of aromatic or alcoholic fuel is prohibited. Power boosters and octane boosters are prohibited.

7. ELIGIBLE MOTORCYCLES

7.1 Any entrant wishing to enter a vehicle for this event must ensure that, at the date of scrutiny, the vehicle is prepared according to the FMSCI TWO WHEELER TECHNICAL REGULATIONS for the groups and classes he wishes to enter. Only FMSCI Homologated vehicles are allowed to participate: Motorcycles in series production in India.

7.2 The organizers reserve the right to add or remove a class. The same will be informed by a bulletin.

7.3 All motorcycles will compete for the overall classification.

In case there are more than 5 motorcycles in Group D, they will concurrently compete for overall classification as well as Group D class.

7.4 All competing bikes must:

1. Comply with the legal requirements of bikes 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 Rs. 300/- for each such offence, e.g., one of the rear lights not working, ineffective exhaust systems etc. However, for each of the non-functioning brake lights a penalty of Rs. 500/- will be imposed.
2. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India.

7.5 PERMITTED MODIFICATIONS BY FMSCI WAIVER to the FMSCI 2 - Wheeler Technical Regulations.

Special Conditions for Motorcycles:

1. Due to the marathon nature of the stages it is permitted to increase the size of the petrol tank for ALL groups. "Indian component petrol tanks are allowed"
2. Ponchos will be worn by the motorcyclists.
3. Tyres, Spokes and Rims are free for all Groups and classes including Group "D" due to the extreme roughness of terrain. However the original diameter of the wheel (for e.g. 18" or 19 ") has to be retained for Group D. A wider rim having the original dia. may be used.
4. Use of imported tyres is permitted for all groups.

5. The headlight and metering instruments are Free for ALL groups.

6. Front mudguard: Free for ALL Groups

7.6 Any foreign Motorcycles being entered will have to carry with them the documents as required under the MOTOR VEHICLES ACT 1988 as well as Technical Data and homologation verifications for their vehicles. The onus rests on the competitor for providing confirmation of their correctness of Class and Group during scrutiny, both post and pre-event.

7.7 Only FMSCI homologated vehicles are permitted for Group "B", "C" & "D". For Group "D" minimum license requirement is FMSCI Restricted Competition License and for Group "A" "B" & "C" FMSCI Full Competition License or one event license is compulsory.

8. DESCRIPTION

The SJOBA - Thunderbolt Sub-Himalayan MOBIKE Rally. Event Status is open.

The rally will be run over a distance of 520 kms (approx) for motorcycles on 19 - 21 March 2010. It is designed to test the riding endurance, skill and techniques of the riders and also the reliability and performance of the vehicles.

THE ROUTE:

LEG 1:

St. John's - Morni - Mallah - Naintikar - Kangar -- Dilman - Ashinikhad - Jhaja - Chail - Chalada - Tehra - Koti Resort.

LEG 2:

Koti Resorts - Guma - Baldeyan - Mashobra - Bhekalti - Mehli - Anandpur - Dumher - Pawar - Sanawar - Parwanoo - Bhojnagar - Chakki ka Mor - St. John's.

Total distance of the route: (approx.) 540 km

Number of Competitive Stages 12

Total distance of the Competitive Stages (approx.) 228 km

Number of Legs 2

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

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

9. ENTRY

9.1 Those wishing to take part must send the completed form to the address as given below:

St. John's Old Boys Association
Rally Office, SCO No. 123-124, Bridge Road,
Sector 17, Chandigarh
Opposite Hot Millions 2

9.2 ENTRY FEES

Standard entry (with optional advertising by organisers) - Rs. 3,500/- (single entrant)

Late entry - Rs. 5,000/-

Extra meal coupons will cost Rs. 600/- per meal.

Extra Fee for co-rider: Rs. 3,000/-

9.3 Entries may be made forthwith, but must be in the hands of the organizers, not later than as mentioned in the program.

9.4 Entry Forms which are incomplete, except provided by these Regulations or which are not accompanied with the appropriate fees of documents, may be rejected.

9.5 No amendments may be made to the entry forms except in cases provided for in these regulations and amendments thereof.

9.6 By the fact of signing the entry form, the entrant and the competitor submit and bind themselves to resort only to the NCR and jurisdiction specified therein and these Regulations and amendments thereof.

9.7 Entry may be submitted by fax, provided it is received before the time mentioned above for closure of entries and a confirmation letter along with the entry fee is dispatched simultaneously. Proof of this may be required. An entrant or competitor submitting an entry by fax will not be permitted to compete unless he has completed all formalities and signed the entry form, indemnity declaration and undertaking as required under these regulations.

9.8 An entry which contains false and/or incorrect statements will be deemed null and void and the entrant and competitor may be deemed guilty of breach of the NCR of the FMSCI and these Regulations and the entry fees will be forfeited and the entrant and the competitor excluded from the event.

9.9 Maximum entries will be 50 and will be accepted on first come first serve basis. Entries over this will be taken as reserve entries and be accepted on first come basis if vacancies arise.

9.10 Entry Fee will be refunded in full:

- (i) If the entry is not accepted
- (ii) If the event is cancelled
- (iii) If the date of the event is changed/alterd

10. LAST DATE FOR ENTRIES

Standard Entries close at 1800 hrs. on 10 March 2010.

Late entries close at 1800 hrs. on 16 March 2010.

Forms should be submitted complete in all respects.

Incomplete forms shall not be accepted under any circumstances.

11. ENTRANTS OBLIGATIONS FOR ALL VEHICLES

- a) Valid Registration Book of competing vehicle with valid Road Tax Token (show original and attach photocopy with entry).
- b) Valid Driving License of rider and co-rider (show original and attach photocopy)
- c) Valid comprehensive insurance certificate inclusive of Special Rally insurance cover for the vehicle.
- d) Validity of all concerned documents to extend beyond date of rally i.e. 21 March 2010
- e) INDEMNITY, DECLARATION and UNDERTAKING as required, under regulation no. 33.
- f) Six recent passport size photographs of each rider and co rider, with name and blood group mentioned on the reverse of the photograph.
- g) Blood group report from any Medical Lab./Hospital of each rider and co rider. Blood groups to be displayed prominently on the vehicle.
- h) Letter of Authority from registered owner of vehicle (if other than that of the entrant) permitting use of vehicle for the rally, duly attested by Oath Commissioner on the entry form.
- i) Proper Registration number plates at front and rear.
- j) Indemnity form to be signed by driver and co-driver and duly attested by oath commissioner on the entry form.
- k) Head lights, rear lights, brake lights, and indicator lights to be mounted and functional on all vehicles.
- l) Adequate safe driving helmets must be worn by Rider and co-rider regardless of sex, and religion and class of participation at all times during the event.
- m) All vehicles to have adequate mud guards and MUD FLAPS (for all wheels).
- n) Brakes (both front & rear) should be efficiently working on all vehicles.
- o) Large objects carried on board the vehicle (for example, spare wheel, tool kit) must be securely fixed.
- p) During the rally all vehicles will conform to all legal requirements as applicable under the MOTOR VEHICLES ACT, 1988 and observe all Traffic rules.
- q) Rider and Co-Rider both must possess valid driving license.
- r) The full crew must be on board during the entire duration of the rally. If one member retires or if a third person is admitted on board (except if this is to transport an injured person) the vehicle shall be excluded from the rally.
- s) The organizers will supply 4 rally stickers for two wheelers. The rally stickers must be fixed to the front, rear and sides of the vehicles. These stickers must not cover the vehicle's license plate. Any infringement shall result in a penalty of Rs. 1000.00
- t) Loss of all the rally stickers will result in exclusion.
- u) In case of a competing vehicle meeting with an accident involving injury to third persons, the crew are required to stop and render such assistance as may be required to ensure quick medical attention to the injured persons (additional persons may be carried in the competing vehicle up to the medical facility for this purpose). Failure to stop and render assistance may entail exclusion. The laws of India require anyone involved in a notifiable accident must stop and report it to the nearest police station without delay. If involved, competitors must comply. Competitors must also report the details to the organizers.
- v) Practicing or surveying the route prior to the event is permitted. Competitors shall not drive through these routes at high speed.

12. SERVICE VEHICLES

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

13. PARC FERME

Parc Ferme denotes a zone in which no repairs or intervention of any nature is possible, except in cases expressly provided for by these Supplementary Regulations.

- Vehicles are subject to Parc Ferme rules the moment they: Enter a starting area and until they leave it. Enter a control area and until they leave it. Finish the rally until the time for lodging protests has expired.
- Repairs or refueling a vehicle are forbidden in the parc ferme.
- If officials note that a vehicle is in a condition that is incompatible with road use, they must inform the Clerk of the Course who may allow the motorcycle to be repaired. For each minute spent on repairs a 1-minute penalty will be imposed.
- Flat tyres are allowed to be changed before the time of start.

14. INSURANCE

The Special Rally Cover is extended by the Insurance Company, which has issued your Insurance Cover Note for normal use. This is a two-day endorsement on the parent policy. Normal Motor Insurance Policies issued in India do not provide cover of a vehicle's participation in a rally and as insurance of each competing vehicle against Third Party risk is compulsory as per the law in India; special rally insurance cover MUST be obtained by the competitor. Photocopy of the valid cover note/policy for the rally days, i.e. 19 – 21 March 2010, must be attached to the entry form, at the time of submission of the form.

No vehicle shall be permitted to start/participate without a valid special Rally Insurance cover.

Attention is drawn to the fact that normal motor insurance policies may not provide insurance cover for practice/recce or for service vehicles during the event.

ORGANIZERS HOLDING A VALID 2010 FMSCI PERMIT FOR AN EVENT ARE COVERED FOR

- THIRD PARTY PUBLIC LIABILITY FOR RS.50 LAKHS VALID DURING THE RUNNING OF THE EVENT ONLY.
- A MAXIMUM OF 100 OFFICIALS OFFICIATING &
- 150 COMPETITORS WITH VALID CIVIL DRIVING LICENSE & FMSCI COMPETITION LICENCE PARTICIPATING

IN VARIOUS EVENTS ACROSS THE COUNTRY ON A GIVEN DAY ARE COVERED FOR PERSONAL ACCIDENT INSURANCE FOR RS.2 LAKH WITH RS.40,000/= MEDICAL EXPENSES EXTENSION PER PERSON. THESE INSURANCES ARE ISSUED BY UNITED INDIA INSURANCE COMPANY LTD. VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT.

THE ORGANIZERS MUST SEND THE LIST OF COMPETITORS ALONG WITH THEIR FMSCI COMPETITION LICENSE NUMBERS AND THE LIST OF OFFICIALS WITHIN 2 DAYS FROM THE DATE OF THE EVENT TO THE FMSCI FOR ONWARD TRANSMISSION TO THE INSURANCE COMPANY, FAILING WHICH THE ABOVE INSURANCES WILL NOT BE VALID FOR THE EVENT

15. SCRUTINY

Will be held on 19 March 2010, 9 AM to 12 noon in the premises Circus Ground, Sector 34, Chandigarh

Late scrutiny fee would be Rs. 1000/-

Scrutiny carried at the start of the rally is of a general nature to ensure vehicles conform to the SR, safety requirements, and conformity of the vehicle with the class it is being entered.

Any vehicle, which appears on external examination to be ineligible for the rally, will be rejected and may submit for scrutiny once the defect is rectified.

The Scrutineer may choose to mark the engine or chassis to ensure these parts are not changed during the rally.

The vehicle will be inspected to see if:

- Tyres are in excellent condition.
- Brakes, mud guards & mud flaps work efficiently.
- Headlight and rear light, brake light and indicators function properly.
- All vehicles including two wheelers to have rear view mirrors.

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

16. BRIEFING

Will be held on 19 March 2010 1300 hrs in the premises of Circus Ground, Sector 34, Chandigarh. Attendance is compulsory. **Penalty for non attendance is Rs. 1,000/-**

17. RALLY NUMBERS

Competitors must ensure that plates are affixed on the competing motorcycles so that the competition numbers provided by the organizers can be displayed on them. Two plates must be affixed on the sides of the motorcycle in such a manner that the competition numbers are visible from the sides at all times. One number must be displayed in the front of the motorcycle so that is visible at all times from the front. Competitors must ensure that these plates are fixed securely and will remain fixed to the motorcycle at all times during the course of the event. These will be provided to entrants at the briefing. Failure to do this will entail penalty points. The organisers at their discretion shall allot the rally numbers.

18. TIMING

Times will be recorded as follows:

TC at start of event, end of event - To the full preceding minute

TC at end of transport section - To the full preceding minute

TC at start of competitive section - Each vehicle will be flagged off on the full minute

TC at end of competitive section - Each vehicle will be timed at the Flying Finish to the second as it passes the control sign indicating the Flying Finish

RUNNING OF THE RALLY

19. STARTING ORDER

By draw of lots. Seeded entrants may pre-select their race numbers latest by 1300 hrs on 16 March 2010. In case of a tie, by draw of lots from within the seeded riders.

The organizers have located, prior to the start of the Rally, a starting area which is considered a Parc Ferme at St. John's High School, Sector 26, Chandigarh. It is each competitor's responsibility to ensure that his/ her vehicle is placed in this starting area on Saturday 20 March between 0600 – 0630 hrs.

1. Two wheelers will be flagged off after the four wheelers.

2. The starting order for second leg will be governed by the order of finish of the first leg.

20. OFFICIAL TIME

The rally will follow Indian Standard Time. The Official time will be as per the Chief Timekeeper's clock, which would be GPS time.

21. DURING THE RALLY

a) All competitors must report to the starting area in St. John's School, Sector 26, at least 30 minutes before the start of the rally. Every minute late will entail 10 sec penalty.

b) The exact time of the start will appear on the Time Card.

c) The starting area is regarded as Parc Ferme.

d) Competitors must have their passage checked at all points mentioned on the Time Card and in the correct order under pain of exclusion.

e) Hours and minutes will be shown in military time (e.g. 1:12 PM will be written as 13:12, etc.)

- f) All competitors will receive a road book containing a detailed description of the rally route. This route is compulsory under pain of exclusion.
- g) All relevant documents including driving license, vehicle registration, insurance / special insurance cover must be carried at all times.
- h) No person other than the nominated rider and co-rider(s) must ride on the vehicle at any time. Failure to observe this rule will entail EXCLUSION from the rally.
- i) Any delay caused through railway gates being closed or rider falling off their machines or any reason whatsoever will not be considered as a ground for compensation of time.
- j) If the Judges/Roving Marshals decide/determine that any competitor has baulked, obstructed, interfered with or willfully caused damage or injury or delay to any other competitor or vehicle such competitor EXCLUDED from the rally.
- k) Violation of Traffic Laws shall entail the entrant to be disqualified.
- l) No sirens, firearms, alcohol is allowed to be carried or consumed during the rally.
- m) Traffic regulations at all places en-route shall be adhered to and observed.
- n) All competitors must observe the statutory speed limit through congested areas even if such speed limits are not indicated. Particular attention must be paid in congested areas and while driving through cities, towns & villages. Marshals posted in such areas will note down the details of violators and inform the Stewards who may EXCLUDE such violators from the rally. Acceptance of the above is a condition precedent to any competitors entering the rally.

22. CONTROLS

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

23. TIME CONTROL

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

- | | |
|-----------------------------|---|
| Start of control - | Control sign displaying a clock on yellow background located 25m before the control point. |
| Control point - background. | Control sign with a clock on red background. |
| End of control zone - | Control sign with three transverse stripes on a beige background located 50m after the control point. |

Transport Time Control (TTC)

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

- | | |
|----------------------------|--|
| Start of control - | Control sign displaying a clock on yellow background located 25m before the control point. |
| Control point - background | Control sign with a clock on red background. |
| Start of Competitive - | Control sign displaying a flag on a red background. This is located 50m after the start control point. |

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

Competitive Time Control (CTC)

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

- | | |
|-----------------------|---|
| Start of control - | Control sign displaying a checkered flag on yellow background located 25m before the control point. |
| Control point - | Control sign displaying a checkered flag on red background. This sign indicates end of the competitive. All competing vehicles will pass this control without stopping and will be timed to the second as the front wheel crosses an imaginary line drawn across the road in line with this control sign. |
| Control Post - | Control sign displaying a stop sign on a red background. This is located 75 to 200 m after the control point. |
| End of control zone - | Control sign with three transverse stripes on a beige background located 50m after the start of control post. |

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

CHECK-IN PROCEDURE

- The check-in procedure begins the moment the vehicle passes the zone entry sign
- The crew is forbidden to drive at an abnormally slow speed between the zone entry sign and the control post.
- The clocking in of the Time Card can only be carried out if all the crewmembers are in the control zone.
- The check-in time corresponds to the exact time at which the time card is handed to the Post Marshal (except for the flying finish)
- The Post Marshal writes on the time card the actual time at which the card was handed in and stamps and/or signs the card.

TIME OF LEAVING CONTROLS

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

24. PASSAGE CONTROL

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

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

At these controls, the Post Marshal shall simply stamp the time card as soon as the crew hands it in without writing down the time of passage.

25. TIME CARD BOOK

At the start of the rally, each crew will be issued a time card book. This book shall be handed in at the arrival control at the end of the rally.

- Each crew is solely responsible for their time card book.
- The crew alone is responsible for submitting the time card book at the different controls and for the accuracy of the entries.

c) Any entry made in the time card book must be accompanied by the signature/stamp of the Post Marshal or Official making the entry. The onus of ensuring this is entirely on the competitor.

26. EMERGENCY HALTS

In the interest of safety in extreme conditions, a Deputy Clerk of Course may be stationed in sections that may become dangerous. If such sections become impassable or unsafe, the DCOC will request the COC to authorize an Emergency Halt with Dead Time where competitors wait for conditions to return to a safe level.

In such circumstances, the DCOC will establish an Emergency Halt and hold vehicles until it is considered safe to release them. At such halts, each competitor will have a Time of Arrival and Time of Departure along with an appropriate stamp/signature for each entry. Competitors will be released in the order of arrival with an appropriate time interval. During an Emergency Halt, no work of any kind may be performed. Such Emergency Halts are deemed parc ferme.

27. FINAL SCRUTINY

a) On completion of the rally and after passing the finishing line and completing the checking-in formalities, the vehicles will be driven into a final scrutiny area and must remain there till the final scrutiny has been completed. This will be at the finish.

b) In the Scrutiny area the vehicle must be parked at the place indicated by the Marshal. Competitors should make themselves available near the area, should the Marshal want them to start the engine or anything else he may require them to do. Having had the Scrutiny done the Vehicle should be removed at the soonest.

c) In this area the vehicle and/or its fuel will be examined, tested and the rider/co-rider shall carry out all directions given to him.

28. ASSESSMENT OF PERFORMANCE

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

29. PENALTIES - As not elsewhere mentioned in R & R

INFRINGMENT	PENALTY
Every minute late (Transport Section)	10 seconds
Every minute early (Transport Section)	20 seconds
No penalty for early check-in at the end of the legs and at LUNCH venues.	
Time taken to complete competitive section per second	1 second
False start at a competitive section	1 minute
Each minute of repairs in a parc ferme-when repairs are necessary for road worthiness and have been approved by COC	1 minute
Unable to move under own power	30 seconds
Violation of traffic laws 1st infringement	5 minute
Violation of traffic laws 2nd infringement	10 minutes
Loss of time control card	EXCLUSION
Breach of or failure to comply with any article of the SR or instruction given in writing for which a penalty has not been specifically provided	30 minutes max

Obstructing traffic or other riders or dangerous driving or disallowing overtaking	10 minutes
Using other than commercial fuel	EXCLUSION
Tampering with the time control book in any way	EXCLUSION
Failure to arrive at any control or in an incorrect order	EXCLUSION
Driving without helmet including/co-driver subject to rule 10(m)	EXCLUSION
Failure to report an accident to the nearest Police Station/Check Post, whether your vehicle is involved or that of a competing participant is involved	EXCLUSION
Change of vehicle or any rider on route	EXCLUSION
Competitors arguing with and/or hampering work of officials	EXCLUSION
Use of relief vehicle for anything other than medical relief and service.	EXCLUSION
False statement made to the officials/organizers or in entry form.	EXCLUSION
If a competitor is proved to have baulked, obstructed willfully, caused damage or injury to another competitor.	EXCLUSION
For participating in the rally after taking alcohol and/or narcotics 12 hours prior to the commencement of the rally or any time during the rally	EXCLUSION
Safety seat belts not fastened (where applicable)	EXCLUSION

30. RESULTS

The provisional results will be displayed on the rally notice board at St John's High School, Sector 26, Chandigarh at 2100 hrs on March 21, 2010. The final results will be posted on the notice board at the Rally Office at 1500 hrs on March 22, 2010.

31. PROTESTS

- a) The time limit for protest against the provisional result is within 30 minutes after the results are declared on the official notice board.
- b) A protest shall be lodged in writing and accompanied by a fee of Rs.2,000/- (ref Appendix "R" of the Sporting Code of the NCR) and shall be lodged with the Clerk of the Course or one of his appointed deputies. For protest involving clearly defined part of a motorcycle an additional fee Of Rs.3000/- per part shall be levied. For protest involving the entire motorcycle an additional fee of Rs.10,000/- shall be levied.
- c) Any ruling by the Steward of the meet shall be final and subject only to right of appeal as provided for in the NCR
- d) Any appeal must be accompanied by a fee as per the Appendix "R" of the NCR

32. MEDICAL AID

Though the Organisers will try to provide first aid and medical aid, if required, to the best of their ability, the Organisers, however, decline any liability as provided in item 34.

33. PRIZES

First Prize Rs. 12500.00
Second Prize Rs. 7500.00
Third Prize Rs. 5000

34. NON-LIABILITY OF & INDEMNITY TO THE ORGANISERS

The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIM, State

Governments, Government of India, decline liability for any accident caused by or to competitors, passengers or a third party and competing vehicles before, after or during the rally. The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIM, State Governments, Government of India, also decline any liability for breach of any law in which the competitors may be included and the competitor shall declare to the duly authorized officials or Organizers or sponsors particulars of any accident or any accident from which liability may arise and shall indemnify the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIM, State Governments, Government of India, in regard to all liability. The entrants, drivers, competitors, participants, crew members, agents and their heirs, executors, administrators and legal representatives / nominees shall not have any claims whatsoever against the the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIM, State Governments, Government of India, arising out of any act of omission, and commission on the part of the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIM, State Governments, Government of India,, either before, after or during the rally.

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

35. RIGHTS OF ORGANISERS:

a) The organizer may issue any Competitor Information Bulletins (CIBs) and /or written instructions to competitors at any time with the approval of FMSCI / Stewards. Written instructions when issued shall be signed by each competitor / entrant as proof of receipt and shall have the same legal force as these supplementary regulations. All CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force and will constitute an integral part of these regulations and will be posted at the official notice board. Details of The official notice board should be mentioned in the SR. As far as possible, the CIBs shall be brought to the notice of the individual competitors. However it is the responsibility of the competitor and / or entrant to acquaint themselves with the CIBs and / or written instructions posted at the official notice board.

b) The provisions of the present regulations may only be amended according to Art.67 of the Sporting Code of the NCR. The organizing committee and the stewards of the meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases, which arise. Competitors will be informed of any amendments as soon as possible. Any amendments / additional provisions will be announced by dated and sequentially numbered bulletins, which are an integral part of these regulations. These bulletins will be posted at the official notice boards and will also be directly communicated to the competitors.

c) The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.

d) The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rest with the Steward/s of the meeting.

e) The organizers may at their discretion abandon, cancel or postpone the event in case of unforeseen circumstances as per Art.61 of the Sporting Code of FMSCI.

f) Under no circumstances will an entry to this event be refused without assigning proper reasons thereof.

g) The organizers and / or the Clerk of the Course may appoint Judges of Fact, whom have to be named either in the Supplementary Regulations or in a CIB along with a specific duty of what is to be judged.

PLAN FOR MANAGING COMPETITIVE SECTIONS

The SJOBA Thunderbolt Rally 2010 will have 12 competition stages in the rally spread over Three days.

- I. The first day is the close circuit race for all categories of Vehicles. This will take place in sector 34 in Chandigarh circus grounds. This is a close circuit rally where the participants will take two laps each of the track demarcated by the organizers in an area which is barricaded from all four sides. Special arrangements are made to have medical and para-medical teams stationed at site supported by a fully appointed ambulance in

attendance. There will be a fire brigade arranged from the department at site for any untoward emergency.

- II. On the second and third day all the competition sections of the rally will be managed by taking into consideration all the necessary measures for the safety of the participants and the organizers. Each stage will be manned by well trained marshals .The beginning and end of the every stage shall have adequate police force to control traffic. Requests have been made to the police and the state transport undertakings to keep these tracks free of any traffic. There will be one FIV(fast intervention vehicles) fully equipped along with a Doctor and trained marshals and if need be a police man placed at the beginning of the section and one in-between at a vantage point ready to tackle any emergencies along the route. The COC while on his final recce before the rally goes and spreads the information of the rally to the villagers enroute and impresses upon them to keep off the track for the period the rally will be on track. No vehicle is let off on the competition track till the 'O' car that opens the route and gives a go-ahead signal after checking enroute the position of all the safety measures and positioning of all the FIVs , the marshals and the policemen.

- III. Each track is selected after due deliberation, keeping in mind the safety of the riders and the drivers and also every section is covered by our communications setup all along the route in such a way that we can keep a close track of the movement of the rally at all times.