



RFC INDIA

Rules & Regulations For Competitors



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Any clarification or information required in regards to the rules and regulations laid down in the event can be obtained from:-

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1. Event Format and Regulating Body

1.1. The Rainforest Challenge India (RFC India) is a part of the Rainforest Challenge International of Malaysia Global Series, designed to bring four wheel drive enthusiasts together from India and around the world, with the ultimate aim of successfully completing an off-road adventure, competition and expedition event over 10 days in India. Special Stages are included to test drivers and riders to their limits in extreme off-road conditions.

Event Stages are set out as below:-

A – Prologue, these are situated in areas with “Spectator Access”

B – Predator Stages, has camping on the jungle fringe

C – Terminator Stages, jungle campsite

D – Twilight Zone is an untimed “Expedition” drive, and points awarded for *participation. *As set down by the event committee.

1.2. This event is open to all 4-wheel drives, providing the vehicle currently or previously has been sold to the general public by the manufacturer. The event is also open to ATV's for competition aspects provided there are enough numbers to make up that particular class. Otherwise, they are allowed to participate as touring adventurers only. No prototype, 4x4 commercial vehicles, vans or agricultural vehicles are allowed.

1.3 Rainforest Challenge International (RFC) is the regulating body for this event.

1.4 The Special Stages (SS) –

SS results will determine the overall champions, 1st Runner up and 2nd Runners up in each class. Scoring will be a combination of elapsed time, less any penalties incurred by competitors, as specified, in the competition rules.

1.5 SS will be varied, with a major emphasis on safety. The competition sections will be designed to test 4 wheel driving and recovery skills first and foremost. Special SS for team events comprising of two or more vehicles will also be included as and when it is decided by the Organising Committee. A separate team event trophy will be awarded to the group with the highest points after completing all team SS.

1.6 “Team Spirit Award” will be judged by the Organising Committee, with individual competitors earning points on a daily basis for exceptional motivation, leadership skills and the ability to act on ideas to assist others, during times other than the SS.

1.7 The “Jungleman Award”, will be a prestigious individual award of RFC India. This award will be given to any competitor who shows outstanding combination of teamwork, survival, mechanical, 4 wheel driving, and recovery and outdoors skills during all aspects of the adventure.

1.8 The “Environment Award” will be given to any competitor or group of competitors who show the most care and attention to the preservation of the environment, to promote the 4 wheel drive and off-road movement as a responsible user of public land.

1.9 Other awards may include Most Unique 4x4, Ladies Team and Special Awards.

1.10 The Organising Committee running the event will be the selected by the Event Director and may include Event Manager, Competition Manager, Chief Scrutineer, Chief Marshal, Competitor Relationship Officer and Officials.

2. Vehicle Class and Scrutineering

2.1 There will be Seven Classes and Two (2) Overall Rankings as below:-

- Up to 1600 cc - Petrol or Diesel Engines not exceeding 1600 cc
- 1601 to 2600 cc Petrol Engines Over 1600cc not exceeding 2600 cc
- 1601 to 2600 cc Diesel Engines Over 1600cc not exceeding 2600 cc
- Above 2601 cc Petrol or Diesel Engines exceeding 2601cc
- ATV (Separate Rules & Regulations will apply)
- Electric Winch – Vehicles running a dedicated electric winch
- PTO Winch – Vehicles running dedicated PTO winch
- Overall Rankings Foreign Entries
- Overall Rankings Indian Entries

Note 1: The Organising Committee reserves the right to amalgamate classes where there are less than 3 competitors entered. Prior notice will be given.

Note 2: All classes will qualify for the Overall Rankings (winners). Points will be accumulated in all the SS for the Overall Rankings irrespective of the classes and the type of winch used.

2.2 Vehicles and all equipment are required to be available for Scrutineering at designated time and place. A competitor’s representative must be present during these checks.

2.3 Vehicle must be presented in a ready to start condition including all compulsory equipment, Drivers License’s, Insurance Papers and Registration Papers.

2.4 The Organising Committee’s emphasis is on the safety aspects of the vehicle and its condition to successfully complete the event. It is the competitor’s responsibility that the compulsory equipment is in good working order and that they are self-sufficient to complete the event. Scrutinizing may again take place before the Twilight Zone. Any vehicle or equipment that is deemed not to be in good condition will be excluded from entering the Twilight Zone.

3. Compulsory Equipment- Vehicle

3 (a) A 3,000kg (rated) recovery point is required on the front and rear of the vehicle and must be welded or securely mounted to the chassis by a minimum of two 12mm, or four 10mm, grade 8 (or equivalent) high tensile bolts. Recovery points must be painted red. Recovery points can be mounted to a bulbar, if the bulbar is sufficiently strong enough to cope with a 3,000kg load.

3 (b) A windscreen is to be fitted which is to remain upright at all times.

3 (c) Vehicles must be fitted with an air intake snorkel.

3.1 Compulsory Equipment- Recovery

3.1 (a) Minimum 8000lb front recovery winch (see 5E)

3.1 (b) Ground anchor mounted securely

3.1 (c) Minimum 8000kg tree trunk protector & Winch Extension Strap

3.1 (d) Minimum 5000kg recovery strap 6-9 metre in length

3.1 (e) Snatch block

3.1 (f) 4 shackles (min 0.75 inch) rated at 3000kg or better

3.1 (g) 2 x 1kg (dry weight) dampeners (500mm x 900mm recommend size)

3.2 Compulsory Equipment - Safety

3.2 (a) Minimum 4 point harness (see 5A2)

3.2 (b) 6 point roll cage (see 5A3)

3.2 (c) A mechanical battery isolation switch (circuit breaker) (see 5D(a))

3.2 (d) Fuel tank with spill proof inlet

3.2 (e) ISI / FIA / FIM Standard crash helmet. Wireless intercoms are optional but recommended.

3.2 (f) 2 x pair finger enclosed leather or material gloves

3.2 (g) Eye protection glasses (Optional but recommended)

3.2 (h) Vehicles shall carry one valid 1.8kg or two 0.9kg operable dry powder fire extinguishers, mounted securely, within easy reach of the driver and co-driver

3.2 (i) A comprehensive 'First Aid Kit'

4.0 Compulsory Equipment - Vehicle

4.1 Shovel/hoe with fixed handle mounted securely

4.2 Waffle boards/sand ladders mounted securely

4.3 Hi Lift Jack mounted securely

4.4 Dual battery system for vehicles with electric winch

4.5 Air Compressor - (Optional but recommended)

4.6 Puncture repair kit – (Optional but recommended)

4.7 Comprehensive tool kit to effect running repairs for the duration of the event

4.8 Spare parts etc: fan belts, radiator hoses, oil, wheel bearings, alternator and filters

4.9 Camp equipment: camp cot / stretcher, food, water, cooking equipment and waterproof tarp/tent

4.10 Spare winch cable/synthetic rope

4.11 Spare winch motor & winch solenoids (Optional but recommended)

4.12 Garbage bags (minimum 10 pcs)

5. Vehicle Specifications

5A. Body/Chassis

5A (a) Chassis of a production type 4x4 vehicle and a bulkhead of a production type 4x4 vehicle is compulsory.

5A (b) All vehicles must have a fire wall between passenger compartment and the engine bay.

5A (c) Any equipment that is relocated from the engine bay to other parts of the vehicle such as radiator/wet batteries which are installed behind driver or co-driver a Steel, Poly Carbonate or Perspex wall must be fitted to the entire opening and sealed from the cabin.

5A (d) Vehicles must have a bonnet covering the engine and rotating pulleys.

5A (e) Soft top vehicles must have roof protection installed to protect the crew from intrusions. Roof protection shall consist of a 3mm minimum thickness aluminium sheet or 2mm minimum thickness steel plate or high impact plastic roof panel extending the full width of the vehicle from the windscreen frame to the rollover protection and shall terminate behind the heads of the crew.

5A (f) Chassis cannot be lightened, but can be strengthened and modified to allow fitting of non-standard engines and suspension systems.

5A (g) Doors must be fitted to all vehicles. Half doors are to be at least 150mm above the highest part of seat swab.

5A (h) Wagons, dual cabs and open backed vehicles will have a metal cargo barrier fitted immediately behind driver and co-driver seats. Cargo barrier to be made of steel/alloy with a maximum opening of 50 x 50mm of a least:- steel 2mm – alloy 3mm in thickness. Cargo barrier is to be secured in at least 4 places by clamps or bolt on brackets.

5A (i) Items carried in the vehicle must be secured adequately while the vehicle is in motion.

ALL MODIFICATIONS ARE SUBJECT TO APPROVAL BY CHIEF SCRUTINEER, AND IT IS RECOMMENDED THAT THE FOLLOWING GUIDELINES ARE FOLLOWED.

A competitor's vehicle should be able to be identified as a declared model and the following original sections or parts of the declared model will be considered as qualifying criteria

- Front Grill with light assembly
- Engine compartment and bonnet
- Driver and passenger cabin with A-Pillar, B-Pillar, bulkhead, doors, roof, floor and windscreen.
- When seated in the cabin, no part of the engine, bell housing, gearbox, transfer case, drive shafts, propeller shafts, winch/winch or winch cable/cables will be visible.

5A2 SEAT BELTS -Full harnesses must be fitted for all occupants, the minimum being a Four (4) Point Harness, and must comply with recognized European, American, Australian or FIA Standards. The full harness must not be frayed, torn or damaged in any way.

Examples of Harnesses as below



The lap part of the harness must be secured to the floor pan behind the line of the seat back. The shoulder harness must be secured no lower than 100mm below the top of the seat back. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 15° to the horizontal from the upper rim of the backrest. Mounting bolts must be 10mm high tensile. Backing plates are to be fitted under floor pan for seat belt bolts.

5A3 ROLL CAGE - Vehicles shall be fitted with a 6 point rollcage starting at the “A” pillar.

tubing used in the manufacture of the rollcage must be minimum of:-

- a) 45mm OD seamless steam pipe with 2.5mm wall thickness
- b) 45mm OD Aluminum Alloy pipe with 5mm wall thickness

All joints are to be full penetration butt- welded.

c) Internal rollcage will be mounted to the floor pan of the cabin in six places by 100mm square plates of 5mm thick, either welded or bolted to the floor pan with at least 2x10mm high tensile bolts per mounting plate. Backing plates of the same size and thickness shall be used on the underside of the floor pan.

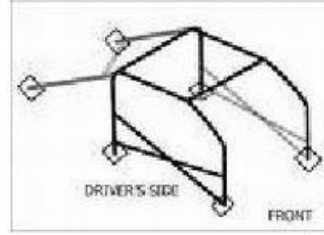
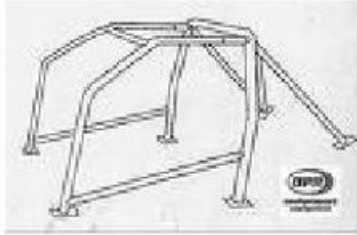
d) Rollcage structure must not obstruct front seat access nor encroach upon the area occupied by driver and co-driver.

e) Upper section of the roll cage or bracing must be fully protected with high-density foam or equivalent, of at least 15mm thickness. Hollow cylindrical pipe insulation may be utilized for this purpose.

f) While Internal rollcages are recommended for higher safety, External rollcages may be used provided they do not protrude beyond the wheel arches, the design does not compromise the vision of the driver and they are chassis mounted i.e. the load is transferred to the chassis. No holes are allowed to be drilled in the chassis for mounting the roll cage.

g) All Rollcages must be built to acceptable engineering practices. The Chief Scrutineer will have the final say on the design and mounting points of all rollcages.

Examples of Internal Roll Cage as below:-



5B. Fuel – Air Systems/Engines

5B1 Vehicles must carry supplementary fuel storage of 20 liters over and above normal capacity either in jerry cans or additional vehicle mounted fuel tanks. Jerry cans or fuel storage containers are not allowed to be stored on roof of vehicle. All fuel storage must be metal or an approved plastic container for cartage of fuel. The Chief Scrutineer reserves the right to reject any fuel tank or fuel storage container that is deemed to be unsafe.

The fuel tanks used must have a spill proof inlet.

Automatic fuel cut-off is recommended for all classes. All fuel feed pipes going to the engine to be provided with automatic cut-off valves located directly on the fuel tank which automatically close all the fuel lines under pressure if one of these lines in the fuel system is fractured or leaks.

5C. Wheels and Tyres

5C (a) Tyre and wheel combinations are restricted to a maximum 40" diameter.

5C (b) Agricultural tyres of any type are not allowed.

5C (c) Wheel chains of any type are not allowed during competition.

5C (d) Tyres must be of a mud type tread pattern and be classified for road use.

5C (e) Tyres must have at least 60% tread depth at the start of the event.

5C (f) Wheel and tyre combinations can protrude past the vehicle body, but must be covered by flare material, extending the whole length of the wheel arch.

5C (g) One spare wheel is to be carried at all times and securely mounted on or inside the vehicle.

5C (h) Competitors must complete the event and all SS, using the original tyres, as fitted to the vehicle at the time of scrutineering. Replacement tyre/tyres must have the approval of the Competition Manager.

5D. Electrical System

5D (a) A mechanical battery isolation switch (circuit breaker) is to be fitted to the battery or batteries providing power to the competing vehicles electrics. This is to be placed within reach of the driver and co-driver whilst secured in vehicle. (Winch circuit is exempted).

- 5D (b) External power sources are not allowed.
- 5D (c) A dual battery system is to be fitted to vehicles with an electric winch.
- 5D (d) Vehicle to have working lights, indicators, wipers and horn.
- 5D (e) Auxilliary lights / LED bars are recommended as some SS may be run in the dark. Mounting of the lights / bars is free.

5E. Winch

- 5E (a) Vehicle shall be fitted with a minimum 8000 lb front recovery winch.
- 5E (b) Winches shall be fitted with an operational brake.
- 5E (c) Winch cables shall be of high tensile steel compatible to the winch rating. Mild steel cables with a hemp center are not allowed.
- 5E (d). Synthetic rope must be compatible to the winch rating.
- 5E (e) Winch cable or synthetic rope must be in a serviceable condition.
- 5E (f) Winch hooks must have a working safety catch, no open hooks at any time.
- 5E (g) Winch cables must have professionally swaged loops. Synthetic Ropes must be spliced to manufactures guidelines.
- 5E (h) Winch cable or synthetic rope is allowed to be wrapped or spooled onto horns on the winch bar at the finish of an SS. The protruding "horns" must not be pointy and be made of material and have a radius of 30mm.
- 5E (i) A Cable dampener must be used on both steel cable and synthetic rope, it will be positioned in the center third at the start of winching. It is not to be rolled up or attached to the cable/rope.
- 5E (j) If steel winch cables have to be repaired after the SS they may be joined using the following methods:
 - 1) An overlap of the cables of minimum 100mm with the use of at least 4 able clamps spaced equally. The ends of the cables must be securely taped down so as not to have any of the cable strands exposed.
 - 2) Parallel line splicing of minimum 100mm of cable. The ends of the cables must be securely taped down so as not to have any of the cable strands exposed.
- 5E (k) Cable repairs must be approved by the Chief Scrutineer or Competition Manager. Competitors will not be allowed to start an SS without approval.
- 5E (l) Competitors having both Electric and PTO winches can only enter one class that will remain unchanged throughout the event.

6. General Rules

- 6.1 The event is open to all road registered 4 wheel drive vehicles, providing the vehicle currently or previously has been sold to the general public by the manufacturer. Prototype vehicles are not allowed.
- 6.2 Unusual or extraordinary 4 wheel drive vehicles can be considered for entry. Any vehicle failing to comply with any of the rules and regulations contained in this event guide is required to apply for an exemption in writing to the Competition Manager, stating the regulations that the vehicle fails to comply with. Each request will be considered on its merit.

An exemption will only be granted when the Competition Manager is satisfied that the vehicle has no unfair advantage over other competing vehicles and no safety aspects have been ignored. Failure to apply for an exemption may exclude the competitor from starting the event.

6.3. SS Manager will be in charge of any recovery operations during special stages by either controlling the recovery personally or by nominating an official as the Recovery Leader. In the interest of safety all competitors must abide by the Recovery Leader's instructions. Only one Recovery Leader will be nominated for any situation.

7. Environment

These rules have been included to ensure we all participate in a world class event that is at the forefront of environment conservation, by abiding with globally accepted environmental practices when travelling through and camping on public land. Penalty points will be imposed on entrants for breach of any environment rules stated herein.

7a Campsites, assembly, holding and work areas, are to be left clean. Take all of your own rubbish, and maybe that of other peoples. Do not bury any rubbish.

7b Where toilets are not available, ensure you dig a hole and bury "night soil" at least 100 meters away from camp sites and watercourses. Failure to comply with this requirement, will be immediate disqualification from the event.

7c Failure to use a tree trunk protector during winching operations will result in a DNS being recorded for the SS.

7d In the event of driving on a beach, ensure that you keep to the marked tracks and don't drive over or damage vegetated sand dunes. When in the jungle do not cut down or damage standing trees or plants. Ensure you drive on the marked tracks and if you encounter fallen trees etc, that block the track, rather than trying to drive around them, remove them off the track.

8. Advertising

Competitors are allowed to fix any kind of advertising to their vehicles provided that:-

8.1 Prior written permission is addressed to the Organising Committee.

8.2 It is not offensive.

8.3 It does not encroach into areas reserved for event sponsors, competition numbers and event labels.

8.4 Failure to put on main event sponsors and putting other sponsors stickers will result in a penalty imposed by the Organising Committee.

9. Regulations for Special Stages (SS)

9 (a) The driver will start the stop watch when the vehicle is parked with the most forward part of vehicle aligned with the start peg and after the co-driver is secured in the vehicle. The driver may stop the clock only after the vehicle comes to a complete stop after touching the end peg and the co-driver is secured in the vehicle. All recovery

equipment must be securely stored at start and finish of each SS. A 10 point penalty will apply if clock is stopped to soon.

9 (b) There will be a parallel timing done by the Marshal in charge of the SS, in the event of any error on the part of the driver in the starting or stopping of the stop watch the timing taken by the Marshal shall be taken as the final timing of the SS.

9 (c) Holding of bunting is not allowed.

9 (d) Starting order for the groups of SS's will be by ballot or by accumulation of scores obtained, this will be decided by the Organising Committee with prior notice to the competitors.

9 (e) The Twilight Zone Transport Stage will be considered as two Special Stages and a maximum of 200 points will be awarded. Conditions will apply, which will be announced prior to entry into the Twilight Zone.

9.1 Driver and Co-Driver are the only persons allowed in the competing vehicle during an SS. The driver must have a current Driver's License issued by any motor authority that is recognized under the Motor Traffic Act in India.

9.2 Driver and co-driver must wear a certified ISI Standard crash helmet or its international standard equivalent while in a moving vehicle during an SS.

9.3 Driver and co-driver combination will remain the same for the entire event, alternating between driver and co-driver for any particular SS is allowed, provided they do not alternate after starting an SS.

9.4 Timing of the SS will cease when the vehicle has come to a complete stop after touching the end peg in the forward direction unless directed otherwise

9.6 Competitors must start in their respective ballot or designated order, unless the Competition Manager grants prior permission for a change in the running order. Any vehicle not ready to start at the time the previous vehicle leaves the start shall be deemed a non-starter and a DNS recorded.

9.7 Special Stages can be marked by pegs, bunting or stated as a formed track.

9.8 Competitors when directed by a SS Marshal or Official must immediately remove themselves and their vehicle from the course.

9.9 The Competition Manager with the approval from the Event Director, reserves the right to modify or add Supplementary Rules and Regulations, and decide on matters not specifically covered in the RFC India Rules and Regulations and allocate the penalty points at his discretion provided however that no penalties shall be imposed or rules changed retrospectively and no rules shall be amended without prior notice to all competitors.

9.10 Stage awards will be calculated on highest points scored. Penalties will be deducted for infringements.

9.11 Team SS: The Organising Committee will choose how and who the Teams will be made up of. Team SS points will not go to individual competitor's scores.

10. Special Stage (SS) Penalties

10A. 10 Points

- a) Failure to use a tree protector trunk protector
- b) Handling cable/rope without gloves

- c) No cable dampener/or improper placement of dampener/dampener rolled up or attached to the cable/rope
- d) Handling/stepping over/under a live cable
- e) Carrying cable inside the vehicle
- f) Unsecured recovery equipment
- g) Failure to wear seat belt correctly
- h) Failure to wear helmet correctly
- i) Riding on outside of vehicle
- j) Breaking bunting or knocking over peg
- k) Failure to follow course/event directions or rules
- l) Not wearing proper clothing, must have enclosed footwear, sleeved shirt, long pants

10 point penalty will be imposed after one warning is given

- m) Excessive wheel spin and failing to recover on direction
- n) Failure to stop when signaled to stop by a Marshal
- o) Continuing to stand in front of vehicle whilst winching
- p) Continuing any unsafe practice
- q) Holding bunting to improve line of vehicle
- r) When 4 wheels of the vehicle cross the course boundary the competitor may receive a DNF.
- s) Failure to start will result in a DNS being recorded.

Note:- Some SS may have added penalties, if this is the case competitors will be advised prior to the start of the SS. Competitors vehicles not fitted with certain safety equipment i.e. 6 point roll cage, 4 point safety harness, snorkel, etc. may not be allowed to participate in certain SS and points / penalties will be awarded / deducted accordingly.

10B. General Rules – After an Official warning a minimum 40 point penalty up to event disqualification will apply.

- a) Verbal abuse of Marshals, Spectators or Competitors
- b) Seek favor, influence, interfere with Marshal's duties
- c) Tampering with other competitors vehicle
- d) Using alcohol or narcotic drugs during the SS
- e) Littering the trail

11. Scoring

11A. A maximum of 15 minutes will be allowed to complete each SS. Competitors that DNF but passed the start SS marker peg will receive progressive DNF points up to a maximum of 20 points. If total entries exceed 40 the DNF will be set at 10 POINTS.

11B. Competitors that do not start an SS will receive a DNS – 0 Points.

11C. Competitors that complete the SS will be allocated points in order of merit from fastest to slowest as follows: -

1st	100	11th	66	21st	45	31st	35
2nd	95	12th	63	22nd	44	32nd	34
3rd	90	13th	60	23rd	43	33rd	33
4th	87	14th	58	24th	42	34th	32
5th	84	15th	56	25th	41	35th	31
6th	81	16th	54	26th	40	36th	30
7th	78	17th	52	27th	39	37th	29
8th	75	18th	50	28th	38	38th	28
9th	72	19th	48	29th	37	39th	27
10th	69	20th	46	30th	36	40th	26

11D. Timing will be scored to the 10th of a second.

11E. If 2 or more competitors finish an SS with the same elapsed time, they shall be awarded equal points and placing in the SS. The competitor with the next fastest time shall be placed according to their own finishing positioning in that SS. The placing left vacant due to the tie will not be allocated.

11F. In case of a tied score in major awards, the winner will be decided by a count back. The winner being the one with the least amount of penalties incurred. If this fails to break the tie, then both will be tied as winners in their placing.

12. Protest

12.1. Protests by a competitor must be and handed to the Competition Manager within 2 hours of receiving the scores for the particular SS. All protests must be submitted with a fee of INR 5,000 (Indian Rupees Five Thousand) which shall be forfeited if the protest is dismissed.

12.2 A three member competition sub-committee will be constituted headed by the Competition Manager under direction of the Event Director. Members of the competition sub-committee shall be required to judge on any formal protest and must have a 2/3rd majority for the protest to be upheld. However, in the interest of the overall good of the event, the final say rests with the Event Director after hearing all the views.

12.3 A pre-selected representative from the event competitors will be allowed to sit in on any protest proceedings, but will have no voting rights.

13. Prohibited Behavior/Breakdown Assistance

13.1 In the event of a vehicle breakdown or disability, the Organising Committee will assist in getting the vehicle to the nearest accessible track whereupon it's the competitors' responsibility to arrange the necessary repairs and to rejoin the event. If the repairs are not possible, they shall be deemed as non-finisher.

13.2 No other assistance shall be expected from the Organising Committee. Competitors are to be self-reliant during the event.

14. Sportsmanship

The goal of RFC is to promote a respectable adventure sport and sponsoring companies in a professional light.

If a competitor or team member (including support crew) promotes unsportsmanlike conduct, is rude or abusive to officials, landowners, fellow competitors, local authorities, sponsors, destroys property, displays drunken or disrespectful behavior, they and, or the entire team may be disqualified from the current event or future events.

15. Media Crisis Management

Preface:

The media has a right to report news that they see fit. It is important that anything we do reflects positively on our chosen recreation of off road activities and ensures we are viewed as a responsible organisation.

Potential adverse media or public interest generated by an incident at the event, could threaten the reputation of the event or organisation in the future.

An incident is defined:

- A situation caused by a direct result of event activities.
- Affects the safety of any person engaged in event activities.
- A situation, which exposes any deficiency in safety or environment protection procedures.

General Procedures:

It is the Event Director's aim to ensure a safe and incident free event. However with any type of motor sport there is an element of danger and unplanned incidents are not unusual. Any incident has the potential to become a media crisis e.g.:- Personal injury, vehicle accident or environmental concerns. Competitors are advised to leave all media questions to the Event Director. After he has been briefed on all aspects of the crisis the Event Director will issue a statement on the incident and focus attention on the positive steps being taken to resolve the incident.

16. Rights of Organising Committee

16.1 The Organising Committee can refuse any entry, without giving any reason whatsoever.

16.2 The Organising Committee can abandon, cancel, postpone or shorten the event without due notice in the event of any unforeseen circumstances. No claims whatsoever of any kind shall be entertained due to the abandoning, cancelling, postponement or shortening of the event.

16.3 Exclude any person or vehicle, which fails to meet the event guidelines as set out in these Rules & Regulations.

16.4 The Organising Committee can cancel any SS at any time including when some competitors have already completed the section for any reason whatsoever.

16.5 In the event of a breakdown or disabled vehicle, the Organising Committee will assist in getting the vehicle, where possible to a main road or track whereupon it is the

competitor's responsibility to arrange the necessary repairs and to rejoin the event. If repairs are not possible, they shall be deemed a non finisher. No other assistance shall be expected from the Organising Committee, remembering that competitors are expected to be self-sufficient during the event.

16.6 The Organising Committee can disqualify any competitor who fails to abide by any rules set out in these Rules & Regulations and any supplementary amendments or any instructions from the event officials. If this occurs there will be no refund of entry fee.

17. Indemnity

17.1 The Organising Committee (RFC and Cougar Motorsport), their Founders, Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the Organising Committee will not be held liable in any accident, causing injury or damage to the competitors or their vehicles during the course of the event, including loss of personal belongings.

17.2 The Organising Committee (RFC and Cougar Motorsport), their Founders, Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the Organising Committee will not be held liable for any breach of any laws or regulations. The competitors will be entirely responsible for any accidents or breach of laws in which liability may arise and shall indemnify the Organising Committee (RFC and Cougar Motorsport), their Founders, Event Director, Officials, Event Sponsors, Land Owners and anyone appointed by the Organising Committee by signing the indemnity form.

17.3 The Organising Committee will take a third party liability insurance conforming to current regulation. Competitors will have no claim whatsoever against the Organising Committee or sponsors of the event. It is the competitors own responsibility to have in force, a valid insurance coverage against third party liability.

- All competitors will be covered by personal accident insurance of INR 5,00,000 for the duration of the event. This policy covers death and permanent disability, medical expenses and hospitalization benefits of up to INR 100,000 (subject to terms and conditions).

- All competitors are advised to take own additional insurance coverage for mishaps or illness for pre and post event days.

17.4 Competitors must agree to and sign an indemnity form before the start of the event. Failure to do so renders the participant ineligible to start with no refund of the entry fee.