

SJOBA - Thunderbolt Sub-Himalayan CAR/JEEP 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 Recognised by the Govt of India

1. ORGANISERS

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

2. MAIN SPONSORS

Mount Shivalik Breweries Ltd.

3. PREAMBLE

THIS EVENT IS HELD UNDER THE INTERNATIONAL SPORTING CODE OF THE FIA AND ITS APPENDICES, THE NATIONAL COMPETITION RULES (NCR), 2009 GENERAL PRESCRIPTIONS FOR RALLIES OF THE FEDERATION OF MOTOR SPORTS CLUBS OF INDIA (FMSCI) AND ITS APPENDICES AND THESE SUPPLEMENTARY REGULATIONS AND BULLETINS ISSUED BY FMSCI.

4. PROGRAMME

The official notice board of the rally will be at the Rally Office, SCO NO.123-124 Basement, Opposite HOT MILLIONS, Sector 17 Chandigarh.

Opening Date for Entries - 1200 hrs 17 February 2010 at the Rally Office, SCO NO.123-124 Basement, Opposite HOT MILLIONS, Sector 17 Chandigarh.

Closing Date for Standard Entries - 1800 hrs 10 March 2010 at the Rally Office, SCO NO.123-124 Basement, Opposite HOT MILLIONS, Sector 17 Chandigarh.

Closing of late entries - 1800 hrs 16 March 2010 at the Rally Office, SCO NO.123-124 Basement, Opposite HOT MILLIONS, Sector 17 Chandigarh.

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 driver briefing - 1300 hrs 19 March 2010 at Circus Ground, Sector 34, Chandigarh

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

Latest reporting for Parc Ferme - 0630 Hrs 20 March 2010

Start of SSS - 1430 hrs 19 March 2010 at Circus Ground, Sector 34, Chandigarh

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

Finish of LEG 1 at Koti Resorts 1700 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 at St John's School

Final Results - 1500 hrs 22 March 2010 at St John's School

Prize Distribution - 1900 hrs 22 March 2010

Prize Distribution Venue - TBA

5. ORGANISATION

5.1 Definition

Name of the event - SJOBA - Thunderbolt Sub-Himalayan Car/Jeep Rally.

Name of the Organising Club - St. John's Old Boys Association

Name of the National Sports Authority - The Federation of Motor Sports Clubs of India

FMSCI Permit No. 61/2010 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
The post and other officials will be identified as follows: -

Clerk of the Course/ DCOC : Gray Ponchos / Armbands
Chief Marshal : Red Ponchos / Armbands
Marshals : Yellow Ponchos / Armbands
Parc Ferme / Scrutiny Officials : Blue Ponchos / Armbands
Competitor Relation Officer / Liaison Officers : Green Ponchos / Armbands

6. General Conditions.

AMENDMENTS TO THE REGULATIONS

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

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

6.1. ELIGIBILITY

6.2 Entrants Eligibility

6.1.1 Each entrant should be a holder of a valid civil driving license and FMSCI National Rally Driver / Entrant License.

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 following fuels is permitted

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

* Commercial aviation fuel conforming to 100/130 Av gas

* The use of aromatic or alcoholic fuel is prohibited.

7. DESCRIPTION

The SJOBA - Thunderbolt Sub-Himalayan CAR/JEEP Rally. The rally will be run over a distance of 520 kms (approx), for four wheelers on March 19- 21, 2010. It is designed to test the riding endurance, skill and techniques of the drivers 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 - Bhakalti - Mehli - Anandpur - Dumher - Pawar - Timber Trail - Parwanoo - Bhojnagar - Chakki ka Mor - St. John's.

Total distance of the route: (approx.) 520 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

8. CLASSES

C - Cars - OPEN to all 2 wheel drive cars of Indian origin. The SJOBA THUNDERBOLT SUB HIMALAYAN RALLY 2010 is open to all 2 Wheel driven cars, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA and FMSCI regulations and by these Prescriptions.

Permitted Modifications

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

J - Jeep/Gypsies/MUVs (like Sumo, Sierra, Armada etc.) - Open class

In case entries in four-wheeler (C and J) category are less than 5, the Organisers reserve the right to club the C and J category.

9. ENTRY FEE

Standard entry (with optional advertising by organisers)

a) Cars/Jeeps Rs 7,000/- (two entrants)

Late entry fees would be Rs 10,000/-.

Entry fee will be refunded in full:

(i) To prospective participants whose entry has not been accepted

(ii) In the event the rally does not take place.

(iii) If the date of the event is changed / altered

Note:

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

In C/J category only one driver and one co-driver each are allowed.

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

These include:

a. Roll bars / cage complying with FIA / FMSCI regulations.

b. Safety harness (minimum 4 POINT HARNESS) for both driver & navigator.

c. Two towing eyes, one at the front end and one at the rear.

d. A tow chain / Strap made of steel wire / Nylon Strap.

e. A fire extinguishing system.

f. First Aid Kit.

g. Two red reflective triangles. (In the case of stopping in a competitive section, they will be placed by the crew more than 30 meters behind the car.)

h. Mud flaps at the rear of all wheels, with sufficient width as to completely mask the tyre when from behind the car. The lower edge not to be more than 8 cm from the ground when the car is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to allow passage of the exhaust pipe(s).

i. Additional fasteners for front or rear bonnet and boot lid, preferably bayonet type.

j. A General circuit breaker either external or inside the cabin but within reach of a person standing outside.

l. All competing cars must comply with the legal requirements of cars used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts which are required by the traffic regulations will result in a penalty of INR 500/- for each such offence, e.g., one of the rear lights not working, 2 rear lights not working will be 2 offences. However, for each of the non-functioning brake lights a penalty of INR 1,000/- will be imposed

m. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India.

n. Carry emergency rations and drinking water sufficient for a minimum period of 24 hours.

OTHER REQUIREMENTS:

a) Valid Registration Book of competing vehicle with valid Road Tax Token (show original and attach photocopy with entry).

b) Valid Driving License of driver and co-driver (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. 37.

f) Six recent passport size photographs of each DRIVER and CO-DRIVER, with name and blood group mentioned on the reverse of the photograph.

g) Blood group report from any Medical Lab./Hospital of each DRIVER and CO-DRIVER. 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.

l) Head lights, rear lights, brake lights, and indicator lights to be mounted and functional on all vehicles.

m) Adequate safe driving helmets must be worn by Driver and co-driver regardless of sex, and religion and class of participation at all times during the event. Four wheelers will be exempt from helmets on Transport Sections only.

n) Safety belts are mandatory for 4 wheeler entrants (C and J) and must be worn by competitors correctly adjusted at all times during the rally. Failure to do so will entail EXCLUSION as described in penalties. However, four-point seat harness is recommended.

o) All vehicles to have adequate mud guards and MUD FLAPS (for all wheels).

p) All 4 wheel vehicles to have 2-side view & one rear view mirrors & at least one rear view mirror on two wheelers.

q) Brakes (both front & rear) should be efficiently working on all vehicles. Functioning handbrakes on four-wheel vehicles are required.

r) Large objects carried on board the vehicle (for example, spare wheel, tool kit) must be securely fixed.

s) During the rally all vehicles will conform to all legal requirements as applicable under the MOTOR VEHICLES ACT, 1988 and observe all Traffic rules.

t) Driver and Co-Driver both must possess valid driving license.

u) 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.

v) The organizers will supply 4 rally stickers for four wheelers. The rally stickers must be fixed to the front, rear and sides of the vehicles. These stickers must not cover the vehicle's license plate. Any infringement shall result in a penalty of Rs. 1000.00

w) Loss of all the rally stickers will result in exclusion.

x) 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 an accident must stop and report it to the nearest police station without delay. If involved, competitors must comply. Competitors must also report the details to the organizers.

y) Practicing or surveying the route prior to the event is permitted. Competitors shall not drive through these routes at high speed.

RECOMMENDED EQUIPMENT:

a. Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components

b. Strengthening of the aprons and lower control arms, mounting points to prevent spreading is permitted and free for all groups and classes

c. It is recommended to fit auxiliary lights as some stages may run during late evenings/ early mornings.

d. Sleeping Bag suitable for temperatures up to 0° C (32° F).

MISCELLANEOUS

a. Spare components and tools if carried in the passenger compartment must be securely fastened or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting who may impose a fine.

b. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.

c. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.

d. Rear seats need not be carried.

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

12. SERVICE VEHICLES

a) 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.

b) Any competitor whose service vehicle behaves in a manner that endangers other road users may be fined. This may also invite exclusion.

c) Participants shall be responsible for all acts of omission and commission of their service team.

d) 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

e) Service vehicles are not allowed in 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.

a) 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.

b) Repairs or refueling a vehicle are forbidden in the parc ferme.

c) 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 car to be repaired. For each minute spent on repairs a 1-minute penalty will be imposed.

d) 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 between 9 AM to 12 Noon in the premises Circus Ground, Sector 34, Chandigarh

(ADJACENT TO ROAD DIVIDING SECTOR 34 AND SECTOR 33)

Late scrutiny fee would be Rs. 2000/-

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

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

Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply

Competitors not conforming to the norms would be automatically disqualified and their entry fees would be forfeited. No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present Prescriptions.

Drivers taking part in the Rally must arrive at scrutineering with at least one of the crew, driving gear and car at least 15 minutes before their designated time (as per given schedule). Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force majeure' duly accepted as such by the Chief Scrutineer who may impose a fine.

At scrutineering crew members will be asked to produce their identity cards.

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

In order to prevent the engine or body shell from being changed during the event these items will be identified by the Organizers at pre start scrutineering, using wire and special numbered seals and/or paint. One paint mark/Seal will be placed on the body shell or chassis frame within the engine compartment and another on the engine block. Other means of identification may also be used. Missing marks will result in immediate exclusion. Any fraud discovered, in particular the fact of presenting as intact identification marks that have been retouched, will result in exclusion of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement.

Entrants/Drivers will be required to sign on the "Scrutineering Card" that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Rally Headquarters.

All vehicles must be equipped with roll bars/cage complying with the ASN/FIA specifications, and with all other safety devices as specified by FMSCI/FIA in the SPORTING REGS. Additional checking / scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.

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

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

The vehicle will be inspected to see if:

- a) Tyres are in good condition.
- b) Both front and rear brakes, hand brake, mud guards & mud flaps work efficiently.
- c) Headlight and rear light, brake light and indicators function properly.
- d) Windshield wipers and washers function properly.
- e) All vehicles 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. 2,000/-**

17. RALLY NUMBERS

Rally numbers will be provided to entrants at the briefing. These must be displayed prominently on the chest of the driver and on his back throughout the rally, start to finish. Failure to do this will entail penalty points. The organisers at their discretion shall allot the rally numbers. The rally numbers for the Cars to be worn by the driver at all times as well as prominently displayed on the Car.

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 March 16 2010. In case of a tie, by draw of lots from within the seeded drivers.

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 2010, 0600 hrs onwards.

NOTE:

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 in the respective class.

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 driver and co-driver (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 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
- o In the event of an infringement of the traffic laws committed by a crew participating in the Event, the personnel, officers or officials of the event (judges of fact) having noted the infringement will inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:
 - That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
 - That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
 - That the facts are not open to various interpretations.
- o It is forbidden, under pain of exclusion:
 - To transport the vehicles.
 - Deliberately to block the passage of the vehicles, or to prevent them from overtaking.
- o Competitors are forbidden under pain of exclusion to behave in any unsporting manner.
- o A competing vehicle shall only carry the two people named on the Entry Form on board at all times.
- o The wearing of safety harnesses is compulsory throughout the Event including all road sections.
- o Under the Laws of India any accident out of which a claim may arise should be reported to the nearest police station.
- o Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting Stewards. Depending on the

circumstances, penalties may be applied in form of time or Cash, including disqualification.

- o GOING THROUGH VILLAGES: The speed of competitors through towns and villages crossed on the route, both on Selective Sections and Road Sections is limited to 30 kph except when stated otherwise in the Road Book or by a CIB. In all cases, it is the competitor's responsibility to adapt their speed to local population and traffic conditions

22. PARC FERME

The following rules will apply:

- a. It is forbidden to refuel or repair the car in the start-of-Event Parc Ferme or in the start-of-Leg Parc(s) Ferme(s).
- b. Starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute.
- c. Vehicles will be in Parc Ferme from the moment they enter a Parc Ferme for the start, regrouping or end of Leg, until they leave it.
- d. Vehicles will be in Parc Ferme from the moment they enter a control zone. From the Stop point until the zone exit, if the vehicle is unable to restart, it may only be either towed or pushed out of the zone with external help without penalties, under the supervision of the control marshal.
- e. Vehicles will be in Parc Ferme from as soon as they reach the end of the last Leg (and at least until the time for lodging protests has expired).
- f. Any infringement of the Parc Ferme regulations shall result in a penalty ranging from 10 hours to exclusion.
- g. Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they will immediately inform the Clerk of the Course, who may request that it be repaired.
In this case, the time in whole minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives more than 30 minutes late will be excluded from the Event.
- h. As soon as they have parked their vehicle in the Parc Ferme, crews may cover their vehicle. Crews will leave the Parc Ferme immediately and no member of the crew will be allowed to re-enter it.
- i. By way of exception to the Parc Ferme rules, and on the responsibility of an official, the crew may, while in the Parc Ferme at the start, regrouping zone or end of Leg:
 - I. change one or two punctured or damaged tyres using the equipment on board.
 - II. have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course; check and/or adjust the pressure of its tyres.
 - III. clean the windscreen
 - IV. clean the windscreen

These repairs will be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.

- j. In order to remove its vehicle from a Parc Ferme for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- k. Inside the Parc Ferme, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event. Under no circumstances may this battery be taken on board the vehicle.

23. REGROUPINGS:

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

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

24. 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.

25. 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 - on red background.	Control sign with a clock
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 - on red background	Control sign with a clock
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

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

- a) Vehicles shall leave the control in the same order as they arrived.
- b) At the start of a competitive section, the time card will not be returned to the crew unless the crew are seated with seat-belts fastened and helmets strapped.

- c) If the next section is not a competitive section, the check-in time on the card shall constitute both the arrival time and the start of the next section.
- d) At the time control at the finish of a road section, the Post Marshal will enter the check-in time and the provisional start time for the competitive section.
- e) There will be at least two-minute gap between the check-in time and the start time for a competitive section.
- f) Immediately after checking-in at the time control, the crew will proceed to the start of the competitive section. The Post Marshal will enter the time foreseen for the start of the section on the time card (which will usually correspond to the provisional start time). He will then start the crew.
- g) In case of difference between the two entries, the starting time of the competitive section will be binding.

26. PASSAGE CONTROL

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

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

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

27. 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.

- a) Each crew is solely responsible for their time card book.
- b) 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.

28. 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.

29. FINAL SCRUTINY

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

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

30. REPATRIATION OF BODIES

- a. If a beneficiary resident or domiciled in India dies during the **SJOBA THUNDERBOLT SUB HIMALAYAN RALLY 2010**, the organisers will take care of:
 - I. The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
 - II. Expenses linked to preserving the body, imposed by current legislation.
 - III. Expenses directly linked to the transport of the body.

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

- b. If a beneficiary resident or domiciled outside India dies during the SJOBA THUNDERBOLT SUB HIMALAYAN RALLY 2010, the organisers undertake the cost to repatriate the body to an International airport in India.

All other costs remain the responsibility of the family.

31. 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.

32. PENALTIES

As not elsewhere mentioned in R & R

INFRINGEMENT	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	30 minutes

article of the SR or instruction given in writing for which a penalty has not been specifically provided	max
Obstructing traffic or other drivers 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 driver 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

33. 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 21 March 2010. The final results will be posted on the notice board at the Rally Office at 1500 hrs on 22 March 2010.

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

34. PROTESTS

a) Protests if any, should be lodged within 30 minutes of the announcement of the provisional results, which will be posted at the finish venue.

b) A protest fee of Rs.5000/- must accompany each protest. In case the protest involves a clearly defined part of a car requiring dismantling and reassembly, an additional sum of Rs.6000/- must accompany the protest.

c) Every protest shall be in writing and accompanied by a fee of Rs.5,000/-. This fee may only be returned if the protest is upheld.

Protests arising out of a competition shall be addressed to the clerk of the course or his assistant if such exists. In the absence of the clerk of the course or of his assistant, such protests should be addressed to the stewards of the meeting.

Any ruling by the Stewards shall be final and subject only to the right of appeal as provided for by the General Prescriptions of the FMSCI.

The appeal fee set by the FMSCI is Rs.30,000/- with intent to appeal @ Rs.15,000/- and balance payable within 48 hours with grounds of appeal.

35. 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.

36. PRIZES

Class	First	Second	Third
C	Rs.25000	Rs. 15000	Rs. 10000
J	Rs. 25000	Rs. 15000	Rs. 10000

37. NON-LIABILITY OF & INDEMNITY TO THE ORGANISERS

The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, State Governments, Government of India, decline liability for any accident caused by or to competitors, passengers or a third party and competing vehicles before, after or during the rally. The organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, State Governments, Government of India, also decline any liability for breach of any law in which the competitors may be included and the competitor shall declare to the duly authorized officials or Organizers or sponsors particulars of any accident or any accident from which liability may arise and shall indemnify the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, 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, FIA, State Governments, Government of India, arising out of any act of omission, and commission on the part of the organizers and sponsors, their officials, agents, representatives, employees and all persons assisting them in the rally, FMSCI, FIA, 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.

38. RIGHTS OF THE ORGANISERS:

a) The organizer may issue any Competitor Information Bulletins(CIB) to participants at any time with the approval of FMSCI / Stewards. Written Bulletins when issued shall be signed by each participant as proof of receipt and shall have the same legal force as these supplementary regulations. All Bulletins will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force and will constitute an integral part of these regulations and will be posted on the official notice boards during the Event.

b) Amendments to these regulations may only be made as per the Sporting Code & General Prescriptions of the FMSCI. Competitors may be informed of any amendments as soon as possible. Any amendments / additional provisions will be announced by dated and sequentially numbered bulletins which form an integral part of these Supplementary Regulations. These bulletins will be posted at the official notice boards and shall also be communicated to the competitors.

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

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

e) The organizers and / or the Clerk of the Course reserve the right to delete and/or change any part of the route should they deem it necessary to expedient at any time, or due to FORCE MAJEURE, or for any other reason.

f) The organisers reserve the right to refuse the entry of any entrant or participant after giving sufficient reason for such refusal.

39. 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 paramedical 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.