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Those wishing to take part in the DESERT STORM 2019 must send the Completed Application form along with the prescribed fee, which is available on our website [www.motorsport.in](http://www.motorsport.in) or from the office of Northern Motorsport, to the Permanent Secretariat at the address given as per programme. If the entry is sent by facsimile or email the original must reach the Organisers at the latest by the final date for close of the relevant entries

### 6.1 SUBMISSION OF DOCUMENTATION

- a. For ALL Standard Entrants, the completed Entry Form must be submitted and all documentation by 25 April 2019, otherwise a penalty of INR 500/- per day delayed will apply.
- b. Late Entries will only be accepted with complete information and documentation

6.2 The entry, when accepted is valid only for the primary applicant. Entries are not transferable.

6.3 The maximum number of entries shall be no more than 50 motorcycles & quads combined. The organisers reserve the right to increase the number. The organizers reserve the right to decide how many and which entries will be accepted.

6.4 By the very fact of signing the entry form, the rider submits himself to the sporting jurisdictions specified in the code and the regulations only. No amendments may be made to the entry form, except in the cases provided for in the regulations.

6.5 Up to the moment of the close of entries, the rider may replace the entered vehicle with another provided that there is no change in the class or group, subject to the approval of the organising committee & payment of a fee of INR2,000/-.

6.6 In case, a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. In case the vehicle is transferred to a different group fees, as applicable, for change of vehicle will apply.

6.7 The entry application will be accepted only if accompanied by the entry fees, which will be increased by 100% for those competitors not accepting the optional advertising of the organisers or are classified as sponsored as below:

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







8.2 EXCEPTION Applied for through waiver: (refer CIB)

### 8.3 SPECIAL CONDITIONS FOR MOTORCYCLES

- a. Removal of centre stands is permissible. Fitting of at least one stand is compulsory. It may be either a centre stand or a side stand.
- b. it is permitted to increase the size of the petrol tank for ALL groups. "Indian and foreign component petrol tanks are allowed."
  - i. Modifications required for fitment are allowed.
  - ii. Modification to increase Tank Capacity of Original Indian Component Petrol Tank is NOT allowed.
  - iii. If a foreign tank is used the bike will fall in Group "B".
- c. Tyres, Spokes and Rims are free for all Groups and classes including Group "D". 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.
- d. Use of imported tyres are free permitted for all groups.
- e. The headlight and metering instruments are Free for ALL groups.
- f. Front mudguard: Free for ALL Groups
- g. Ponchos/Marking Stickers will be worn by the motorcyclists and should display the competition nos. clearly. Ponchos/Marking Stickers should be worn over and above the safety riding gear and well secured to avoid billowing out and obscuring the vision of the rider. Carrying a bag/rehydration pack over the Poncho/Marking Stickers number is not permitted. The Poncho/Marking Stickers can be worn over the back pack or fastened to outermost garment so that the number is visible.

8.4 Any foreign Motorcycles being entered will have to carry with them the Technical Data and homologation verifications for their Motorcycles. The onus rests on the competitor for providing confirmation of their correctness of Class and Group during scrutiny, both post and pre-event.

8.5 Only FMSCI homologated Motorcycles are permitted for Group "D". Minimum license requirement is FMSCI Restricted Rally Competition License for group "D" and full competition rally license for Groups 'A', 'B' & 'C'. Compliance is the sole responsibility of the competitor.

8.6 As few stages of the Desert Storm may be conducted at night, additional lights are recommended.

### 8.7 SPECIAL CONDITIONS FOR QUADS

In addition to the above, each quad must be fitted with a circuit breaker, without any neutralisation system. The circuit breaker must be permanently linked to the rider. Checks will be made at each Leg start and throughout the rally route. In the case of an infringement, penalties from start refused to disqualification will be applied by the Jury.

### 8.8 ALL COMPETING MOTORCYCLES MUST:

- a. It is recommended to carry a GPS capable of loading tracks in GPX/GDB format.
- b. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India.
- c. Carry emergency rations and drinking water sufficient for a minimum period of 24 hours.
- d. Lights and red rear lights must be switched on throughout the race so as to facilitate overtaking of and by other competitors or organisers machines. Failure to respect this regulation will result in time penalties.

- e. All competitors are expected to carry necessary spares

THE ORGANIZERS WILL PROVIDE ADVICE ON ANY REQUIREMENT ON REQUEST.

#### 8.9 PERMITTED MODIFICATIONS:

As per 2 – Wheeler Technical Regulations of the FIM /FMSCI

### 9. RIDERS

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- 9.1 Any rider entered as a competitor holding an FMSCI national/FIM International competitor's license valid for the year 2019 is eligible. The minimum requirement is National 2w Restricted Rally license for Group D and National Full Rally license for Groups A/B/C.
- 9.2 Where the competitor is a legal entity, or is different than the rider, the rider named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor, throughout the whole event.
- 9.3 The wearing of FMSCI/RIDERS accepted safety equipment (Appendix L, Chapter 3) is compulsory throughout the selective sections, on pain of immediate disqualification of the rider.
- a. Protective Gear: Gloves, Riding Goggles, Jacket & Trousers.
- b. Footwear: Imported Motocross Boots are compulsory
- c. Gloves: Weather Proof Gloves
- d. Helmet: Mandatory at ALL Times: Must be one of the following makes:
- Europe ECE 22-05 'P', 'NP' or 'J'
  - Japan JIS T 8133 : 2007 | 2015
  - USA SNELL M 2010 | 2015.
- Only full-face helmets are permitted.**
- e. Officials may carry out checks on the riders' safety equipment and clothing at the start of each selective section in the Event and at any other moment of the Event. In the event of non-conformity, the start will be refused.
- 9.4 Pillion Riders are NOT permitted.

### 10. INSURANCE

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

10.2 Organizers holding a valid 2019 FMSCI permit for an event are covered for.

During the running of the event only,

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

These insurances are issued by the New India Assurance Company Ltd and valid during the running of the event only. Organizers / competitors are advised to take any additional insurances they may deem fit. If they have more than 100 officials & also require door to door coverage please contact: s.manikandan@stenhouse.in

Organisers & competitors are advised to take any additional insurances as they may deem fit.

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

- 10.4 It is strongly recommended that participants check with their insurer the guarantees (Cash Less facility) they will benefit from, and that these guarantees are valid when participating in a competition.
- 10.5 The insurance of each vehicle against Third Party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required prior to the closing of entries.

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

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

- 10.6 Under no circumstance are the organisers responsible either directly or indirectly for the vehicles of the competitors or their assistance. The safe keeping & recovery of the vehicles remains the sole responsibility of the competitor
- 10.7 **THIRD PARTY LIABILITY COVER:** The organisers have taken out a third party insurance policy appropriate for sporting events using motorised land vehicles, conforming to current legislation.

## **11. ADVERTISING**

- 11.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event "DESERT STORM 2019". Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake to not use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organisers.
- 11.2 The organiser enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.
- 11.3 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- Any instructions issued by the organisers are observed.
  - Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way
  - It should not be placed as to prevent recognition by Officials or Marshals.
  - The side panels shall be left free of advertising other than that provided by the organisers.
  - it does not encroach upon the spaces reserved for rally plates, number plates.
  - It does not interfere with the Rider's vision through the visor.

- 11.4 Space required as indicated in Appendix 5 of these regulations must be left free of advertising other than that provided by the organisers.
- 11.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10 of these regulations.
- 11.6 Advertising provided by the organisers must be carried & placed ONLY as indicated by the organizers.
- 11.7 All stickers/ advertising of other rallies have to be completely removed before the new stickers will be applied.
- 11.8 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 11.9 The Riders will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of INR 3,000/- will be incurred for a first offence and INR 5,000/- for each repeated offence.
- 11.10 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 100% of the entry fee.

## **12. IDENTIFICATION**

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- 12.1 The organisers will supply each vehicle with identification plates 3 panels carrying the race number termed number plates. They will carry the race number, the name of the event and if appropriate the name of the organisers' main sponsor
- 12.2 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.
- 12.3 The numbers plates (approx. 25 cm x 25 cm) must appear on both sides of the motorcycle and on the front above the headlight during the whole Event. Suitable plates should be provided.
- 12.4 At any time during the event, the absence or incorrect positioning of a race number plate or a rally plate may result in a penalty of INR 3,000/-. The simultaneous absence or incorrect positioning of 2 race number or rally plates may result in penalties of INR 5,000/-
- 12.5 The rider will be recognisable by means of an identification tag. Any breach noted by an official will result in a cash penalty of INR 1,000/-. The blood group & emergency number must be written on this tag.
- 12.6 Ponchos will be worn by the motorcyclists and should display the competition nos. clearly. Ponchos should be worn over and above the safety riding gear and well secured to avoid billowing out and obscuring the vision of the rider. Carrying a bag / rehydration pack over the poncho number is not permitted.

## **13. FUEL**

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- 13.1 Refuelling is the sole responsibility of the competitor.
- 13.2 All vehicles are recommended to have a minimum fuel range of 350 km. Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 450 km, regardless of the nature of the terrain. For safety reasons a 10% margin is indispensable, i.e. a range of 385 km.

- 13.3 Competitors may refuel at any commercial fuel pump. The organisers would NOT be providing any guidance or assistance. Any sign in the road book would be strictly optional and organisers do NOT take any responsibility for the quality, quantity or availability of fuel.
- 13.4 Engines must be stopped during the refuelling operation. It is recommended that the rider exit the vehicle during refuelling. In the case where they remain in the vehicle their safety harnesses should be detached.
- 13.5 Use of Aviation fuel (Avgas) or corresponding to the fuel as defined by the FIM is permitted as per Regulations of the FIM. Participants will, however, have to arrange for their Avgas requirements on their own
- 13.6 Refuelling between competitors is authorised

#### 14. ADMINISTRATIVE CHECKS & SCRUTINEERING

14.1 LOCATION: As per Schedule

14.2 TIMES/SCHEDULE:

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

##### 6 May 2019

COMP #	FROM	TO	COMP #	FROM	TO
60 ~ 51	0800	0930	30 ~ 21	1230	1400
50 ~ 41	0930	1100	20 ~ 16	1500	1630
40 ~ 31	1100	1230	15 ~ 11	1630	1800

##### 7 May 2019

COMP #	FROM	TO
10 ~ 06	0800	0900
05 ~ 01	0900	1000

14.3 ADMINISTRATIVE CHECKS

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

- e. Any rider reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

#### 14.4 SCRUTINEERING

- a. Only those riders who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a Motorcycle is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the Motorcycle must be made to comply
- b. Competitors not conforming to the norms would be automatically disqualified and their entry fees would be forfeited. No vehicle will be allowed to start unless it complies with the FIM/FMSCI safety regulations and the present Prescriptions.
- c. At scrutineering rider members will be asked to produce their identity cards.
- d. The scrutineering card must be carried in the vehicle throughout the event. It will also contain the record of the Service Time utilised by the competitor. This scrutineering card must be produced to any official on demand and surrendered at the finish.
- e. LOSS OF THE SCRUTINEERING CARD MAY RESULT IN PENALTIES.
- f. Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the Motorcycle with the Group in which it is entered, conformity of the Motorcycle with the National Highway code, etc.
- g. Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- h. Any vehicle which appears on external examination to be ineligible for the Rally or a specific Class may be rejected and called back for re scrutineering.
- i. Additional checking / scrutineering (of riders as well as of vehicles) may be carried out at any time during the event.
- j. At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

#### 14.5 SEALING AND MARKING

- a. In order to prevent the engine or body shell from being changed without appropriate permissions 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 head & engine block. Other means of identification may also be used. Missing marks will result in immediate disqualification. Any fraud discovered, in particular the fact of presenting as intact identification marks that have been retouched, will result in disqualification of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement.
- b. The engine block, engine head and chassis, identified with a mark during scrutineering, and the rider are associated with a race number; these four elements can be neither changed nor replaced during the running of the Event without prior information & permission of COC (except for cases expressly provided for in these Prescriptions).

- c. It is allowed, with prior permission of the Scrutineer, to change engine of the vehicle by taking defined penalties for maximum 3 instances during the running of the event. First change shall attract a penalty of 15 minutes, second change will attract a penalty of 45 mins & third change will attract a penalty of 2 hours.
- d. Entrants/Rider 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.

## 15. COMPETITOR BRIEFING & CEREMONIAL START

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- 15.1 A general briefing will be held as per itinerary. All competitors need to sign their presence in the register maintained at the venue for this purpose. Absence of signature will be deemed as absence at the briefing and the competitor would be referred to the Stewards for sanction.

THE PRESENCE OF AT LEAST ONE MEMBER OF EACH CREW IS COMPULSORY, FAILING WHICH THE MATTER SHALL BE REFERRED FOR STEWARD’S SANCTION.

### 15.2 CEREMONIAL START

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

## 16. ALLOCATION OF RACE NUMBER, START ORDER

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- 16.1 Order for the allocation of race numbers:

1. Rider on the FIM priority rally rider list.
2. Winner of the 2018 Desert Storm
3. Winner of the 2018 India Baja
4. Rider classified by FMSCI.
5. All other rider at the initiative of the organising committee.

- 16.2 The starts of the Super Special Stage and of each leg shall be given with an interval of 2 minutes between the first 10 riders. At the start of each Leg, the riders shall start at intervals being no shorter than 1 minute.

- 16.3 Following the Super Special Stage (If any), the starts for the First Leg including a Selective Section shall be given in the order of the Super Special Stage classification. Penalties imposed during the Super Special Stage and on any Road Sections concern only the general classification. In case of a dead heat, priority will be given to the rider who achieved the time first.

- 16.4 In case of absence of a Super Special Stage, the start for the First Leg including a Selective Section shall be given in the order of Race Numbers, or a pre-published start order on the eve of First Leg.



- 16.5 From the second leg onwards, the starts shall be given in the order of the provisional classification of the selective section/s of the previous leg. In case of a dead heat, priority will be given to the rider who achieved the fastest time in the 1st Selective Section
- 16.6 The Clerk of the Course, when drawing up the starting order, will take into account any sporting penalties (missed PCs, missed WPMs, speeding, etc.) that a competitor has incurred during the last Selective Section run, and that must be added to the time of the selective section(s) considered.
- 16.7 Any penalties incurred on the road section(s) will be added to the overall results for the leg ran.
- 16.8 In a case where a rider arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorised as a function of the Motorcycles present, and the starting time is the target check-in time at the Time Control + 3', even if it concerns the start for a Selective Section other than the first of the day. The marshal in charge of the start will ensure that this regulation is respected and make a report to the clerk of the course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as disqualifying the rider concerned.
- Example:* Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; starting time authorised: 10h03, which corresponds to the target check-in time + 3 minutes.
- 16.9 For safety reasons only, the Stewards may draw up a new starting order and reposition any FIM/FMSCI seeded rider. In no case, can such a repositioned rider start in front of an FIM/FMSCI seeded rider appearing among the first ten riders in the start list of the Leg.
- 16.10 The start Parc Fermè (where applicable) will be operational 90 minutes before the flag off of the first Motorcycle. All competitors must check their vehicles into the start Parc Fermè at least 60 minutes before the flag off of the first Motorcycle. Lateness will be penalised as follows:
- Up to 5 minutes INR 500/-
  - Up to 30 minutes INR 1000/-
  - Beyond 30 minutes Start Denied
- 16.11 The Parc Fermè shall be sealed 30 minutes before the flag off of the first Motorcycle. Non-compliance may result in the vehicle not being allowed into the start Parc Fermè & being refused a start. The vehicles may be presented by a representative of the entrant.
- 16.12 The starting area shall also be regarded as a 'Parc Fermè'.
- 16.13 Any vehicle reporting late for the start of a Leg shall be penalised at a rate of one minute for every minute of lateness. Any rider arriving more than 30 minutes late shall not be permitted to take the start and shall be disqualified immediately.
- 16.14 The exact time of start will appear on the Time Card.
- 16.15 Any rider arriving late at the start of the event or of a leg shall be penalized by 1 minute for every minute late and will be issued a fresh start time which shall be after the last competing Motorcycle. Any rider reporting more than 10 minutes late shall be denied a start.

- 16.16 Since the riders have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be stamped on the Time Card. The 60 minutes referred to in Art 15.10 is for bringing the Motorcycle to the Parc Fermè whereas the 10 minutes referred to in Art 15.14 is from the proposed restart time.
- 16.17 Save for cases provided for in the Regulations, the first truck will start after the last Motorcycle. The minimum period between the last Motorcycle and the first truck is left up to the Clerk of the Course.
- 16.18 The start lists will be published on the Official Notice Board at Rally Headquarters as per programme

## **17. ROAD BOOK AND NAVIGATION**

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- 17.1 The route will remain secret until the road book is distributed to the riders. The road book will contain a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of disqualification.
- 17.2 Competitor's attention is drawn to the fact that the route passes through a few villages and they are thus advised to exercise extreme caution while passing through them. The organisers may take suo moto cognizance of any breach of caution and impose penalties on the competitor which may extend to refusal of start.
- 17.3 DATA LOGGER (If Applicable)
- The DATA LOGGER would be issued at the start of each leg and must be handed over by the competitor to the end Time Control marshal.
  - Throughout the duration of the rally competitors are responsible for the correct functioning of their DATA LOGGER.
  - The DATA LOGGER must be switched on and positioned in a manner so that it has a clear view of the sky throughout the entire leg.
  - All actions caused by the competitors (loss, destruction, switching off etc.) making it impossible to read the DATA LOGGER and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the College of Sporting Stewards and may include disqualification from the race.
  - Checks will be carried out at the end of legs. The data must validate passage through All WPMs and adherence to the speeds in the Speed Zones. The person carrying out the checks will note any infractions and these will be included in the results.

If a rider has two DATA LOGGERS working and only one of the two DATA LOGGERS validates the passage of a WPM no penalty will be given. In cases where checks are contested the DATA LOGGER(s) downloaded data will be re-examined & the organiser's decision will be final. It is not mandatory for the organisers to state any reason/s and/or share any data pertinent to that decision.

## 18. TRAFFIC & SPEED

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

- 18.1 Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting Stewards. Depending on the circumstances, penalties may be applied in form of time or Cash, including disqualification.
- 18.2 In the event of an infringement of the traffic laws committed by a rider participating in the Event, officials of the event (judges of fact) having noted the infringement will inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the rider 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 rider 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.
- 18.3 GOING THROUGH VILLAGES

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

## 19. HELPING AT AN ACCIDENT

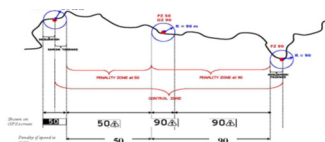
Riders are expected to stop at the scene of an accident so as to provide the most appropriate form of help until the medical assistance arrives. Considerable means have been put in place so as to shorten the response times by as much as possible.

- 19.1 SHOULD YOU HAVE AN ACCIDENT OR A BREAKDOWN, YOU MUST ENSURE:
- That your rider and vehicle are away from danger & the path of the next approaching Motorcycle.
  - Switch off the Main Circuit Breaker.
  - Put the Red Warning Triangle at least 30 meters. before on the path to warn the next approaching Motorcycle.
  - Display the Green OK or in case any rider needs medical assistance, the Red SOS sign given in the road book to the next approaching Motorcycle.
  - Call the event emergency numbers given on the front of every road book.
- 19.2 Should a competing vehicle come across another vehicle which has met with an accident, it is their duty to ensure that the rider of that vehicle does not need any medical attention.
- When a Red SOS sign is displayed it is MANDATORY to stop & assist the rider requiring help.
  - The first rider to arrive at the scene must stop and inform the next Motorcycle of all the details.

- c. The next Motorcycle must take the following information to the NEXT radio post (which may be the finish post.)
  - Competition number of the rider involved
  - If & how many rider members or spectators are involved.
  - If any rider member or spectator is trapped in or outside the Motorcycle.
  - Location of the accident i.e. the closest road book instruction.
- d. All competitors stopped in the stage must place their Red Triangle at least 30 meters before from where the Motorcycle is stopped even if the Motorcycle is clear of the road.
- e. It is permitted to take the injured on board.
- f. FAILURE TO PROVIDE SUCH ASSISTANCE / FAILING TO REPORT ANY BREAKDOWN / ACCIDENT TO THE NEXT OFFICIAL ON THE ROUTE MAY LEAD TO DISQUALIFICATION AT THE DISCRETION OF THE STEWARDS
- g. The Stewards may at their discretion, considering the facts of each case, compensate the competitor for any time penalties incurred in rendering such help provided that an application in writing is submitted at the end of leg.

## 20. SPEED CONTROL ZONES

- 20.1 Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'. The presence or absence or erroneous posting of signposts indicating Speed Limit Zones can in no way be used in any appeals.
- 20.2 All speed Zones would have a Maximum Speed Limit of 30 Kilometres per hour except when stated otherwise in the Road Book or by a CIB.
- 20.3 Overtaking is authorised, if a vehicle is travelling abnormally slowly, on condition that the maximum speed authorised in the zone is not exceeded.
- 20.4 Speed & Position Data is stored in the DATA LOGGER every 1 second. If the speed limit is exceeded, it will be recorded on the DATA LOGGER.
- 20.5 An impulsion is an excess speed recording for a continuous stretch of 10 seconds. All impulsions will be penalised based on the highest excess speed recorded as follows:
  - a. Between 1 and 15 kmph: (3 Minutes + INR 500) x the number of impulsions.
  - b. Between 16 and 40 kmph: (10 Minutes + INR 1000) x the number of impulsions.
  - c. More than 40 kmph:
    - i. 1st impulsion: 30 Minutes + INR3000.
    - ii. 2nd successive impulsion: 1 hour + INR6000
    - iii. 3rd successive impulsion: A penalty at the discretion of the Stewards
- 20.6 Organisers may establish not more than two successive speed zones with different speed limits. In the case of increasing speed, the higher speed will be enforced from 90 metres before the intermediate FZ/DZ waypoint (WPE). (See Diagram below)



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

In the case of repeated infractions during the rally, the competitors may be referred to the Stewards who may levy penalties up to and including disqualification from the race.



- 20.7 Fines must be paid before the start of the next leg, on pain of being refused a start.
- 20.8 As a safety backup, times at the DZ & FZ may also be noted manually. The penalties in this case would be calculated at the rate of 2 penalty units per unit less than the ideal time. In all circumstances the times noted by the marshals cannot be disputed. The DATA LOGGER data & penalties would have primacy in all circumstances & the manual timings would only be used in case of an eventuality.
- 20.9 The organizers may post officials with Speed Guns at any point in the designated control zone. In case of over speeding, penalties as stated above would apply. The official would be designated judge of fact and no protest will be entertained regarding his findings.
- 20.10 SPEED CONTROL ZONES: DEFINITIONS
- a. SPEED CONTROLS ZONE: ENTRY
    - A speed control zone will be indicated on the road book by a box marked: 'DZ' and/or by a GPS point (WPM).
    - The first 100 meters after the DZ point is considered as a deceleration zone, before entering the actual control zone.
  - b. THE CONTROL ZONE:  
The speed of a competitor will be limited to 30 kmph or such speed as mentioned in the road book between the point of entry and exit point of the zone, regardless of the route taken between these two points.
  - c. SPEED CONTROL ZONE: EXIT:
    - The end of the Speed Control Zone will be indicated on the road book by a box marked 'FZ' and/or by a GPS point (WPM).
    - Before this point there will be a zone of tolerance of 100 meters so as to avoid any arguments concerning the measuring of speed.
    - Competitors can reaccelerate from this point.
  - d. THE ENTRY AND EXIT ZONES ARE COMPULSORY POINTS OF PASSAGE.  
It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.
- 20.11 SPEED LIMITS – ROAD SECTIONS  
On certain road sections (indicated by bulletins), the maximum speed may be limited. Penalties incurred will be identical to those of a speed zone.
- 20.12 STOP & GO  
At certain points, the route of the Storm will cross or travel a short distance over tarmac or low traffic roads. To ensure safety while crossing these points:
- a. These concern points will be marked in the Road Book or intimated by a bulletin or will be marked by way of a waypoint on the GPS track.
  - b. The organisers may also mark these points with a signboard. However, a missing board cannot be given as an excuse for not adhering to this provision.
  - c. The S&G Control will comprise of 2 Signs, a Yellow Warning Sign and a Red Warning Sign placed between 20~50 meters apart.

- d. The competitor's vehicle must come to a complete halt for at least 3 seconds with all 4 wheels being stationary within the Zone.
- e. Failure to stop will be noted by the data logger or by the Marshal present who will be a judge of fact for this infraction and penalized. No Protest will be entertained in this respect.
- f. It is forbidden for competitors to stray by more than 10 m (radius) on pain of a penalty of 15 minutes for each control.

## 21. RECONNAISSANCE

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- 21.1 No reconnaissance is permitted.
- 21.2 The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event after its announcement is prohibited.

**21.3 It is important to note that the route of the event may traverse certain restricted areas for which prior permission of the relevant authorities is taken by the organisers for the event dates.**

- 21.4 Unauthorised presence may lead to legal action by the authorities & in no circumstances will the Organisers be responsible.
- 21.5 Any rider who has been on the FMSCI Cross Country Priority Rider list for the current or previous five years, or his co-rider or representative, and who wishes to visit an area which might be used for a selective section of any event must obtain written permission from the organiser who will inform the FMSCI.
- 21.6 Failure to respect these rules will result in the competitor being reported to the stewards.

**21.7 Under NO circumstances are participants or any person related to them or their crew permitted to cross west of the vertical line drawn North to South, intersecting Sam village (Lat: 26 49'50.75 N & Long: 70 30'15.30 E)**

## 22. ASSISTANCE

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- 22.1 Assistance is PROHIBITED at all times, at all points of the itinerary inside ALL competition stages except in permitted assistance & Service zones.
- 22.2 Assistance & Service zones and the times permitted would be communicated by bulletin.
- 22.3 All assistance vehicles used in the event must be registered with the Rally Office not later than 1500 hrs on the 7 April 2019. Assistance Vehicle Stickers are to be positively collected at the time of registration
- 22.4 For up to one Assistance Vehicle per competitor, the Organiser will provide, at a cost of INR 2,000/-, 4 assistance stickers per assistance Motorcycle, (which must be, affixed one each on the front windscreen, front doors on both sides and the boot/back), Service Plan & up to 5 Service ID Tags.
- 22.5 Should a competitor wish to register more than one assistance vehicle, the balance assistance vehicles will be issued assistance stickers on payment of a registration fee of INR 3,000/per assistance vehicle.
- 22.6 The registration number and the corresponding sticker number of the assistance vehicle will be noted along with the competition number of the competitor(s) using the assistance vehicle/s in a register which will be maintained by the Organisers.

- 22.7 Any competitor found to be receiving assistance from a vehicle not registered and/or without Assistance stickers will be penalized at the rate of INR 10,000/- per infringement; however, this does not apply to receiving assistance from a fellow competitor or a fixed commercial establishment.
- 22.8 Any competitor whose Assistance vehicle or Rider behaves in a manner that endangers other competitors or road users will be fined up to INR 20,000/and/or the competitor disqualified at the discretion of the Stewards of the Meet.
- 22.9 Repairs are authorised at all times, at all points of the itinerary: Except for selective sections, or except where indicated in the Supplementary Regulations.
- 22.10 At the NH / bivouac: After having checked in at the time control at the end of the leg, competitors will immediately take their competition vehicle to the designated Parc Fermè.
- 22.11 Authorised Service zones and the time permitted (if applicable) will be intimated by a CIB and/or marked in the Road Book: They will be considered as a speed control zones.
- They may be defined, on site by assistance zone panels and in both the racing and service road books, so that all the participants are duly informed.
  - At least one judge of fact may be present to monitor the conformity of the actions undertaken.
  - The time utilized in this service will be part of the Stage time and will not be counted towards the fixed service time.
- 22.12 In the case of assistance in an SS, the authorised zone will be intimated by a CIB and/or marked in the Road Book: It will be considered as a speed control zone.
- It may be defined, on site by assistance zone panels and in both the racing and service road books, so that all the participants are duly informed.
  - At least one judge of fact may be present to monitor the conformity of the actions undertaken.
  - The time utilized in this service will be part of the Stage time and will not be counted towards the fixed service time.
- 22.13 ASSISTANCE IS FORBIDDEN**
- ALL SELECTIVE STAGES OF THE ROUTE ARE DESIGNATED AS UNSUITABLE FOR ASSISTANCE VEHICLES.
  - All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate disqualification on the decision of the panel of stewards.
- 22.14 Assistance between competitors is FREE. However, they may use only the material, tools & spares carried on board. Taking external materials or assistance would entail penalties as specified.
- 22.15 A vehicle must move by its own means, with the engine running; moving under the power of the starter-motor alone is not allowed.
- 22.16 If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed. However, in control zones, this will entail the following penalties:
- Start area of a leg and/or start area of a Selective Section: THE START WILL BE REFUSED.
  - Passage Control Zone: 5 minutes.
  - Time Control Zone: 15 minutes.

- d. In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.
- 22.17 The transportation of motorcycles and quads is permitted in all liaison stages
- 22.18 ALL VEHICLES TOWED AND / OR PUSHED BY MEANS OTHER THAN A RACE/AUTHORISED VEHICLE WILL BE IMMEDIATELY DISQUALIFIED FROM THE RACE.
- 22.19 Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
- 22.20 In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing / towing up to 200 meters and would entail an additional supervisory penalty of **5 minutes** for each instance.
- 22.21 Assistance vehicles may not enter or be present in the Selective Sections from 3 hours before the scheduled time of start of the section till the after the closure of the control at the end of the selective section. Assistance vehicles will travel only in the direction of the race.
- 22.22 All 'JUDGES OF FACT' are authorised and required to report the presence of assistance not accredited by the organisation, both at the NH / bivouac and over the route as a whole.

### **23. TIME CARDS**

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

- 23.1 At the start of the Event, riders shall be given a time card. This time card shall be handed in at the finish Time Control of each Leg and may be replaced by a new one at any point in the duration of the event. Each rider is solely responsible for its time card.
- 23.2 Any correction or amendment made to the time card will result in disqualification, unless such correction or amendment has been approved in writing by the controller.
- 23.3 The rider alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.
- 23.4 Riders are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as disqualification.
- 23.5 THE LOSS OF A TIME CARD WILL ENTAIL A PENALTY OF 15 MINUTES.
- 23.6 A competitor who retires must immediately inform the Rally Headquarters / next Rally official and hand over his Time Card. He must also remove or place a black "X" across his rally numbers.



## 24. RUNNING OF THE STORM

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- 24.1 The Official Time throughout the entire rally will be Indian Standard Time (IST) expressed in accordance with the 24-hour GPS clock. The IST time differential from GMT/UTC is +5.30 hrs. Hours, minutes & seconds will be shown as 22:01:46
- 24.2 The entire event shall be split up into a number of liaison, neutralization, service, competitive & selective sections.
- 24.3 At the end of each road section at a point of the organiser's choice, which shall be indicated in the Road Book, a time control will be located. This Time Control will be twinned with the Start of the Selective Section Control.
- 24.4 At the end of each Competitive / Selective section at a point of the organiser's choice, which shall be indicated in the Road Book, a time control will be located. This time control will constitute the end of the selective section and will be as described as Flying Finish. This time control will be numbered with the suffix "a" following the number of the time control immediately preceding it. This Time Control will mark the start of the next Transport/ Liaison. For example, the end of SS between TC4 and TC5 will be numbered TC4a and the flying finish will be located here.
- 24.5 Although the organisers may publish an Estimated Time for traversing the Selective Section, the entire time taken by the competitor for traversing the route between TC4 and TC4a, increased by any sporting penalties (DZ/FZ, S&G, PC, assistance etc.) would constitute the stage penalties.
- 24.6 Late arrival at the end of the transport section (Liaison/Neutralization) will attract a penalty of 1 minute per minute late. These penalties will count towards disqualification (MPL). It is further clarified that only lateness incurred at the end of the transport section, in the above example, at TC5, shall be counted towards disqualification time (MPL).
- 24.7 Early arrival will be penalised at the rate of 2 minutes per minute early. Penalties for early arrival will not be included in disqualification time.
- 24.8 It is important to note that the time taken for completion of control formalities at the Flying Finish control shall be to the competitors account. There will be no restart or dead time at these controls.
- 24.9 FIXED PENALTIES
- Any competitor failing to complete a leg of the rally as required by the regulations (i.e. failure to report at the TCs at the start or finish of a day within their opening times, or failure to complete a selective section within the maximum time allowed) will be given a fixed penalty of "100 hours" and designated as a 'DNF' (Did Not Finish)
  - A Fixed Penalty will not be applied on the Final Leg of the event.
  - It is compulsory for a competitor to take the start of each day.
  - Any competitor failing to complete a section of the rally (i.e. failure to report at the TC at the start or finish of a stage within the control closing time) will be given a penalty calculated by adding the following:
    - 30 minutes for each Start of Stage Time Control
    - 15 Minutes each for all other controls.
    - Scratch time (25.19 c) authorised for the Selective Section(s) or Road Section(s) not covered + increased by 15 minutes.

- e. In no case may a fixed penalty be used by a competitor who has been disqualified by the Stewards.
- f. Any competitor who fails to finish any section/leg in the maximum prescribed time (DNF) will be entitled to participate in the next legs competition and take fixed penalties provided that:
  - a. The competitor conveys his/her intention to withdraw from the leg in writing with the nearest official before the close of the section in which the competitor is withdrawing (A format for this is appended to the road book).
  - b. The competitor would be eligible to take the next legs start ONLY if a written application is made to the CRO along with a Re Entry Fee of INR 3,000/- by one of the crew within 2 hours of the closing of the last Time Control.
  - c. The competitor's vehicle is presented at the opening of the next legs Start Parc' Fermè for scrutiny. Such scrutiny would be at the discretion of the Start Marshal.
  - d. No relief will be available to any competitor who does not follow the above procedure and such a competitor would be marked a non-finisher and would not be allowed to continue in the event.
  - g. For competitors who have withdrawn from a Leg, accommodation would only be provided at the end of the leg which they have started.
  - h. No competitor may take a benefit of this rule more than once in the entire event.
  - i. The organisers reserve the right to refuse without assigning any reason to permit any competitors from continuing participation even after availing the fixed penalties.

#### 24.10 MAXIMUM TIME ALLOWED

- a. A target time will be given / allocated for each liaison, neutralization, service, competitive & selective sections. or their parts.
- b. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to disqualification.
- c. At that moment the control is said to be closed for the competitor concerned. The maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

#### 24.11 MAXIMUM PERMITTED LATENESS (MPL)

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

## 25. CONTROL ZONES

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

- 25.1 The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 50~100 m, the position of the control post is indicated by a sign on a red background. The end of the control area, approximately 50~100 m further on, is indicated by a final sign on a beige background with three black transversal stripes.
- 25.2 The signs will always be located on the left side.
- 25.3 If a time control is wrongly located on the route, riders must check in as if it were correctly located.
- 25.4 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, riders must continue along the official route. For time controls, the time due at the next time control will be calculated by adding the times allowed for the sections concerned and will therefore remain unchanged.
- 25.5 All control areas (i.e., all the areas between the first warning signal and the final one) are considered as 'Parc Fermè'.
- 25.6 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 25.7 It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Event or to re-enter a control area once checking in has taken place at this control:
  - a. 1st infringement: Penalty of 10 minutes,
  - b. 1st repetition of the infringement: Penalty of 1 hour,
  - c. 2nd repetition of the infringement: Disqualification.
- 25.8 The target check in time is the responsibility of the riders alone, who may consult the official clock on the control table. The post Marshalls may not give them any information on their target check in time.
- 25.9 Control posts shall be ready to function 30 minutes before the target time for the passage of the first rider. Unless the clerk of the course decides otherwise, they will cease to operate 30 minutes after the target time for the last rider, plus disqualification time. The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified rider.
- 25.10 The Road Marshalls and Post Chiefs shall be distinguished as indicated in Art.1.4.
- 25.11 On pain of a penalty which may go as far as disqualification, the riders are obliged to follow the instructions of the marshal in charge of the control post, who may be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).
- 25.12 Any failure on the part of a rider to observe the rules of the check-in procedure defined will be recorded by the controller at that post and sent in a written report to the clerk of the course.
- 25.13 Target times and maximum times allowed, as well as the start order will be mentioned in the Road Book. Any changes will be communicated in a CIB to all participants.

25.14 For safety reasons, on the proposal of the Clerk of the Course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control in the case of a Selective Section, the time control being twinned with the end-of Selective Section control), where the times recorded will serve to establish the classification of the Leg. On the decision of the clerk of the course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermè rules.

#### 25.15 TIME CONTROLS

- a. At the Time Controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the rider members submits the time card to the controller. The clocking of the time card will only be carried out if all the rider members and the vehicle are within the immediate vicinity of the control, or in a queue if rally vehicles waiting to check in.
- b. The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone. The rider is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. The rider may only stay in the control zone for the time necessary to clock in.
- c. For Road Sections, the rider does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.
- d. *Example:* A rider which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- e. For Road Sections the ideal check-in time is that obtained by adding the target time for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.
- f. At the TC at the end of the road section the controller notes on the time card the clocking in time of the rider and their start time for the selective section. They will permit a delay of 3 minutes between the two to allow the rider to prepare for the start.
- g. After clocking in at the time control the rider must go immediately to the start of the selective section. The controller notes the real time of the start of the selective section and then gives the start to the rider.
- h. If in the case of an incident, there is a difference between the two clocking in times noted, the start time of the selective section is the one considered, except if the sporting stewards decide otherwise.
- i. At the time control at the end of a leg, riders are allowed to check in early without incurring penalties.
- j. All riders arriving at a TC at the finish of a Leg after the maximum time allowed will be penalised by a minute for every minute late. After the closure of the control, clocking in will be done at the Rally Office with the official present. Riders arriving after the maximum permitted lateness will be treated as being out of the race.

#### 25.16 PASSAGE CONTROLS

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

- a. The Passage Control will be twinned with a Stop & Go Control which will immediately precede the Passage Control
- b. The control zone will be defined using the following signs:
  - 1 Yellow Sign with S&G
  - 1 Red Sign with S&G along with 1 Yellow Sign with stamp (start of zone).
  - After approximately 50~100 m, 1 Red Sign with stamp (Passage Control post).
  - Finally, 50~100 m further on, 1 final beige signs with 3 transversal black stripes.
- c. The location of these Passage Controls will be clearly visible and signalled to crews by means of flags and, wherever possible, sited on fairly level ground. The passage might also be timed to the second and noted on a passage sheet by the person in charge of the post.
- d. A competitor has to halt twice during this complete control procedure. First at Red S&G, the competitor's vehicle must come to a complete halt for at least 3 seconds with all 4 wheels being stationary within the Zone. Then, the competitor's vehicle may move, & stop again at Red Stamp Sign for PC stamping.
- e. The responsibility of getting the time card stamped properly at a Passage Control lies completely with the competitor, who shall cross check the same before continuing.
- f. Closing time for Passage Controls:  
The closing time for Passage Controls will be declared taking into account:
  - The distance covered since the start of the Section concerned.
  - The time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time.
  - The ideal time of the last competitor, increased by 30 minutes.
- g. The penalty for missing a PASSAGE CONTROL will be 30 penalty minutes for each PC missed.

#### 25.17 SELECTIVE SECTION CONTROLS

- a. When a time control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
  - i. A Yellow warning sign with clock (beginning of zone).
  - ii. A Red sign with clock (Time Control post) after approximately 50~100 m.
  - iii. Red sign with flag (start of the Selective Section) at a distance of 50 to 200 m.
  - iv. Finally, end of control sign (3 transversal black stripes on a beige background) 50~100 m further on.
- b. Immediately after checking in at the time control the rider must go to the start of the selective section. The controller will enter the selective section start time and then give the start for that rider.
- c. The countdown will be announced 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any rider which fails to start within 20 seconds of the starting signal.
- d. The Start at the Selective Section will be given with a Start Clock or a Manual Count Down.
- e. The penalty for not starting within 60 seconds is disqualification. In case of a mechanical problem, the rider may push their vehicle out of the control zone within this time

and park it so that it does not obstruct the passage in any way. Any obstruction will lead to immediate disqualification.

- f. The starting intervals for Selective Sections will respect the same criteria as those laid down for starting Legs except in the case of a road penalty.
- g. Any rider refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of 60 minutes.
- h. If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.
- i. A false start shall be penalized by 1 minute at least or an increased time applied by the stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the stewards, especially if the offence is repeated.
- j. Where the section is a road section after a selective section, the check in time entered on the Time Card shall constitute both the arrival time at the end of the competitive section and the starting time of the following transport section.
- k. At the finish of a Selective Section, the stop point will be twinned with a Time Control.
- l. The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".
- m. A false start, particularly one made before the controller has given the signal, shall be penalised by 1 minute at least or an increased time applied by the Stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- n. Selective Sections will end in a flying finish; the signs being positioned as follows:
  - i. yellow chequered sign (beginning of zone).
  - ii. after approximately 50~100 m, 1 red chequered sign (flying finish).
  - iii. at a distance of 150 to 300 m, 1 red signs (STOP).
  - iv. finally, 50~100 m further on, a final beige sign with 3 transversal black stripes.
- o. Stopping between the yellow warning sign and the STOP sign is forbidden; any infringement will entail a 15-minute time penalty.
- p. Immediately upon crossing the red chequered sign the rider is MANDATORILY required to reduce the speed of the vehicle to less than 15 Km/Hr.
- q. At a distance of 150 to 300 m after the finish, the rider will report to a Time Control indicated by a red STOP sign. The controller will enter on the Time Card the time of arrival (hour, minute and seconds), which will also be if applicable, the starting time of the following Road Section (hour and minute).
- r. If a rider is unable to leave the zone under his own power, he may be pushed or towed out of the zone with external help from officials and/or competitors still in the event only and will incur no penalty.
- s. A rider who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.

## 25.18 SELECTIVE SECTIONS

- a. During the Selective Sections, all members of the rider under pain of disqualification will wear safety gear& crash helmets

- b. It is strongly recommended that they also wear a head restraint system, overalls, gloves, a balaclava, long underwear, socks and shoes, homologated according to the standard described in the FIM Appendix L, Chapter 3.
- c. The Selective Section will be timed when the centre of the front wheels of the vehicle passes over an imaginary line drawn across the road marked by the Red Chequered Flag.
- d. Timing will be done on the finish line, which might have print-out equipment and shall be backed up by hand timing.
- e. For selective sections the finish times will be recorded to the nearest second, except for the super special stage where they will be taken to the nearest tenth of a second to decide dead heats. Once the super special stage classification has been established and the starting positions for the following selective section have been determined, the tenths of a second will be deleted and the times rounded down to the second immediately below.
- f. Riders are forbidden to drive in the opposite direction to that of the Selective Section, under pain of penalties which may go as far as disqualification.
- g. During a Selective Section, unless provision is made to the contrary in the Regulations, any assistance is forbidden other than that of a racing rider using parts transported by another racing rider. However, approved assistance zones may be set up by the Organisers.

#### 25.19 SUPER SPECIAL STAGES

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

#### 25.20 INTERRUPTION OF A SELECTIVE SECTION

- a. When the running of a selective section is definitively stopped or interrupted for one or more competitors the clerk of the course may allocate each competitor affected a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Con-

tol times, tracking system etc.). This time can also be the slowest time set before the interruption.

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

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

#### 25.21 REGROUPINGS

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

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

#### 25.22 PARC FERMÈ

The following rules will apply:

- a. It is forbidden to carry out any work other than that expressly permitted below in Parc Fermè.
- b. Motorcycles are subject to Parc Fermè rules:
  - From the moment they enter the pre-start Parc Fermè (if any)
  - From the moment they enter a regroup
  - From the moment they enter a control area
  - From the moment they reach the end of the rally until the stewards have authorised the opening of the Parc Fermè.
- c. Vehicles will be in Parc Fermè from the moment they enter a control zone.
- d. A Motorcycle which will not start may be pushed by the rider, officials and other riders still in the event to the end of the control zone. In such case a 1-minute penalty will be applied. Engines may be started by means of an external battery, which may be



brought in and taken out by a rider member under the supervision of an official of the event. Such batteries may not be transported in the competing vehicle.



- e. Towing or pushing by another vehicle is prohibited inside the Parc Fermè.
- f. Any infringement of the Parc Fermè regulations shall result in a penalty ranging from 10 minutes to disqualification.
- g. If the scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, the vehicle may be repaired in the Parc Fermè in the presence of a Scrutineer. The time in whole minutes used for such repairs will be added to the rider's penalties for that leg. Once the work has been completed a new start time will be allocated. Should the work take more than 30 minutes the competitor will be given the fixed penalty (if applicable) or disqualified.
- h. After entering Parc Fermè at the end of a leg riders must stop their engines. They may then cover their vehicles and then immediately leave the Parc Fermè. Re-entry is not permitted until 15 minutes before their restart time except under provisions detailed in Fixed Service Time (Art 21.19 of these regulations)
  - i. By way of exception to the Parc Fermè rules, and on the responsibility of an official, the rider may, while in the Parc Fermè at the start, regrouping zone or end of Leg:
    - i. Change one or two punctured or damaged tyres using the equipment on board.
    - ii. Check and/or adjust the pressure of its tyres.

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 Fermè for the start, regrouping halt or end of Leg, the rider shall be allowed to enter the Parc Fermè 15 minutes before its starting time.
- k. Before leaving the Parc Fermè, the riders are permitted to place their vehicle covers and external battery outside the Parc Fermè.

## **26. PROTESTS & APPEALS**

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- 26.1 An "Enquiry Sheet" is provided in each Road Book. In case of any Request or Enquiry, Competitors are requested to fill out the details in this form and hand it over to the C.R.O. A decision on this "Enquiry" will be taken by the C.O.C. The competitor has the right to protest against the C.O.C.'s decision to the Stewards of the Meet.
- 26.2 All protests must be made in accordance with the rules laid down by the FMSCI & the International Sporting Code. They must be made in writing and given to the C.R.O / C.O.C, accompanied by the sum of INR 18000/-, which will be retained if the protest is not considered justified.
- 26.3 Protests must state the specifics of the offence alleged and the relief sought. Vague, Oral & such frivolous complaints will not be entertained.
- 26.4 If the protest requires the dismantling of different parts of a Motorcycle, the claimant must pay an additional deposit
  - a. Of INR 3,000/ if the protest involves a clearly defined part of the Motorcycle (engine, transmission, bodywork, etc.) for each such part.
  - b. Of INR 6,000/if the protest involves the whole vehicle

- 26.5 The costs incurred by the work and by the transport of vehicles will be charged to the claimant, if the protest is not justified, and by the competitor protested against if the protest proves justified. If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less the difference will be refunded.
- 26.6 In case of a protest against another competitor, one protest can be lodged only against one competitor. Separate protests must be lodged in case it involves more than one competitor.
- 26.7 The entrants may lodge an appeal against the Stewards decisions, in conformity with the stipulations of the National Sporting Code. The appeal fee is INR 1,03,280/- with a sum of INR 56,640/- to be paid along with the intent of appeal and the balance to be paid within 96 hours along with the grounds of appeal.

## **27. CLASSIFICATIONS**

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- 27.1 The clerk of the course bears the responsibility for time-keeping.
- 27.2 Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).
- 27.3 The rider which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and category are drawn up in the same way.
- 27.4 In the event of a dead heat, the rider which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.
- 27.5 In case no competitor is able to complete the event. At the discretion of the organisers, Overall and/or Group wise classifications may nevertheless be obtained on the basis of the maximum distance travelled towards the finish by each competitor.

### **27.6 CLASSIFICATIONS**

- a. The provisional classifications will be posted each evening at the NH/ bivouac at 2300hrs, in front of the Rally Office.
  - b. The official partial results will be posted 1 hour before the scheduled restart time of the first vehicle. It will become definitive at the end of the reclamation period, which will end once the first competitor in the race has taken the start of the leg which follows this posting. In case the results are not posted at the scheduled time, the rescheduled time of posting will be 2300 hrs next evening. This does not apply for the final leg.
  - c. Given that these classifications becomes definitive as concerns the elements used to compile them, these elements and the classification may be NOT be considered regarding any protest, once the final classifications are posted at the end of the event.
- 27.7 The official classification of the DESERT STORM 2019 will be posted on the official notice board in the last NH at the latest 12h after the arrival of the 1st vehicle. They become definitive 30 minutes after their posting.





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

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

29.4 AT STEWARD'S DISCRETION

- a. Late at Ceremonial Parc Fermè more than 10 min
- b. Tampering with DATA LOGGER
- c. Causing Injury/Rash & Negligent Behaviour
- d. Not Reporting Incident
- e. Misbehaviour by Assistance
- f. Not following Marshals Instructions
- g. Infringements of Parc Fermè Regulations
- h. Any other area either not explicitly or adequately or Not covered by these regulations

### 30. APPENDIX '1': COMPETITOR RELATIONS OFFICER

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#### PRINCIPAL MISSIONS

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

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

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

#### PRESENCE AT THE RUNNING OF AN EVENT

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

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

#### FUNCTION

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

### 31. APPENDIX '2': JUDGES OF FACT

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Judges of fact are required to perform the following duties:

- a. To bring to the notice of the clerk of the course of any unfair practices or irregularities adopted by the competitors during the running of the event.
- b. To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
- c. To bring to the notice of the clerk of the course any cases of competition vehicles taking shortcuts or straying off the defined itinerary as specified in the official Road book. They would also be required to report incidents of competitors infringing rules pertaining to Parc Fermè, both at the night halts as well as those of the time control areas.
- d. Protest may not be made against the decision of the judge, which shall be acceptable as final unless corrected as herein provided. The finding although final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the automobiles have completed the course.
- e. A mistake by a judge may be corrected by him with the approval of the Stewards of the meeting.

### 32. APPENDIX '3': SIGNPOSTING OF CONTROLS

ZONE BEGINNING Panel on Yellow Background	CONTROL Panel on Red Background	END OF ZONE Panel on Beige Background
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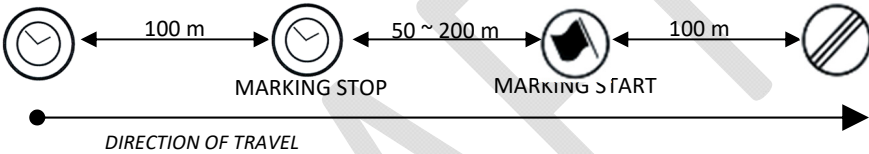
#### PASSAGE CONTROLS



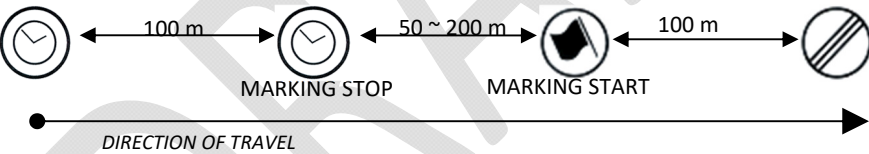
#### TIME CONTROLS



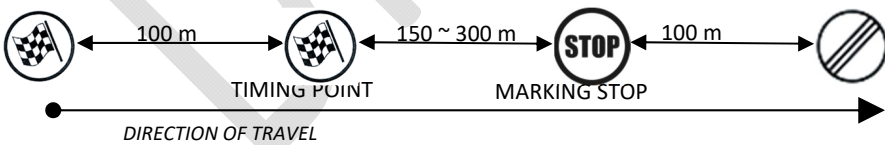
#### TIME CONTROL FOLLOWED BY THE START OF A SELECTIVE SECTION



#### START OF SELECTIVE SECTION COINCIDING WITH THE START OF LEG



#### END OF SELECTIVE SECTION



**33. APPENDIX '4': ADVERTISING**

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**TO BE ANNOUNCED**

**34. APPENDIX '5': TIME SCHEDULE**

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**TO BE ANNOUNCED**

**DRAFT**



## 35. APPENDIX '6': INSURANCE

### 35.1 Cover provided by FMSCI with permit

Organizers holding a valid 2019 FMSCI permit for an event are covered for.

During the running of the event only,

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

These insurances are issued by the New India Assurance Company Ltd and valid during the running of the event only. Organizers / competitors are advised to take any additional insurances they may deem fit. If they have more than 100 officials & also require door to door coverage please contact: s.manikandan@stenhouse.in

### 35.2 Organizers /competitors are advised to take any additional insurances they may deem fit.

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

### 35.3 DEFINITIONS

- a. Organiser: Northern Motorsport.
- b. Beneficiaries of the DESERT STORM 2019:
  - i. Competitors but NOT their assistance.
  - ii. Officials of the event,
  - iii. Journalists and members of the media,
  - iv. Individuals invited by the organisers, those of their partners.

### 35.4 COVERAGE

The facilities are accorded on the route of the rally for the duration of the DESERT STORM 2019 (from official flag off to the end of the last road section). During this time, competitors who have been disqualified or who have retired will NOT be covered from the point where they retired.

### 35.5 SERVICES

- a. In case of bodily injury, the medical team of the rally will put in process and organise the transport of the injured from the place of the accident to the NH/bivouac of the rally or the nearest appropriate medical facility.
- b. Decisions will be based only on the medical aspect and the respect of the health regulations in vigour, either to hospitalise the injured in a nearby medical facility, before envisaging transport to the nearest hospital/facility at the nearest town.
- c. The information of the patient's usual doctor, often important, may help the rally's medical team make the most opportune decisions.
- d. It is, in this regard, expressly stated that the final decision concerning the medical interests of the injured, rests with the Safety Office of the rally.
- e. In the case where the injured refuses to follow the decision considered as the most opportune by the Safety Officer, they discharge Northern Motorsport of all responsi-

bility, notably in the case where the injured returns by their own means or in the case where the injured aggravates their own health. They may therefore not make any claim to be refunded for expenses incurred.

#### 35.6 TRANSFER AND / OR REPATRIATION OF THE INJURED

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

- a. This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, ambulance plane) if necessary under medical surveillance.
- b. Only the medical interests of the injured and the respect of current health regulations will be considered when choosing the means of transport used.
- c. This service will never be provided to non-threatening injuries which may be treated in situ and will not stop the beneficiary from continuing the rally or from reaching the NH by their own means.

**ATTENTION:** The repatriation of an injured resident or domicile outside India from India to their country of domicile or residence is at organiser's expense as per FIM directive for International events inscribed in FIM Calendar. The organiser will take out at their cost, a compulsory repatriation insurance for all riders entered in the event.

#### 35.7 MEDICAL COSTS (INCLUDING HOSPITAL EXPENSES) COVERED ON THE DESERT STORM 2019

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

#### 35.8 EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

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

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

#### 35.9 REPATRIATION OF BODIES

- a. If a beneficiary resident or domiciled in India dies during the DESERT STORM 2019, the organisers will take care of:
  - i. The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
  - ii. Expenses linked to preserving the body, imposed by current legislation.
  - iii. Expenses directly linked to the transport of the body.
  - iv. All other costs remain the responsibility of the family of the beneficiary.
- b. If a beneficiary resident or domiciled outside India dies during the DESERT STORM 2019, the organisers undertake the cost to repatriate the body to an International airport in India.  
All other costs remain the responsibility of the family.

### 35.10 DISQUALIFICATIONS

- a. No assistance services will be provided for a bodily injury or death resulting from:
  - i. an intentional act on the part of the injured,
  - ii. taking part in bets, brawls or fights,
  - iii. if the pathological state is not urgent,
  - iv. nervous illnesses, nervous depression, mental illness,
  - v. the use by the injured of medicines, drugs, tranquillisers and / or products taken and not prescribed medically,
  - vi. a drunken state characterised by the presence in the blood of a level of pure alcohol equal to or superior to the limit fixed by Indian law in vigour at the time of the accident,
  - vii. Suicide or attempted suicide.
- b. ARE NEVER COVERED:
  - i. Costs of medical equipment, prosthesis.
  - ii. the costs of any type of cure,
  - iii. treatment of an aesthetic nature,
  - iv. costs of physiotherapy or a chiropractor,
  - v. costs of vaccines and cost of vaccination,
  - vi. the costs of medical services or paramedical services or the cost of purchase of products whose therapeutic benefits are not recognised by Indian law,
  - vii. costs of the definitive coffin,
  - viii. Customs expenses.

### 35.11 THIRD PARTY LIABILITY COVER

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

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

## 36. APPENDIX '7': TERMINOLOGY

- 36.1 **ASN:** The National Sporting Authority. In India, Federation of Motor Sports Clubs of India (FMSCI) is the ASN.
- 36.2 **Assistance:** Service shall be defined as unrestricted work on or the physical presence of a person around a competing vehicle except where limited by the applicable Articles in the present Prescriptions.
- 36.3 **Bivouac:** Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book.
- The bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the Rally HQ set up by the Organisers and in which the official notice board will be installed:
  - The Rally HQ will be operational after the closing of the Time Control for the finish of the Leg. The finish Time Control and the start Time Control of the next Leg may be combined.
  - The Organisers may set up bivouacs with regulated servicing. Servicing may be conducted within the bivouac area only in the designated area.
  - Any team member (including riders) is allowed to drive the team's competition vehicle outside the bivouac for technical testing only and away from the route of any Selective Section.
- 36.4 **Briefing:** A briefing must be given by the clerk of the course or by an organiser's delegate before the start of the first leg. The participation of at least one rider member of each entry is compulsory.
- Further briefings may be held at the organisers' discretion. The date, time and attendance requirement must be specified in the supplementary regulations.
  - Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin
- 36.5 **Bulletin:** The Official bulletin is an integral part of the Regulations and is intended to modify, clarify or complete them.
- 36.6 **Competitor:** Physical or legal entity used for the physical or legal person who has entered the vehicle.
- 36.7 **Competitors Information:** This is information given by the Organisers and/or Race Control to the riders who, after reading it, will confirm this by signature. This note will be made available to the competitors as soon as possible.
- 36.8 **Rider:** "Rider" means the first rider together with any co-rider(s), who will hold an FIM/ASN rider's and entrant's licence valid for the current year/for the Event.
- 36.9 **Duration of an Event:** Any Event starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the vehicle) and ends upon the expiry of one of the following time limits, whichever is the later:
- time limit for protests or appeals or the end of any hearing by the Stewards;
  - End of the administrative checking and post-event scrutineering carried out in accordance with the Code
  - End of the prize-giving.
- 36.10 **DZ:** The start of the speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of discrepancy between the two, the Waypoint will be binding. Also see FZ

- 36.11 **Estimated Time:** Time estimated by the Organiser to cover a Selective Section.
- 36.12 **FZ:** The end of a speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of discrepancy between the two, the Waypoint will be binding. Also, see DZ
- 36.13 **GPS:** “GPS” in all cases refers to the standard equivalent to the Global Positioning System.
- 36.14 **Infringement:** A competitor is in infringement if he acts in dis-regards to any provisions contained herein. A repeat instance of dis-regard will be deemed as second infringement and so on. Any infringement will result in penal actions against the competitor as proposed by these rule and may include disqualification
- 36.15 **Infringement (speed control zone):** An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control zone. In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as disqualification, depending on the excess speed noted.
- 36.16 **Leg:** Each part of the Event that is separated from the next by a stopping time of at least 6 hours. After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, unless otherwise decided by the Stewards on proposal from the Clerk of the Course.
- 36.17 **Manufacturer:** A Manufacturer is one who manufactures vehicles which bear that manufacturer’s name, and are on sale to the public. Special editions of such vehicles are made for competitions purposes and are in compliance with the FIM Appendix J. Manufacturers may enter vehicles bearing their name for competition purposes direct-ly under their own management or contracted to an associated company.
- 36.18 **Maximum time allowed:** Time greater than the target time allocated for each Road Section, or maximum time given to each Selective Section. Any rider exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to disqualification. At that moment the control is said to be closed for the competitor concerned. The maximum time allowed may be changed by the Clerk of the Course at the Stewards’ discretion.
- 36.19 **Neutralisation Period:** This is the time during which the riders are stopped by Race Control (Parc Fermè conditions). This is also referred to as Dead Time.
- 36.20 **Official itinerary:** This is represented by the passage through each visible or hidden waypoint featured in the road book.
- 36.21 **PC (Passage control):** A zone where the time card will be stamped by the marshals and which will obligatorily be a WPM.
- 36.22 **Pulse signal (speed control zone):** Following the permanent functioning of the “DATA LOGGER” \*, a pulse signal is recorded in the “DATA LOGGER” \* at least every 100 m and the speed is recorded. This data will be used to analyse and instances of speeding through the speed zones.
- 36.23 **Regrouping (Parc Fermè conditions):**
- a. A halt scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the riders still in the Event. The regrouping time may vary according to the riders.

- b. The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten riders that arrive will start at 2-minute intervals.
- 36.24 **Road Book:** Each rider shall receive a road book in conformity with the FIM format, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or maps indicating the route and/or the compulsory GPS passage coordinates, which they will observe on pain of penalties which may go as far as disqualification .
- 36.25 **Real time:** This is the time actually taken to cover the route of a Selective Section.
- 36.26 **Road Section:** Section of itinerary with a target time between two successive Time Controls.
- 36.27 **Route:** This is defined by the official road book of the Event, confirmed by the rider of the opening Motorcycle (if applicable). The route is divided into Legs consisting of one or more timed Selective Sections linked by Road Sections. The maximum length of the Selective Sections per Leg is set at 800 km.
- 36.28 **Sporting penalty:** A sporting penalty means a penalty imposed for Speeding, missing a PC, unsporting conduct, or other violation committed on a Selective Section.
- 36.29 **Selective Section:** Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event. This provision will be indicated in the Regulations. Starts of Selective Sections are preceded by or twinned with a Time Control, and followed by a Time Control after the finish.
- 36.30 **Super Special Stage**
- The organisation of a Super Special Stage (SSS1) is an integral part of Leg 1. All participants are scheduled for inclusion in the Event, only one Super Special Stage will be organised, which will determine the starting orders for the next Leg. It will be run in the form of a Selective Section, with a minimum length of 2 km and a maximum length of 10 km. The reconnaissance of the Super Special Stage is permitted for a period of 30 min is set aside for & by walking the track.
  - It shall count for the classification of the Event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that Leg and applied the same day.
- 36.31 **Team Manager:** Person duly authorised in writing to represent a team entered in an Event, with a competitor's licence issued in the name of this team.
- 36.32 **Target time:**
- Each Road Section will be covered within a target time, which the competitors will respect.
  - Any rider exceeding this target time on the Road Section will incur a penalty given to the minute.
- 36.33 **Time Card:** Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.
- Waypoint:** A point the coordinates of which are given to the competitors by the road book and can be memorised in the "GPS"\*. A Waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints, However, for the DESERT STORM 2019 only Visible Waypoints (WPM) would be used. Each Waypoint is a compulsory passage point.