The Federation of Motor Sports Clubs of India

2024
GENERAL PRESCRIPTIONS
APPLICABLE FOR ALL TSD RALLIES INCLUDING, CLOSED INVITATION, OPEN, NATIONAL CHAMPIONSHIPS, CHALLENGES, CUPS, TROPHIES & SERIES

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GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The word "Championship" automatically includes Challenges, Cups, Series, Trophies and League etc.

The FMSCI Championships, Challenges, Cups, Series, Trophies, League etc. are the property of the FMSCI. Each Championship comprises of runs which are entered on the respective FMSCI Calendar of events.

The Championship runs are governed by the current FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to one or more of the specific Championships.

1.1 APPLICATION

1.1.1 Only the FMSCI may grant waivers to these regulations. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the 2024 FIA International Sporting Code (Code). Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

1.1.2 The Clerk of the Course is charged with the application of these regulations and the event Supplementary Regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the event Supplementary Regulations of the run.

1.1.3 Anything that is not expressly authorized by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

For all FMSCI runs, the official language is English

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the FMSCI has the authority to make a decision

1.4 DATE OF APPLICATION

These regulations come into force on **1st April 2024**

2. DEFINITIONS

2.1 BULLETIN

Official written document intended to modify, clarify or complete the supplementary regulations of the run as detailed in Appendix II –3

2.2 COMMUNICATION

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

2.3 TIME CONTROL & AREA

The location of Time Controls (TCs) is identified by a Control Board / Sign.

- The Secret Time Control is identified by a Red clock face control Board /Sign.
- The Self Time Control is identified by a Yellow clock face control Board /Sign.
- The Disclosed Time Control is identified by a Green clock face control Board /Sign.
- The Virtual Time Control in case has a signage , should be defined in the SR

A distance of 20 meters (in straight line only) on either side of a control is defined as control area.

2.4 CREW

A crew is made up of two persons on board of each car nominated as driver and navigator. Each one must hold an FMSCI driver's competition license for the current year, which is valid for the event. The driver assumes the entrant's responsibility from completion of entry formalities of the Rally. However, at the discretion of the organizer and subject to conditions implemented a 3rd crew as passenger may be on board and the said crew must hold FMSCI competition license. (3-point seat belt mandatory). Podium finish in any TSD run (previously known as **TSD** Rally) as driver or navigator since the year **2021** till date shall not be eligible to be the 3rd crew.

2.5 DECISION

A document issued by the Clerk of the Course or the Stewards to announce their findings following an enquiry, hearing or investigation.

2.6 END OF THE EVENT

The event ends upon completion of Prize distribution ceremony. The competition element of the run finishes at the final time control.

2.7 LEG

Each part of the run separated by an overnight halt/ Parc Fermé.

2.8 NEUTRALISATION

Time during which the crews are stopped by the organizers for whatever reason where Parc Fermé rules apply

2.9 PARC FERME'

An area in which repairs or outside assistance is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorized officials are admitted.

2.10 RE-GROUP

A stop scheduled by the organizers under Parc Fermé or Holding Park conditions having a Time Control at the entrance and exit to enable the schedule to be followed and / or to regroup the cars still in the run. The stopping time may vary from crew to crew. Early check-in is not permitted in to the re-group.

2.11 SECTION OF THE RUN

Each part of the event separated by re-groups.

2.12 FREE ZONES

A section mentioned in the speed chart where there will be no time controls. These are to facilitate smooth movement of the event, especially in crowded areas adhering all traffic rules and till:

- 1 Km before and after a guarded level crossing
- 20 meters before/after any road junction (except in sanitized zones indicated in Road book)
- 200 meters before/after any road junction in National/State highways
- 500 meters after Expressways.

2.13 ADDITIONAL TRIP METER

Any gadget other than what comes as originally equipment fitted/carried in the car to gauge distance.

2.14 SERVICE

Any work on a competing car except where limited in these regulations.

2.15 START OF THE EVENT

The event starts from the day of administrative checks. The competition element of the run starts at the first-time control.

2.16 TIME CARD

A card / cards intended for entry of times / seal recorded at the different Time / Passage Controls.

3. ABBREVIATION

TSD	---	Time Speed Distance
FIA	---	Federation Internationale de l' Automobile
FMSCI	---	The Federation of Motor Sports Clubs of India
SR	---	Supplementary Regulations
CIB	---	Competitor’s Information Bulletin
STC	---	Secret Time Control
DTC	---	Disclosed Time Control
VTC	---	Virtual time Control
SFTC	---	Self-Time Control
PC	---	Passage Control
TBA	---	To be announced
COC	---	Clerk of the Course
CRO	---	Competitor Relations Officer
SOM	---	Secretary of the meet
CMO	---	Chief Medical officer
HQ	---	Head Quarter
OD	---	Official Distance
MPL	---	Maximum permitted lateness
LEG	---	Event/ Day separated by days/ re-group.

4. OFFICIALS & DELEGATES

4.1 STEWARDS

The panel of Stewards of the Meeting (the Stewards) of closed and upto Open invitation events shall always comprise of 1 (one) member. This member shall be appointed by the FMSCI. For events above Open shall always comprise of 3 (three) members. 2 (two) of these members shall be appointed by the FMSCI. Third member may be proposed by the Club organizing the run for acceptance by the FMSCI. For Championship events the second steward is recommended to also be the observer for the event, in case no additional observer is appointed by FMSCI. They shall be from different clubs other than the club organizing the

event. There must be a permanent communication link between the Stewards and the Clerk of the Course.

4.2 COMPETITORS' RELATIONS OFFICER (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the run to the competitors / crews. There must be at least one at the run who must be easily identifiable by the competitors / crews and shall be present according to the CRO's schedule.

4.3 SCRUTINEER

Chief Scrutineer shall always be nominated by FMSCI. Minimum 1 (one) Assistant scrutineer for assistance to be nominated by the organizers.

4.4 SUSTAINABILITY OFFICER

The principal duty of the Sustainability Officer is to Guide the Club Organizing the events to reduce the environmental impact of its activities in both sport and mobility by setting goals and accomplishing them across all the FMSCI recognized events.

5. ELIGIBLE CARS

5.1 ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS

Non-commercial 4-wheel vehicles other than trucks, buses & ATVs having a valid registration in India (RTO) may participate. However, ATVs are permitted in sanitized zones like Prologue and other similar activities.

6. CHAMPIONSHIP & POINTS

6.1 THE CHAMPIONSHIP REQUIREMENTS

In case the Championship is allotted to a Promoter, the TSD Commission and the FMSCI may decide the number of rounds, venues and organizers as per the contract entered between the FMSCI and the Promoter.

6.2 CHAMPIONSHIP POINTS

Attribution of Points - For each Championship title, the points will be awarded for each run taking in to account the Overall and various categories according to the following scale:

Position	Points
1st	15
2nd	11
3rd	09
4th	08
5th	07

6th	06
7th	05
8th	04
9th	03
10th	02

6.2.1 Registration of Drivers and Navigators

To be eligible for Championship points and awards, each driver and navigator must be registered as a individual with the FMSCI within the stipulated time given for which he / she intend to score points. The fees shall be prescribed in the Specific Regulations of that Championship. Points can only be earned for events held after valid registration.

6.2.2 Attribution of reduced points

Should one of the rallies counting towards a Championship not able to run in its entirety, the points shall be awarded on the basis of the established classification:

Full points if more than 50% of the scheduled length of the competitive sector of the event has been run Half points if between 25% and 50% of the scheduled length the competitive sector of of the event .No points will be awarded if less than 25% of the scheduled length of the competitive sector of the event has been run.

6.2.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking in to account the criteria required for each Championship. The crew having totaled the highest number of points will be declared the relevant Champion. If the minimum stipulated numbers of rounds of the Championship are not completed, there will not be any championship ranks/titles.

7. DEAD HEAT IN A CHAMPIONSHIP

7.1 DRIVERS AND NAVIGATORS

For drawing up the final classification of a Championship, the rule for deciding between drivers and navigator who have scored exactly the same points total shall be:

7.1.1 According to the greater number of first places, then second places, then third places, etc. achieved in the general classification of the rallies which have served to make up their points total.

7.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the crews with the same points score has taken part, one 6th place being worth more than any number of 7th places, one 7th place being worth more than any number of 8th places, and soon.

7.1.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying driver and navigator, on the basis of whatever other considerations it thinks appropriate.

7.2 MANUFACTURERS OR TEAMS (WHICHEVER IS APPLICABLE)

The rule for deciding between registered manufacturers or registered teams which have scored exactly the same points total shall be as follows:

7.2.1 According to the greater number of highest places achieved in the number of runs having served to make up the points total for each manufacturer or team, taking in to account only the highest place per run for each manufacturer or team.

7.2.2 According to the number of 7th places, 8th places etc. one 7thplace being worth more than any number of 8th places and soon.

7.2.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying manufacturers or teams on the basis of whatever other considerations it thinks appropriate.

8. EVENT CHARACTERISTICS

8.1 DURATION

The maximum scheduled duration of a day should not exceed 10 hours driving time for any crew. A maximum total time of 2 hours for regrouping may be added to this total.
(The said total running time of 10 hours should be between sun rise and sun set or sun set & sunrise in entirety. However, stoppage time can be a mixture of day/night)

8.1.1 FORMAT

Events will run on non-cumulative, Time Speed & Distance (TSD) format.

8.2 SPEED RESTRICTIONS

8.2.1 **At** any given point where there is no Government prescribed speed limit, speeds given in any speed block whatsoever will not be more than 45 KMPH in Plain and 36 KMPH in Hill sections.

8.2.2 However speed in plains may be increased to 55 KMPH subject to the said zone is not more than 8 kms at length and is notified to the Stewards for their evaluation and suggestions .There shall be not more than two such zones per day in an event. If such zone is planned, it has to be mandatorily mentioned in the SR. Wearing of Helmet are mandatory for all crew members in these zones.

8.2.3 Wherever the route goes through crowded areas like Educational Institution /Hospital/ Market and other narrow crowded areas, Organizer must ensure that speed limit does not exceed **20 KMPH**. If necessary, organizer should identify start and end of such zones in road book by giving specific tulips.

8.2.4 Mandatory 10 minutes dead time to be added to the running time at every manned railway level crossing.

8.2.5 In National Express/Highways and State Highways the maximum average speed shall be restricted to 10% less than the Government prescribed speed limit. This shall in no way be applicable in Hill sections.

8.2.6 However if the average speed given is above 45 KMPH as per **Article 8.2.5** there shall

be no time control in that Section as National Express/Highways and State Highways are mandatory NO CHECK ZONES.

8.2.7 However FMSCI on special cases may consider of having controls at National/State Highways only, subject to speeds are as per article 8.2.1 and position of the said controls are cleared by FMSCI route inspector. Such considerations shall in no way be in case of Expressways. All cost towards inspection shall be borne by the organizer.

8.2.8 In case the Event is terminated before Event HQ, results shall be declared at least 30 minutes after scheduled arrival time of the last competing vehicle at Event HQ. The said schedule time of arrival shall be determined as per time required to reach Rally HQ from the place of termination of Event as per prescribed speed restrictions.

8.3 ADDITIONAL TRIP METER

Usage of additional trip meter as stated in article 2.13 is permitted. There are no penalty factors applicable for such usage. However, for Closed, Closed Invitation and Open status events, the organizers can apply a penalty factor of 2 (to be multiplied with the running time penalties only) for usage of additional trip meter/apps, the same has to be clearly mentioned in the SR.

8.4 PROGRAMME FOR THE EVENT

8.4.1 The programme of the event should be as per the SR of the event and any change to the same should be duly authorized by the stewards.

8.4.2 The title and logo of the event and the official logo attributed by the FMSCI to the Championship concerned must appear on top of any official documents. The event logo should be positioned on the left side and the FMSCI Championship logo on the right side, unless otherwise informed by the FMSCI.

8.4.3 Drivers Briefing is compulsory with attendance of one crew member, under pain of disqualification from the event. The COC must inform all safety related issues and any special sections being run and other necessary safety protocol to be followed during the rally.

9. STANDARD DOCUMENTS AND SCHEDULES

9.1 FMSCI STANDARISED DOCUMENTS

The format of the following documents as in Appendix II must be followed or the requirements stipulated in the relevant Championship variations.

- Supplementary Regulations (electronic and printed format)
- Bulletins (electronic and printed format)
- Speed Chart (printed format)
- Time card (printed format)
- Road Book (printed format)

- Entry Form (electronic and printed format)
- Entry List, Starting list & Results (electronic and printed format)
- Documents which are published electronically shall not be amended once published on organizers website unless amendments are highlighted. Any documents which require approval from FMSCI shall not be amended without approval of the FMSCI.

9.2 ROADBOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary minimum 4 (four) minutes before his/her individual start. This itinerary and the road direction diagram must be followed. Any deviation will be reported to the Stewards.

9.3 TIME CARD

9.3.1 Each crew is responsible for
- Its timecard
- Submitting the time card at Controls
- Any entries made on time card and its accuracy

Therefore, it is upon the crew to submit its time card to the marshals at the Time Control and to check that the time is correctly entered.

9.3.2 The appropriate marshal is the only person allowed to make entries on time card in case of manual TCs.

9.3.3 Any difference between time entered on the competitor's time card and official card will form subject of enquiry by the Clerk of the Course.

9.4 CHAMPIONSHIP LOGO

The title and logo of the event and the official logo attributed by the FMSCI to the Championship concerned must appear on top of any official documents. The event logo should be positioned on the left side and the FMSCI Championship logo on the right side, unless otherwise informed by the FMSCI.

10. INSURANCE

10.1 DESCRIPTION OF INSURANCE COVER

The Supplementary Regulations must give details concerning insurance cover taken out by the organizers. The certificate shall name the competitors, the FMSCI and the officials of the run (description of the risks and sums covered).

10.2 PUBLIC LIABILITY COVER

10.2.1 The insurance premium which must be included in the entry fee must guarantee

adequate cover for civil liability towards third parties (public liability)

10.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the event.

10.2.3 The insurance cover must at least be in effect during the event from start of the run till the end of the run.

10.3 SPECIAL COVER INSURANCE (For event)

COMPETITORS' ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICES ISSUED IN INDIA DO NOT PROVIDE COVER FOR MOTORSPORTS. All vehicles must have minimum third-party insurance and Special rally cover is highly recommended , valid for the period of the event. (The event cover will be issued by the same branch of Insurance Company with whom you have insured your vehicle).

11. CAR IDENTIFICATION

11.1 COMPETITION NUMBERS ANDADVERTISING

11.1.1 The organizer will provide each crew with the number identification, which must be affixed to their car in the positions stated in these regulations in Art.11.8.2 prior to pre-events Scrutinizing.

11.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors / entrants. No modification is allowed to these panels.

11.1.3 In case the rally has a night section , the organizer should provide fluorescent Competition No Sticker for the rear and side windows with specification as given in 11.3 and 11.4.

11.2 DOOR PANELS

11.2.1 Two front door panels measuring 60.96 cm wide X 20.32 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 15.24 cm high and with a stroke width of 2.54 cm. The remainder of this door panel is reserved for the organizers.

11.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

11.3 REAR WINDOW

One rear window panel measuring a maximum of 30.48 cm wide and 10.16 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm² shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

11.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20.32 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

11.5 FRONT PLATE

One plate fitting into a rectangle 45.72 cm wide by 22.86 cm high which shall include at least the competition number and full name of the event.

11.6 RESTRICTIONS ON ADVERTISING

Competitors are allowed to affix any kind of advertising to their cars, provided that

- It is authorized by the National laws of India and the FMSCI / FIA regulations
- It is not likely to give offence
- It is not political or religious in nature
- It respects the regulations on competition numbers
- It does not interfere with the crew's vision through the windows

The text of any obligatory organizers advertising must be clearly indicated in the Supplementary regulations or in an official bulletin 7 days before the day 1 of the event.

11.7 ORGANIZERS' OPTIONAL ADVERTISING

11.7.1 The organizer may require competitors to carry optional advertising. If a competitor declines to carry this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to INR 30,000/=

11.7.2 No additional fee for optional advertising referring to the maker of an automobile, tyres, fuel or lubricant may be imposed on a competitor / entrant if the competitor refuses such advertising.

11.7.3 Competitors who accept the organizers optional advertising as specified in the Supplementary regulations must reserve space for it. No modifications to the advertising are allowed.

11.7.4 The organizers optional advertising must be clearly indicated in the Supplementary Regulations or in an official bulletin published 7 days before the day 1 of the event.

11.8 DRIVER'S AND CO-DRIVER'SNAMES

11.8.1REAR SIDE WINDOWS

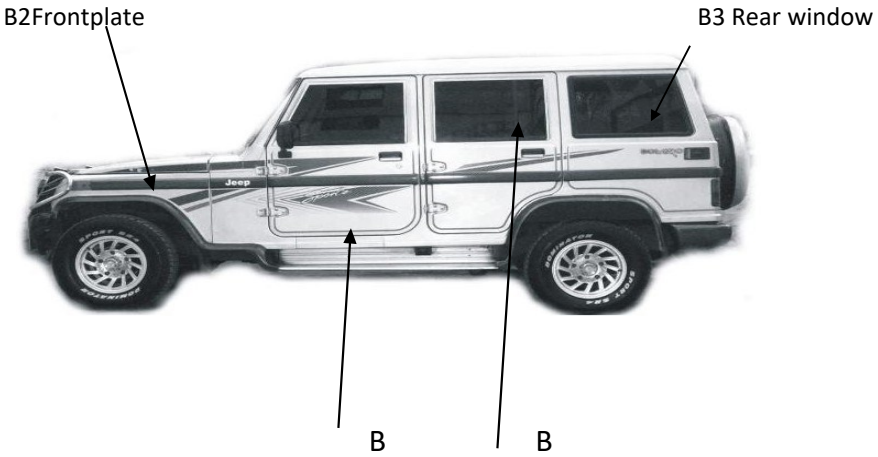
The first initial(s) and surname of both driver and co -driver, followed by the national flag of the country of the ASN from which they have obtained their licenses, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be

-In Helvetica upper case for the initials and first letter of each name and the remainder in lower case.

- In white on a clear background.
- 6 cm high and with a stroke width of 1 cm.

Name of all crew members with Drivers name at first in both sides of the car.
In case of glass breakage, a penalty for not carrying crew member names will not be applied.

11.8.2 DOOR PLATES AND COMPETITION NUMBERS



B1 B4
Door Panels Side windows

NOTE: ROOF PLATES may be provided at the discretion of the Organizers.

12. DRIVING CONDUCT

12.1 GENERALRULES

12.1.1 Crews must always behave in a sporting manner

12.1.2 Any post on a social media harming the event, organizer, promoter, FMSCI, FIA etc. concern about the event will be referred to FMSCI for further actions.

12.1.3 When cars are subject to Parc Fermé' rules (Art.17) they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited.

12.1.4 Instead of blocking or delaying the event for any incident whatsoever en route, the crew shall proceed forward and report the incident to the very next control Marshall. Violation of the said rule will lead to DISQUALIFICATION. (Authentic proof/evidence to justify the incident lies with the competitor) However such evidence shall not be entertained, related to endorsement of check-in time at controls. A reasonable scratch time at the discretion of stewards may be considered if they feel justified.

12.2 EXCESSIVE SPEED DURING RUN

12.2.1 Excessive speeding during event will incur a fine applied by the Clerk of the Course as follows:

1st incidence	-	₹5,000/=
2nd incidence	-	₹10,000/=
3rd incidence	-	will be reported to the Stewards

12.2.2 The amount of fine will be unaltered by any fine imposed by Police.

12.3 TRAFFIC LAWS

12.3.1 Throughout the event, the crew must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of the Course.

12.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the run, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

12.3.3 Instead of penalizing the driver who committed offence Police may nevertheless request the organizers to impose penalties as set out in the Supplementary Regulations of the event subject to the following:

That the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification

That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise.

That the facts are not open to various interpretations.

12.4 TRAFFIC LAWS OTHER THAN SPEEDING

For first infringement - Rs.5,000/=
For second infringement - time penalty of 5 minutes
For third infringement - will be reported to Stewards who may apply penalty upto Disqualification

13. SAFETY

i. **Wearing** of Helmets (minimum ISI) is highly recommended & it is mandatory especially for competitors in cars with roll cage (without proper padding) **and for all where Article 8.2.2 is applied**
ii. **Minimum** 3 points Seat belts for **all crew members** is mandatory. (4 points for cars with Roll cage)
iii. **All** participants must be seated in seats, which face forward only.
iv. **The** bench type sideways seats may be retained but must not be occupied.
v. **Any** competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs shall be EXCLUDED.
vi. **Soft top** vehicles are allowed **subject to** all crews need to wear ISI Helmets.

vii. **All** electrical components of the vehicle must be working and the vehicle should be road worthy.
viii. **First** Aid Box must be carried in the competing vehicle. (Ref. Appendix ll–10)
ix. **Mud** flaps are compulsory.
x. Further, all competing vehicles must comply with Article 7* (Fire Extinguisher, Dry Powder 2kgs.), 9 (2 Nos. Rear View Mirrors), 10 (Towing Eye) of Chapter lll of the Technical Regulations 4W of FMSCI. *Mandatory for all National events, for others it is highly recommended.
xi. **In** case the Rally runs in day night situation, additional lights and navigation lamps are highly recommended.

xii. OE / VO silencer box is mandatory. Modification of exhaust manifold till catalytic converter only is permitted. After pre-event scrutiny the Scrutineer shall further do mandatory checks at the start of each leg. Cars found violating this regulation anytime/anywhere during the event shall be disqualified. If required "Add time" as per article 17.4 shall be applicable.
xiii. **Fitment** of gadgets of any form above 8 inches in front windshield is not permitted. (if found during running of the event shall be disqualified)
xiv. **The** use of tinted glass and/or safety film is permitted in side and rear windows. In such case the crews as well as the contents in the car must be visible from a distance of **5 meters.**
xv. Competitors may carry mobile phones for Safety/ Rally app/ calculation purpose. The same should not be used by any Crew for any reason other than safety reasons, using any mobile device for calling may be sanctioned with disqualification. However, for events upto Closed/ Closed Invitation/ Open where a penalty factor is in force as per article 8.3 the organizers may warrant mobiles and other such devices to be kept in sealed situation , the procedure for the same should be mentioned in the SR.

xvi. Using mobile based timing app may be allowed if it is permitted by the organizer and approved by FMSCI.
xvii. **Fitment** of Sump guard is highly recommended.

14. ENTRIES

ENTRY PROCEDURE

14.1 NUMBER OF ENTRIES

The maximum number of entries for each run will be specified in the Supplementary Regulations and they will be accepted in accordance with the Articles 3.8-3.20 of the FIA Sporting Code.

14.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FMSCI Competition license holder wishing to take part in a rally must send the due entry fee and the completed entry form, to the event secretariat before the closing date, as

specified in the Supplementary Regulations. Details concerning the navigator may be submitted up to a later date provided it is specified in the Supplementary Regulations. An electronic entry applicable (internet) may be accepted. If this application is sent by fax or email, the original must reach the organizers within 2 days following the close of entries. Entry form must be accompanied by a copy of the valid FMSCI Competition license.

14.3 AMENDMENTS ON THE ENTRY FORM

A Competitor may freely replace the car declared on the entry form with another car up to the moment of pre-event scrutineering subject to an additional fee of ₹ 2500/- subject to conforming to other criteria such as special insurance etc.

14.4 ASN AUTHORISATIONS

For foreign competitors, drivers and navigators, authorization must be given according to Article 3.9.4 of the Code, where applicable.

14.5 CHANGE OF ENTRANT AND / OR CREW MEMBERS

After closure of entries, one member of the crew may be replaced with the agreement of

- The organizers before the start of the administrative checks
- The stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start

Only the FMSCI may authorize the replacement of both crew members and the entrant (when the same as a replaced driver).

All changes are subject to payment of an additional fees of ₹2500/-

14.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these regulations and the Supplementary Regulations of the run.

14.7 ENTRY CLOSING DATES

Closing dates for entries in each individual event must be respected, irrespective of the Championship registration deadlines. The specific regulations concerning the championships will have to be respected. Exceptionally the FMSCI may authorize late entries.

14.8 ENTRY FEES

14.8.1 Acceptance of an Entry form

Entry will be accepted only if accompanied by total entry fees as specified in the

Supplementary Regulations.

14.8.2 Refund of Entry Fees

Entry fees will be refunded in full

- To candidates whose entry has not been accepted
- In the case of the rally not taking place
-

14.8.3 Partial refund of entry fees

Entry fees may be partially refunded following such conditions as provided for in the Supplementary Regulations.

14.9 CATEGORIES

The organizers may, at their discretion, introduce various categories. Minimum five starters are required to form a category. In case the category is not formed, they compete only for general classification.

14.9.1 A competitor can participate in maximum of 2 categories in a single event.

14.9.2 Categories of participation of competitors shall be clearly mentioned in the entry form and the entry list and the same cannot be changed after the publication of the start order.

15. SCRUTINEERING CHECKS

15.1 BEFORE THE START

15.1.1 The cars may be presented at scrutinizing by a representative of the team unless detailed in the Supplementary Regulations. The organizers may schedule scrutinizing as an opportunity to present crews and their cars to the Public.

15.1.2 After scrutinizing, if a car is found not to comply with technical and / or safety regulations, the Stewards may set a deadline before which the car must be made to comply, or may refuse the start.

15.2 TIME TABLE

A time table for scrutinizing of cars shall be issued in the Supplementary Regulations or in a Bulletin.

15.3 DURING THE EVENT

The Supplementary Regulations of the event will specify the use of allowed navigational equipment. Any fraud discovered and in particular carrying banned navigational equipment will be reported to the Stewards. This will not prejudice any demands which may additionally

be made to the FMSCI concerning the imposition of heavier sanctions.

15A. Compulsory Drivers Briefing

Before start of every run, a briefing will take place. Venue and time shall be specified in SR. It will be conducted by the Clerk of the Course or his deputy. Changes, if applicable, of the briefing time/venue will also be published on the Official Notice Board. Attendance of at least one member of each participating crew is compulsory and will be checked by means of an attendance register / sheet. On failing to attend the briefing by both crews, participants shall have to pay a fine upto ₹5000.Stewards' decision on this shall be final. Upon payment of the said fine the said participants shall get a so-called individual briefing as it is mandatory, especially on safety and other important information. This briefing will always take place latest until 22:00 hrs. the day before the start of Leg 1 of the event. All verbal instructions towards changes/additions given if any need to be informed by way of a bulletin.

16. CONTROLS

16.1 SIGNAGE OF CONTROLS

Secret TC – Red Clock Face
Self TC – Yellow Clock Face
Disclosed TC – Green Clock Face
Passage Control – Blue Stamp
Virtual time Control - To be mentioned in SR if any

16.2 CONTROL OPERATION TIME

The stopping time of competitors within any control area is limited to the time necessary for carrying out control operations as defined in the Supplementary Regulations of the event.

16.2.1 Controls shall be ready to function at least 15 minutes before the target time for the passage of the first competing car.

16.2.2 Unless the Clerk of the Course decided otherwise, they will cease to operate 15 minutes plus Maximum Permitted Lateness time after the due time of arrival of the last competing car.

16.3 CONTROL AREA

16.3.1 Area of 20 meters (in straight line only) on either side of the control shall be treated as control area.

16.3.2 Re-entering a control area from any direction shall entail a penalty of 5 minutes for each such re-entry. Marshall's remarks on this shall be final.

16.4 MARSHAL'S INSTRUCTIONS

16.4.1 Crews are obliged to follow the instructions of the marshal of any control. Failure to do so will be reported to the Stewards.

16.4.2 All control officials must be identifiable. At each control, the Chief Official must wear a distinctive tabard.

16.5 ONBOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

The organizers may establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a bulletin (which may be issued by the Clerk of the Course) and are solely for the exchange of video data and adjustments / maintenance of the cameras.

All such works carried out will be in the presence of member of the team &will be done under the supervision of a marshal or rally official. Recorded chips of OBC to be handed over to the Organizer within 30 minutes of Finish of each Leg

16.6 CONTROLS & CONTROL PROCEDURE

There will be **5 types** of controls: DISCLOSED TIME CONTROL (DTC), SECRET TIME CONTROL (STC), SELF TIME CONTROL (SFTC), VIRTUAL TIME CONTROL (VTC) and PASSAGE CONTROL (PC)

The event will run "**Non-Cumulative"** on **Time/Speed/Distance** format. The check-out time from every DTC/STC only shall be minimum **20 Seconds PLUS** to the check-in time at that control. The Check IN to Check OUT dead time for the event should be mentioned in the SR. Whereas for calculation/ tabulation purpose only, check-in time shall be the check-out time from SFTC. If RE START is given at any DTC/STC then the RE START time given shall be the start time from that DTC/STC **only**. Whereas the check-out time from every SFTC shall be the same as the check-in time entered.

Check In Time --- Restart Time (Say 30 seconds dead time for the event)
e.g. 1
INTIME OUT-TIME to be considered
11:07:00 --- 11:07:**30**
In Case Restart time is given as **11:08:00** –Then Consider Restart Time as OUT Time .
e.g. 2
INTIME OUT-TIME to be considered
11:07:59 --- 11:08:**29**
In Case Restart time is given as **11:09:30** -- Then Consider Restart Time as OUT Time.

Check in Time --- Restart Time (Say 30 seconds to be added)
11:07:00 --- 11:07:**30** -- if Restart time given is 11:08:00 -- Then Restart time – 11:08:00
11:07:59 --- 11:08:**29** -- if Restart time given is 11:09:30 -- Then Restart time – 11:09:30

(Fraction of seconds should/shall stand omitted at time controls in respect of endorsements and restart time but the procedure to be followed at the end of speed blocks towards calculation shall be ascertained by the organizer and be published in the SR)

16.6.1 DISCLOSED Time Control

A Board with a GREEN face clock will be placed on the left-hand side of the road to indicate the control. **Control board pole shall be reference of control line**. Each Competitor will stop at this Disclosed Time Controls (DTC) and present the Time Card to the Marshal for entering the time of arrival along with his/her signature. However, if they do stop beyond the Control Area Appendix II9(c)shall apply. This time of arrival will also be noted on the Marshal's Card and signed by the Competitor. As tabulation shall be done based on Marshall's card, the competitor before signing, at every control, must ensure that the Marshal (except at passage controls) had endorsed the correct check-in time therein. Any dispute thereafter shall not be entertained by any means whatsoever. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR. The time recorded will be the time the competitor hands over his/her time card to post Marshall. Stopping before DTC is permitted. Early check-in to the extent of max 10 seconds is permitted. The time will be recorded to the seconds, e.g. 11 Hrs 37 Mins 03 Secs. **These controls shall be disclosed in the Road Book**.

16.6.2 SECRET Time Control

A Board with a RED face clock will be placed on the left-hand side of the road to indicate the control. **Control board pole will be the reference of Control line**. Each Competitor will stop at these Secret Time Controls (STC) and present the Time card to the Marshal for entering the time of arrival along with his/her signature. This time of arrival will also be noted on the Marshal's Card and signed by the Competitor. As tabulation shall be done based on Marshall's card, the competitor before signing, at every control, must ensure that the Marshal has endorsed the correct check-in time therein. Any dispute thereafter shall not be entertained by any means whatsoever. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR. The time recorded will be the time the very first portion of the vehicle crosses the virtual control line **(Any additional attachment stretching out of the vehicle shall also be treated as a part of the vehicle)**. The time will be recorded to the seconds, e.g. 11 Hrs 37 Mins 03 Secs. **These controls shall be undisclosed**. Please note that the Marshal's Card is the sole property of the Organizer.

16.6.3 SELF Time Control

A Board with a YELLOW face clock (with no Codes or other identification requirements) will be placed on the left-hand side of the road. **Control board poles shall be the reference point of control line.** Competitors may stop at these Self Time Controls (SFTC). Competitor's need to ascertain the Official Distance of the said **SFTC** and note down his/her time of arrival as per the Speed chart in the **first available next blank row of the Time Card. Failing to do so will be treated as missing the control**. Time once entered any addition / alteration in any manner thereafter could lead to disqualification. In case of any inadvertent overwriting , the time can be re-written without any overwriting in the next available row before hitting a secret /manned control. In case of any interpretation of this writing , the final say would be of the COC in consultation with the steward. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR and duly approved by the steward of the event , prior to start of the event.

16.6.4 PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and / or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR.

NOTE:

- Absence of competitors' signature in Marshall time card shall referred to stewards.
- Under the pain of DISQUALIFICATION, copying or taking photographs of endorsements in Marshall Card, correction of time endorsement in Competitors' time card without counter signature of the Marshall is strictly prohibited.
- Upon endorsement/operational delay due to marshal error, minimum additional Dead Time of **60 seconds** shall be given to the said competitor by the marshal ,which is to be added with his/her own running time apart standard procedures.

16.6.5 VIRTUAL TIME CONTROLS

These are Time Controls established using GPS technology Applications , applicable for Open events only, may or may not have signage boards (at the discretion of the organizer , to be mentioned in the SR in case signage being used). Organisers can designate these types of Time Controls at appropriate location enroute, time would be auto recorder in mobile or other applications using the GPS signal. Having Virtual Time Controls (VTC) is sole decision of the Organizer.

50 % of TCs could be Virtual Time Control I,e Physical TCs should be equal to or more than the No of virtual TCs being established. Physical time Controls should have an fair spread to cover the competitive sections evenly.

For example, In a 100 KMS of total distance of rally, 5 Time Controls could be Virtual Time Control , then will mandate that 5 should be Physically timed and Manned Secret Time Controls.

Intime = Outime for these VTC , similar to SelfTC may be followed .

16.8 LATENESS

16.8.1 Maximum Permitted Lateness:

Lateness exceeding 15 minutes at Secret/Disclosed Time Control or up to a total lateness of 30 minutes in the entire day/leg. Whichever comes in to effect earlier.

Only the Stewards are empowered to increase.

16.8.2 Notification of Lateness

Disqualification for exceeding the maximum permitted lateness may only be announced at the time of posting of provisional results.

16.9 REGROUPING CONTROLS

16.9.1 Procedure at entry to a regroup

- On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car immediately and directly to the Parc Fermé' where engines must be stopped and the crew must leave the Parc Fermé'
- All crews must be prepared to be present for up to 5 minutes in an autograph zone, organized adjacent to the TC and accessible to public
- When a regroup does not exceed 15 minutes, crews may remain on board in this regroup.

16.9.2 Procedure at the exit from a regroup

After a regrouping during a leg, the cars shall restart in the order of arrival at the regroup.

16.10 OBSERVATIONS AND RUNNING OF A LEG

16.10.1 Any issues/complains regarding the Running of the Leg, eg TC placements, Road Blockage, Traffic or any other issues related to running time, etc, need to be reported at the Leg Termination TC, ie the TC where your TC card is submitted. The competitor shall submit this within 15 mins of reaching this point. No further requests/representations shall be entertained with respect to the concluded LEG.

16.10.2 Removal of any TCs by the Organiser should be substantiated by the above facts. Incase, the same is for any reason outside the ones reported wide 16.10.1, the same should be in consultation with the Stewards, for ensuring the fairness of the Sport. In both cases any cancellations /delays / stoppages, should be reported as event incidents by the stewards in their report.

17. PARC FERME' - RULES

17.1 APPLICATION

17.1.1 Cars are subject to Parc Fermé' rules

17.1.2 From the moment they enter a regrouping park or an end-of-day park, until they leave it

17.1.3 From the moment they enter a control area until they leave it

17.1.4 From the moment they reach the end of the event until the Stewards have authorized the opening of the Parc Fermé

17.2 PERSONNEL ALLOWED IN THE PARCFERME'

17.2.1 As soon as they have parked their car in the Parc Fermé', the drivers must stop the engine. Nobody, except crews & officials of the rally carrying out a specific function, is allowed in the Parc Fermé'.

17.3 PUSHING A CAR IN PARCFERME'

Only the officials on duty and / or the members of the crew are authorized to push a competing car inside a Parc Fermé'.

17.4 CHECKS

Cars may be checked for various reasons like safety, fitting of navigational equipment, carrying unauthorized equipment stated in the Supplementary Regulations etc. These checks may be carried out at any location on course including time controls by the scrutinizer, control marshals and/or senior officials of the event or within the Parc Fermé' by the Scrutinizers. If the checks are carried out at a Time Control **or anywhere en route the competitor will be given "Add Time" of 2minutes.**

17.5 REPAIRS IN PARCFERME

No repairs are allowed in Parc Fermé' except changing of the windscreen and punctured tyre.

Note: Parc Ferme area needs to be within a secured area or be bunted & guarded by an official to keep public out of the said area.

18. STARTS AND RESTARTS

18.1 CURTAIN RAISER / INTERESTING ACTIVITY OF MOTORSPORTS

18.1.1 A curtain raiser shall be organized on previous evening in a public area where ready spectators are available e.g. Mall, main islands, exhibition ground etc. A simple gymkhana can be organized which will be participated by the competitors and the result of which will establish the starting order for the TSD run. This event shall be well promoted by the organizer where spectators, media, promoters, sponsors etc. are involved and can have good display of event and products.

The concept is to promote the event. It is left to the best judgment of the organizer what activity will help in that town promoting the event. Same time and area can also be utilized to do pre-event scrutiny of the run.

A competitor must adhere to dress code of either "team attire" or "smart casuals". Competitors wearing very casual dress like shorts, Bermuda, slippers, are not permitted. Non-reporting by competitors will be referred to the Stewards who may be penalized up to disqualification. Promoters &organizers are also requested not to wear the same.

18.2 START AREA

18.2.1 Event Start:

Before the start, the organizers may assemble all the competing cars in a starting area, into which cars must be driven before the start time as detailed in the Supplementary Regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the Supplementary Regulations. No service is allowed in the start area.

18.2.2 Start control:

All starts will be considered as DTC where early check-in is allowed. Other penalties including late arrival shall be as per penalty clause in Appendix II -8.

START ORDERS AND INTERVALS

18.2.3 Start order of Leg1

The starting order will be established by draw of lots or as per Article 18.1

18.2.4 Starting order for the subsequent legs

The start order of the subsequent legs shall be based on the classification at the finish of the previous Leg, if the provisional result of the leg is published. For the purpose of enhancing live TV coverage, the Championship promoter may request the running order of the cars to be changed at the end of a leg.

18.2.5 Start Interval

All cars will start at two-minute intervals unless specified otherwise in the Supplementary Regulations.

19. SERVICE

19.1 PERFORMING OF SERVICE

19.1.1 From the first TC onwards, service of a competing car may be carried except on “No Service” designated areas.

19.1.2 While taking service, obstruction in any way whatsoever cannot be caused to fellow competitors.

19.1.3 Other than off the road, Red Tr**iangle** must be kept on the left-hand side of the road at least 50 meters before the place of service being carried out. Breach of this regulation shall be referred to the stewards.

19.2 TEAM PERSONEL & SERVICE RESTRICTIONS

19.2.1 Team personnel/service crew or any team conveyance can follow the event route, 60 minutes after flagging off of the last car. Travelling from opposite direction anywhere whatsoever is strictly prohibited.

(All officials shall have the right to detain vehicle of any type in the event route suspected of passing information to competitors)

20. RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

20.1 ESTABLISHED RESULTS

The results are established by adding together all the time penalties together with all other penalties expressed in time.

20.2 PUBLICATION OF RESULTS

During the run, the classification to be published will be as follows

20.2.1 Partial Unofficial Classifications: Classifications published at the end of a Leg
20.2.2 Provisional Final Classification: Classification published by the organizers at the end of the run
20.2.3 Official Final Classification: Classification approved by the Stewards
20.2.4 In the event of the provisional final classification being delayed, a new time must be advised by a Communication on the Official Notice board/s. (Ref: Appendix ll– 8)

20.3 DEAD HEAT IN A CHAMPIONSHIP EVENT

In the event of a dead heat, the competitor who has secured maximum number of zero penalties will be the winner and if the tie still persists then the competitor with the maximum number of one penalty, two penalties and so on till the clear winner emerges.

20.4 FAIR AND IMPARTIAL COVERAGE

The organizer of an event shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

20.5 PROMOTIONAL RESULTS

It is prohibited to publish any form of advertising promoting the results of an individual Leg of a run. Competitors may however refer in media releases to winning a Leg, provided there is no implication that the result is related to the entire run.

20.6 MINUTES AND CLOSING REPORT

During the running of the run, the proceedings of the Stewards' meetings will be recorded. These minutes and the Official Final Classification must be sent electronically to the FMSCI within seven days of the end of the run.

21. PROTESTS AND APPEALS

21.1 LODGING A PROTEST OR APPEAL

All protests and / or appeals must be lodged in accordance with the stipulations of Articles 13 and 14 of the Code.

21.2 PROTEST FEES

As per FMSCI Schedule of Fees for the year.

If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the Supplementary Regulations of the run – or will be specified by the Stewards upon a proposal of the FMSCI Technical Delegate / Chief Scrutineer.

If the protest is overruled or it is withdrawn after being brought, no part of the fee shall be returned. (Article 13.4.2 of sporting code)

If it is proved that the author of the protest has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code. (Article 13.9.3 of sporting code)

21.3 APPEALS

As per FMSCI Schedule of Fees for the year

- Competitors may appeal against decisions, in accordance with the stipulations set out in Articles15.1 of the Code.
- Competitors have the right to appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must, however under pain of forfeiture of their right to appeal, notify the Stewards of the Meeting in writing within one hour of the publication of the decision, of their intention to appeal along with a fee as per FMSCI schedule of Fees for the year.
- The right to bring an appeal to the FMSCI expires 96 hours after the date of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.
- All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- The confirmation of an appeal to the FMSCI must be accompanied by an additional fee as per FMSCI Schedule of Fees for the year.

- This fee becomes due from the moment the appellant notifies the Steward of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.
- If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld.

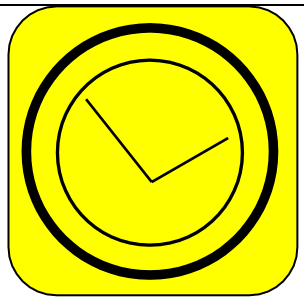
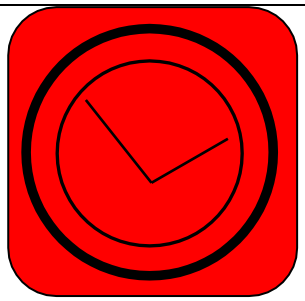
If it is proved that the author of the appeal has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code.

22. PRIZE GIVING

22.2 RUN PRIZE GIVINGS

Prizes for all competitors will be awarded during the prize distribution function mentioned in the Supplementary Regulations. Attendance of winners and all participants is mandatory unless under force majeure circumstances approved by the Stewards. Competitors failing to attend shall be reported to the Stewards.

APPENDIX I: RUN CONTROL SIGNS (Diameter of signs: minimum 60.96 cm)

Disclosed TIME CONTROL	 SELF TIME CONTROL
 SECRET TIME CONTROL	PASSAGE CONTROL

- Control boards must be placed on the Left-hand side of the road in the direction of event course.
- The sign shall be as per the sizes mentioned and top of sign shall be minimum 76.2 cm & maximum 91.44 cm from ground level.
- Control boards cannot be put on any other place than on ground like, trees, car boot, lamp post etc.
- It is recommended that 20 meters of the area before and after the control sign shall be tapped at least on left hand side of the event course so as to avoid disturbance of the spectators.
- For a Night Rally the boards need to be visible. The same may be designed with flouroscent colours . To a minimum there should be a white Floroscent , 2 inches width tape on the top for the full width of the board.

APPENDIX II: FMSCI STANDARDIZED DOCUMENTS

Appendix II – 1 Supplementary Regulations

Each event must produce supplementary regulations (Article 2.1.3a and 3.5 of the Code).

An electronic version of the supplementary regulations must reach the FMSCI at least 8 weeks before day 1 of the event.

Within 1 weeks following receipt of the draft, the FMSCI will inform the 37rganizer of any modifications to be made and will issue a permit authorizing their publication.

The supplementary regulations must be printed in A4 or A5 format and appear on the official run website at least 2 weeks before start of Leg 1 of the event.

Printed versions must be distributed at least to all competitors and event officials.

Two copies of the final supplementary regulations must be sent to the FMSCI upon publication.

CONTENT INDEX

1. Introduction

This event will run in compliance with the International Sporting Code of the Federation Internationale de l'Automobile (FIA) and its appendices, the General Prescriptions of The Federation of Motor Sports Clubs of India (FMSCI), the relevant Regulations concerning any championship, these Supplementary Regulations and bulletins issued by FMSCI.

The Federation of Motor Sports Clubs of India (FMSCI) is the ASN of FIA in India

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by Organisers or the Stewards).

Total distance of the Run.

2. Organization

FMSCI titles for which the event counts
FMSCI Permit numbers
Organizer's name, address and contact details
Organizing committee
Stewards of the Meeting
FMSCI Delegates &Observer
Senior officials
HQ location and contact details (Tel, email &fax.)

3. Programme, in chronological order (dates and times), giving location as necessary
    - Publication of supplementary regulations
    - Closure date of early entries (if applicable)
    - Closure date of standard entries
    - Closure date of Late entries
    - Publication date of entry list
    - Rally HQ opening/closing
    - Official Notice Board –location
    - Collection of material and documents
    - Administrative checks
    - Opening of media center and media accreditation
    - Scrutineering – sealing & marking of components
    - Drivers' briefing
    - Pre-event Press Conference (If applicable)
    - First Stewards' meeting
    - Curtain raiser (if any)
    - Start of Run, leg1/2/3 (as applicable) place and time
    - Finish of Run, leg 1/2/3 (as applicable) place and time
    - Publication of start lists for subsequent Legs (if applicable)
    - Publication time of Provisional results
    - Final Steward meet
    - Podium Ceremony/ Prize-giving
    - Post-event Press Conference

4. Entries
    Closing date for entries
    Entry procedure
    Number of entrants accepted and categories
    Entry fees
    Payment details (including details of any applicable taxes)
    Refunds

5. **Insurance-** During running of the event only Organisers holding a valid 2024 FMSCI Permit for an event are covered for:

Competitors: A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs. 5 lakhs with Rs. 1 Lakh medical expense extension per person.

Officials: A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.5 lakhs medical expense extension per person.

THESE INSURANCES ARE ISSUED BY UNITED INDIA INSURANCE 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:

6. Advertising and Identification

7. Administrative Checks

Documents to be presented:

- Entrants license / FMSCI registration no. (if any)
- Driver and Navigator competition licenses
- Driver &Navigators driving license
- Driver and Navigator PAN Card Copy
- Completion of all details on the entry form
- Special cover insurance certificate (recommended)
- Car insurance, registration, pollution, road tax papers
- Authorization letter from car owner other than participant.
- Onus of carrying all above papers during the entire event lies with the competitor. **Failure to carry shall be reported to Steward.**

Time table

1. Scrutineering, Sealing and Marking

Scrutineering venue and time table

Special national requirements

2. Other procedures

Ceremonial start/Curtain raiser procedure and order

Finish procedure (only if different from the Regulations)

Permitted early check-in

Any special procedures/activities including the organisers' promotional activities

Official time used during the event

3. Official's ponchos

Chief Marshal: Dark Blue with white TEXT

Marshal: Green with white TEXT

Competitor Relations Officer: Red with black TEXT

Scrutineer: Black with white TEXT

Safety Officer: Orange with black TEXT

Medical: White with Red TEXT

Media: Green /Yellow

4. Prizes

5. Protest fees

6. Appeal fees

7. Penalties

Appendix II – 2 Names and photographs of CRO's

CRO DETAILS

PHOTO

NAME

M: +91 E:

Will be present at:

Pre-Event Scrutiny	Secretariat	Start of the Event
In –between Breaks	At the Finish	Prize Distribution

NOTE: THE CRO SHOULD RESTRICT FROM DECISION MAKING INSTEAD REFER ALL SUCH MATTERS TO OFFICIAL CONCERNED

Appendix II – 3 Bulletin

Bulletins are defined in Article 2.1 They may be issued either:

- By the organizers, up to the commencement of pre-event scrutinizing with the approval of the FMSCI. Exceptionally, modifications to the itinerary as approved at the time of Permit issue, may be made by the organizer. Nevertheless, such modifications must be advised to FMSCI

OR

- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of posting Provisional Final Classification may be issued by the Clerk of the course.

- Bulletins must be numbered and dated. They shall be printed on yellow paper and posted on the Official notice board(s) and on the event website.

- Where possible, notifying competitors electronically of publication of a bulletin is recommended.

- The entrants (or crew members) must confirm receipt thereof by signature, unless thisis materially impossible during the running of the event.

- A bulletin may only be published after approval of the FMSCI or being approved by the Stewards of the meeting (wherever applicable).

Appendix II – 4 Speed Chart

Name of Championship:
Date SPEED CHART

The Speed Chart is to be handed over at least **30** seconds before his/her start time of the Run/Leg. Additional Speed Chart may **be issued (max 2 times per leg/day)** at any point in the event route. Mandatory Receipt of the said Speed Chart needs to be signed by the competitor. Mandatory 30 seconds add Time has to be given in case of the said additional speed chart is given at a point other than PC, DTC &STC. Speed to be in KMPH and or MPH / Time in Hours /Minutes/Seconds Only.

Start ODO. (Reading in KM)	**Finish ODO. (Reading in KM)**	Speed (in KMPH) / Time (in Minutes)
00.00	21.52	45 Minutes
21.52	34.25	26 KMPH
34.25	40.56	37 KMPH
40.56	53.18	42 KMPH
53.18	57.63	25 Minutes
57.63	62.95	19 KMPH
62.95	98.24	39 KMPH
98.24	105.25	26 KMPH
105.25	136.00	55 Minutes

NOTE:

FREE ZONE: OD…. to……

Appendix II – 5 Time Card

1. GENERAL
   - A separate time card must be issued at least for each section of each Leg.
   - -- Time cards should be issued and collected at the end of each section. Used time cards then become available for the results teams to check.

2. DESIGN

See following sample.

COMP.NO.									LEG
			NAME OF EVENT						

TC NO.	START/CHECK-IN-TIME			RE-START TIME (IF ANY)			SIGN/REMARKS
	Hour	Minute	Second	Hour	Minute	Second	

- Size: 22.86 cm x 27.94 cm
  - Boxes size:1.27cm
  - The card should be at least 300gsm card or 270µm polyester paper (for poor weather conditions). Note that polyester paper, although waterproof, cannot be easily folded. An alternative is to produce a time card that has a cover to protect the written area.
  - When many TC's are involved, reverse side printing or use of a side by side (and folded inwards) design may be used.

- The card Colour:

Marshall Time card -- White
Competitor Time card --White

Appendix II – 6 Road Book

1. GENERAL REQUIREMENTS
   - The Road book must be distributed according to the FMSCI General Prescriptions.
   - There may be one book for the entire run or a different book for each Leg. If a different daily book is used, there should be an obvious method of distinguishing it.
   - The road book shall be A4 size and bound on the left-hand side with metal or other strong binding capable of 360 opening.
   - Printing should be double sided with paper of 90 GSM or greater
   - Printing shall be on white paper.
   - The time chart with the maximum permitted lateness applicable to that LEG shall be expressed on Page 1 of roadbook.
   - There shall be no more than ten instructions per page
   - All road book pages shall be numbered to have the possibility of checking the completeness of the book.

2. ROAD BOOK MUST CONTAIN (For the events more than 250 Kms in a Day/Leg)
   - List of petrol pumps recommended by organizers to use/ Hospitals en route / medical centers / Authorized service centers of various car manufacturers / District or Local Police stations en route / Towing services en-route
   - Telephone numbers of event HQ and emergency services
   - A page of all the symbols used must appear in the front of roadbook.
   - Instructions for trip meter calibration may be included.

3. USEFUL INFORMATION IN ROADBOOK:

A trip meter point on long junction drawings, such as roundabouts, is recommended.

Distance to go Educational institutions T Junction

Big speed breakers Start/End of hill section Crowded areas

Official distances	-	Intermediate distances	-
Congested areas	-	Hospital	-
Check gates	-	Change of surface	-
Major cross roads	-	Traffic signal	-
Level crossings	-	No horn zones	-
Police stations	-	Major Cause way	-
Restricted zones	-	Other major notified zones	-
No check zones	-	Connecting with major roads	-
Dual carriage road	-	Land slide zones	-
Flyover	-	Watered causeway	-

Forests Diversions Toll Plaza Under pass

- Bridges & culverts more than 50 meters long must be mentioned.

- River bed/crossings, open field or any such area where there is no visible road marking, the passage needs to be properly demarked by way of flags/bunting on both sides.
- Any other information which the organizer needs required.

4. FINAL PAGES

Other requirements:

- Retirement form
- Enquiry form
- SOS & OK printed in Green & Red respectively (Recommended)

5. CHANGES

In case of a change in road book (e.g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A5 to be inserted into the roadbook.

Appendix II – 7 Entry Form

Event Sponsors Logo	NAME OF THE EVENT Date VENUE	FMSCI Logo
If a round of championship / league/ Cup, then write name of same.		

ENTRY FORM	ENTERANT	FIRST DRIVER	NAVIGATOR	Passenger
Team Name				
Surname				
First (given) Name				
Place				
Blood Group				
Date of birth				
Communication Address				
Telephone (business)				
Telephone (private)				
Mobile				
Fax No.				
Email address				
FMSCI Comp. License No.				
PAN				
Driving License No.				

VEHICLE DETAILS			
MAKE		REGISTRATION No.	
MODEL		CC	
MANUFACTURING YEAR		CHASSIS No.	
CATEGORY		ENGINE No.	
SPECIAL RALLY COVER INSURANCE (RECOMMENDED)			

OTHERS		
NAME OF TUNER		
?	ADDITIONAL NAVIGATIONAL GADGETS	ORIGINAL METER

ENTRY FEES		
CATEGORY	ENTRY FEES (WITH OPTIONAL ADVERTISEMENT)	ENTRY FEES (WITHOUT OPTIONAL ADVERTISEMENT)

For this Entry Form to be valid it must be accompanied by the appropriate Entry Fees, a receipt for the full amount paid to the Organisers, a banker's draft in the Name of payable at or details of a bank transfer, etc.

Indemnity & Declaration (on INR 100 Non-Judicial Stamp Paper)

I/We hereby make an application to participate in the above mentioned event and certify that the particulars of my vehicle as given overleaf are correct, that I/We have read the Supplementary Regulations issued by Organisers for the said event and agree to be bound by any of the International Sporting Code of the FIA, the General Prescriptions for 4W, Sporting Regulations and Championship Regulations of FMSCI; as well as the undertaking on this entry form.

I/We have read the Regulations issued for this event and agree to be bound by them. In consideration of the acceptance of this entry, I agree to save harmless and keep indemnified the Government, the FMSCI, the Organisers, the FIA and their officials, the Sponsors, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property traversed by this event, from and against all actions, claims, cost, expenses and demands in respect of death or injury to myself or any other person or persons or loss or damage to any property including the car concerned in this event and test, if any **other than if the** same may have been contributed or occasioned by the negligence of the Organiser and their official, agents, representatives, employees and all persons assisting them in this event. The indemnity shall be binding on my heirs, executors and legal representatives**. I/we declare that I/we shall not post any wrong and or provoking information/comment on social media of any kind neither to any media personnel. All grievances / problems will be addressed through correct procedures as laid down in the sporting code, general prescriptions applicable to the respective event and supplementary regulations of the event.**

I/We also undertake to compensate and or settle all third-party damages of any kind, caused by me/us, my representative/s or who so ever connected with me/us during the event.

I/We declare that the drivers possess the standard competence necessary for an event of this type to which this entry relates, also that the vehicle entered is suitable and event-worthy. I agree and undertake to abide by the rules and regulations framed for this event including the conditions precedent set out herein and all other rules and regulations, which may hereinafter be framed.

Finally, I/We hereby acknowledge that I / We am / are fully conversant with the risk and dangers of Motor Sports in general and this rally in particular which I/WE assume hereby.

PLACE & DATE

Signature of the Entrant	Signature of the Driver	Signature of the Navigator

Name and address of the witness:

Media Information Kit	**Driver**	**Navigator**
Name		
Place		
Date of birth		
Team		
Debut		
Wins		
Special moment		
Website		
Career Highlights		
CURRENT YEAR		
2022		
2021		
Career Summary		
Hobby		
Future plans		
Signature		

Appendix II – 8 Entry List, Start Order, Tabulation & Results

ENTRY LIST
Upon closing of entries, the organizer:

1) Publish the Draft Entry List on the event website with a footnote 'Subject to FMSCI approval'.
2) Shall send this Draft Entry List to the FMSCI for checking. The FMSCI shall then reply with any comments within 48hours.

The Draft Entry List shall include:

- Serial Number
- Entrant/Driver/Navigator full name
- Blood Group
- FMSCI Competition License Nos. of the Entrant / Driver /Navigator
- The vehicle
- Category in which entered

START ORDER

Introduction:

Start orders and results can be posted earlier than the times mentioned in the supplementary regulations or in a bulletin. However, the times mentioned on the lists MUST ALWAYS be as mentioned in the supplementary regulations or in a bulletin. If the publication of any 'timed' list is delayed, the clerk of the course shall publish a communication with the new scheduled time for posting

CURTAIN RAISER / CEREMONIAL START & LEGS

Start order for the Ceremonial Start

- Produced after administrative checks and scrutineering and draw of lots
- Signedbytheclerkofthecourseat1ststewards'meetingandpublishedattimeinSupplementary regulations
- Gives start times (or at least intervals between cars) for all competitors
- Foot note denotes 'Subject to passing re-scrutineering for car(s)No…'
- Curtain raiser procedure

Start order for Leg 1

- Produced after administrative checks and scrutineering and draw of lots
- SignedbytheClerkoftheCourseat1ststewards'meetingandpublishedattimeinsupplementary regulations
- Gives start times for all competitors

Start order for Leg 2 (if applicable) Produced based on the provisional results of Leg1

SignedbytheClerkoftheCourseatStewards'meetingafterLeg1andpublishedattimein Supplementary Regulations.

- Give start times for all competitors

TABULATION

Fraction of seconds shall stand omitted at all Time controls in respect of Endorsements, Restart time & Tabulation but the procedure to be followed at the end of speed blocks towards calculation shall be ascertained by the organizer and be published in the SR.

RESULTS

<u>EACH LEG OF THE RUN (except the final Leg)</u>

Partial Unofficial Classification after Leg 'x'

- Signedbytheclerkofthecourseandissuedafterstewards'meetingwithactualpostingtime.
- Produced when all penalties are known.

<u>Final Leg of the Run</u>

Provisional Final Classification

- Includes all competitors who have completed the Run
- Signedbytheclerkofthecourseatfinalstewards'meetingandpublishedattimeinsupplementary regulations
- Subject to stewards' decision for car No….'

Official Final Classification
Includes all competitors who have started the event
(all competitors who have completed the event, all retired competitors – marked with "DNF", all disqualified competitors marked with "DQ")

- Signed by the stewards and published after the protest time,
- 'Subjecttoanypotentialappealbytheentrantofcar No…againstthedecisionpronounced by the stewards'

NOTE:

Bulletin related to delay in declaration of provisional result needs to be issued prior expiry of The Schedule publication time as per program.. There has to be a minimum of 30 minutes Gap between issue of bulletin and fresh declaration time of provisional results.

Appendix II – 9 Penalties

AT DTC/STC/SFTC/VTC

a)	For every second late	1 second penalty
b)	For every second early	2 seconds penalty
c)**	Stopping/waiting/idling/zigzagging/reversing/u-turning	
	Within sight of STC Marshall (post control in case of DTC)	5 minutes each
d)	Missing a STC/DTC/SFTC/VTC Each TC Missed would be assumed to be visited at the Ideal time with no dead Time.	**Minimum 30 Minutes.**
e)	Lateness exceeding at DTC/STC/VTC	
	i) Events below 250 Kms per Day/Leg by 15 minutes	MPL
f)	Over speeding	
	i) 1st over speeding offence	Rs 5,000/- penalty
	ii) 2ndover speeding offence	Rs 10,000/- penalty
	iii) 3rd over speeding Offence	REPORT TO STEWARDS/ DISQUALIFICATION
g)	Missing a Passage Control	15 Minutes
h)	Not Attending Drivers' Briefing (By both crews)	REPORT TO STEWARDS
i)	Failure to pass Pre-event scrutiny of vehicle	START REFUSED
j)	Nonattendance at Prize Distribution Ceremony	REPORT TO STEWARDS
k)	Nonattendance at ceremonial start/curtain raiser	REPORT TO STEWARDS
l)	Arguing with Official	REPORT TO STEWARDS
m)	Violation of Article 13 & 19	DISQUALIFICATION
n)	Not wearing Seat Belts & Helmets **(in designated zones)**	
	i) 1st infringement	Rs 5,000/-
	ii) 2nd infringement	DISQUALIFICATION
o)	Late at Parc Ferme Closing	REPORT TO STEWARDS
p)	Missing Time Card	DISQUALIFICATION
q)	Over speeding / Accident at NO CHECK ZONES*	DISQUALIFICATION /SANCTION
r)	Using of Mobile phone for making call by any crew member.	DISQUALIFICATION
s)	Re-entering control area from any direction	
	i) 1st& 2nd offence	5 minutes each
	ii) 3rd offence	DISQUALIFICATION
t)	Violation of Article 12.1.4	DISQUALIFICATION
u)	Tampering of official document	DISQUALIFICATION
~~v)~~	~~Failure to keep scrutiny sheet/sticker on board during the event~~	~~DISQUALIFICATION~~
v)	Red triangle Not Placed	Penalty upto max of 60 seconds.

***These sections shall be stated in the Road Book and/or through CIB.**

**** This penalty should be endorsed in Competitor's card(in case the car checks in to the said TC). This penalty is not applicable if a competing car is in free zone.**

NOTE:

- Decision of The Judges of Fact (All Officials) shall be final and no protest on the above shall be entertained.
- Penalties for any other offence which is not covered in this SR shall be decided by the Stewards.
- For events running in minutes please note the following:
  1) Time will be recorded in Minutes e.g. 07 hrs 15 minutes 01 to 59 seconds will be recorded as 07 hrs 15minutes.
  2) Re start from STC shall be in next higher minutes e.g. 07 Hrs 15 minutes 01 to 59 seconds will be 07 hrs 16minutes

Appendix II – 10 Penalties

AT DTC/STC/SFTC/VTC

a)	For every minute late	1-minute penalty
b)	For every minute early	2 minutes penalty

APPENDIX ll – 11 FIRST AID BOX

List of Mandatory First Aid box items:

Alcohol prep5no -- Band Aid (Spot, square, standard) 5 strips each
Roller Bandage 10 cm1no -- Roller Bandage 5 cm 1 no Surgical Gauze (Sterile)1packet
-- Cotton Wool 25 gm 1 no Dettol/Savlon 50 ml1bottle --
Micropore 1" 1 no Betadine / Soframycin Ointment1tube --
ORS 5 packets
Renicol / Ciprofloxacin eye drop1phial -- Tablet Crocin 4tabs
Tablet Famocid (20 mg) 4 tabs(Famotidine)-- Tablet PFT/ Gelusil 4 tabs (Antacid) Tablet Domstal
4tabs(Domperidone) -- VoveranEmulgel / Volini Gel 1 tube Safety match box1 no
-- Safety Pin 6large
Razor blade1no -- Candle 1no

APPENDIX ll- 12 SCRUTINY SHEET (To be on board during the entire event)

SCRUTINY SHEET	
(NAME OF EVENT)	
(COMP NO.)	
COMPETITOR DETAILS:	
NAME OF ENTRANT	
NAME OF DIRVER/RIDER	
NAME OF Co-DRIVER/RIDER	
VEHICLE DETAILS:	
REG. NO.	
COLOUR.	
ENGINE NO.	
CHASSIS NO.	
MAKE.	MODEL.
SPECIAL INSURANCE (RECOMMENDED)	
ISSUED BY:	
VALIDITY	
FROM -	
TILL -	
SIGNATURE	
DRIVER/RIDER	DATE:
SCRUTINEER	DATE:
PLACE:	
CHECK LIST4W	
ELECTRICAL:	
HEAD LIGHT	BACK LIGHT
SIDE LIGHT	BRAKE LIGHT
INDICATORS	EXTRALIGHT NOS.
REVERSE LIGHT	CIRCUIT BREAKER
HAZARD	HORN
WIND SCREEN WASHER	WIPER
TECHNICAL:	
TYRES	SPARE TYRE NOS.
SPARE TYRE/JACK CLAMP/MOUNT	FOOT BRAKE
HAND BRAKE	BATTERY CLAMP
OTHERS:	
SEAT	SEAT BELT
MUD FLAP	FIRE EXTINGUISHER/MOUNT

TOWING EYE	RED TRIANGLE
EXHAUST	SIDE VIEW MIRROR
STICKERS	FIRST AID BOX/MEDICINE
REMARKS	
SCRUTINEERS SIGNATURE:	

CHECK LIST	**2W**	
ELECTRICAL:		
HEAD LIGHT		BACK LIGHT
SIDE LIGHT		BRAKE LIGHT
INDICATORS	EXTRALIGHT NOS.	
HAZARD		HORN
TECHNICAL:		
TYRES		FOOT BRAKE
FRONT BRAKE		EXHAUST
OTHERS:		
HELMET		GLOVES
SHOES	ELBOW/KNEE/CHEST GUARD	
JACKET/TROUSER	SIDE VIEW MIRROR	
STICKERS	FIRST AID BOX/MEDICINE	
REMARKS		
SCRUTINEERS SIGNATURE:		

ADDITIONAL SAFETY & OTHER INFORMATION FOR 2W

SAFETY:

a) Full Mask helmets/Autocross helmets are MANDATORY FOR RIDER AND CO-RIDER for the entire route of the event.

b) The crew should wear additional protective gear made from leather or equally tough materials
   - Full gloves for the Driver. Navigator may wear half gloves.

- Knee guards
- Elbow guards
- Both crew members shall wear full sleeves jacket and trousers/riding suit made of tough material and proper shoes.
- Chest guard

c) **OE/VIO** silencer box is mandatory

d) On ground of safety, putting foot down without stopping the vehicle in front of TCs is permitted.

COMPETITION NUMBER PLATES:

Please refer to 2W racing technical GP

NOTE:

Please do replace:

FIA	As	FIM
DRIVER	As	RIDER
Co-DRIVER	As	Co-RIDER

ABBREVIATION:

FIM --- Federation Internationale deMotocyclisme

SAFETY QUESTIONNAIRE

Safety questionnaire herein below to be filled and sent to FMSCI, 7 (seven days) before the event:

SAFETY QUESTIONNAIRE

01) Event Name	--……
02) Running state	--……
03) Police stations	--……
04) Status	--……
05) Total distance	--……
06) Max speed in No check zones/Highways	--……
07) Overall Average speed	--……
08) Trauma Ambulance midpoint post – OD	--……..
09) Ambulance following last vehicle	--YES / NO
10) Max distance to travel for Hospital	--……
11) Max travel time to Hospital	--(Should be within 45 minutes from furthest point)
12) Max time to reach victim	--(Should be within 30 minutes)
13) Alternate arrangement	--…….
14) List of Hospitals informed	--…….
15) Hospital facility	--Outpatient/General/ICU/ICCU
16) Ambulances do have	--Paramedics
17) CMO positioned at	--(Ideally with midpoint Ambulance)
18) Speeds at crowded areas	--(Max 20 kmph)
19) Running hour	--(Max 10 hrs)
20) Weather forecast	--…….
21) Precautions taken at control points	--…….(Umbrella/reflectors etc)
22) Summary of route	-- …….Anything in respect of safety
23) Communication system to be used	--…….
24) Control Marshall (STC & DTC)	--Minimum 2

SIGNATURE OF COC ……

SIGNATURE OF CMO …….

Date:

Date:

MANDATORY FIELDS TO BE FOLLOWED IN 45 KMPH PLUS ZONES AS PER ARTICLE 8.2.2

ADDITIONAL POINTS

1. 55 KMPH should be achievable.
2. Caution marks to be properly given.
3. Trauma ambulance to be deployed at start of each such zone.
4. Zone to be demarked in Roadbook
5. FIV at start of zone
6. Distance shall not be more than 8KMS
7. There shall be a maximum of two such zones per day
8. Incorporation of any such Zones should be informed to the Stewards of the rally and mentioned to all competitors in drivers briefing.

APPENDIX II – 13 FMSCI INDIAN NATIONAL TSD RALLY CHAMPIONSHIP

1. General Provisions

The FMSCI organizes/promotes the FMSCI Indian National TSD Rally Championship (INTSDRC) which is the property of the FMSCI and which comprises the TSD Rally Champion titles for Drivers, Navigators and Teams. The FMSCI reserves the right to introduce a Promoter or any other sponsor at any time during the year. The Championships are governed by the FIA International Sporting Code and its appendices (the Code), the FMSCI Rally General Prescriptions for TSD Rally, the present Sporting Regulations, and the Regulations specific to Drivers, Navigators and Teams' Championships.

2. CHAMPIONSHIPS

INDIAN NATIONAL TSD RALLY CHAMPIONSHIP

Titles:
a. INDIAN NATIONAL TSD RALLY – 1 CHAMPION (INTSDRC)

2024 INTSDRC- 1 Champion (Includes Driver & Navigator)

a.1) This category is for all participants registered for the Championships for this category.

b.2) At the end of all rounds, the first 5 (five) drivers and co-drivers individually from each zone per category will qualify for the Final round of INTSDRC. Competitors will attribute points of each round as given in Art 6.2 of the General Prescription. Points earned in the zonal qualifying rounds would not be carried froward to the final round

c.3) The final round will be of two/three leg /day event, and competitors will attribute points of each leg/day as given in Art 6.2 of the General Prescription. The crew with the maximum number of points will be called as FMSCI Indian National TSD Rally Champion.

d.4) This category is for general participants.

e.5) For the finals in case of any one of the team member , driver or codriver of the pair qualified from zone is unavailable, the other member crew can select any of the other driver or co-driver who have the next higher points after the 5th position upto the 10th position of that category .The crew member selected should be in the top 10 of the category at the end of the zonal rounds from which the participating member has opted for qualification.

2024 INTSDRC -1

STATUS: NATIONAL CHAMPIONSHIP
INDIVIDUAL ELIGIBILITY:
FMSCI License holder only

This category is for all Participants registered for the Championship under INTSDRC-1
Participants qualifying for this category cannot register additionally for any other category other than INTSDRC-W(in case they Qualify for the same) with per category additional entry fee.
Highest point earned by registered Drivers and Co Drivers (Best N-1 in case more than 2 rounds.)

TEAM ELIGIBILITY:
FMSCI Team Entrant License holder.
Highest point earned by registered teams' competitors (Best N-1 in case more than 2 rounds)

INDIAN NATIONAL TSD RALLY – 2 CHAMPION (INTSDRC)

2024 INTSDRC- 2 Champion (Includes Driver & Navigator)

a.1) This category is for all participants registered for the Championships for this category.

b.2) At the end of all rounds, the first 5 (five) drivers and co-drivers individually from each zone per category will qualify for the Final round of INTSDRC. Competitors will attribute points of each round as given in Art 6.2 of the General Prescription . Points earned in the zonal qualifying rounds would not be carried froward to the final round

c.3) The final round will be of two/three leg /day event, and competitors will attribute points of each leg/day as given in Art 6.2 of the General Prescription. The crew with the maximum number of points will be called as as FMSCI Indian National TSD Rally Champion.

e.5) For the finals in case of any one of the team member , driver or codriver of the pair qualified from zone is unavailable, the other member crew can select any of the other driver or co-driver who have the next higher points after the 5th position upto the 10th position of that category .The crew member selected should be in the top 10 of the category at the end of the zonal rounds from which the participating member has opted for qualification.

2024 INTSDRC -2

STATUS: NATIONAL CHAMPIONSHIP
INDIVIDUAL ELIGIBILITY:
FMSCI License holder only

Botht the Driver and Co Driver should not have finished in the top3 in any INTSDRC Zone Qualification of finals or a Round in the Past 3 Years.i.e since 1st Jan 2021.

This category is for all Participants registered for the Championship under INTSDRC-2
Participants of this category can register for INTSDRC-1 and INTSDRC-W (in case they Qualify) with per category additional entry fee.
Highest point earned by registered Drivers and Co Drivers (Best N-1 in case more than 2

rounds.)

TEAM ELIGIBILITY:
FMSCI Team Entrant License holder.
Highest point earned by registered teams' competitors (Best N-1 in case more than 2 rounds)

a) INDIAN NATIONAL TSD RALLY CHAMPION - WOMEN (INTSDRC-W)

2024 INTSDRC- W Champion (Includes Driver & Navigator)

c.1) This category is for all participants registered for the Championships for this category.

c.2) At the end of all rounds, the first 5 (five) drivers and co-drivers individually from each zone per category will qualify for the Final round of INTSDRC. Competitors will attribute points of each round as given in Art 6.2 of the General Prescription. Points earned in the zonal qualifying rounds would not be carried froward to the final round

c.3) The final round will be of two/three leg /day event, and competitors will attribute points of each leg/day as given in Art 6.2 of the General Prescription. The crew with the maximum number of points will be called as as FMSCI Indian National TSD Rally Champion.

d.5) For the finals in case of any one of the team member , driver or codriver of the pair qualified from zone is unavailable, the other member crew can select any of the other driver or co-driver who have the next higher points after the 5th position upto the 10th position of that category .The crew member selected should be in the top 10 of the category at the end of the zonal rounds from which the participating member has opted for qualification.

2024 INTSDRC -W

STATUS: NATIONAL CHAMPIONSHIP
INDIVIDUAL ELIGIBILITY:
FMSCI License holder only

This category is for all women teams only. Both the Driver and the Navigator should be of female gender to participate in this category
Participants of this category can register for INTSDRC-1 and INTSDRC-2 with per category additional entry fee.
Highest point earned by registered Drivers and Co Drivers (Best N-1 in case more than 2 rounds.)

TEAM ELIGIBILITY:
FMSCI Team Entrant License holder.
Highest point earned by registered teams' competitors (Best N-1 in case more than 2 rounds)

NOTE:
In case of Tie of points, the tie will be resolved as mentioned in the general prescriptions of this championship.
The participants intending to participate in INTSDRC will have to participate in Best N-1 in case more than 2 rounds in the year. The competitor will attribute points in each round as per structure of points laid down in Art. 6.2. of General Prescriptions of TSD Rally.

3. REGISTRATION

3.1.1 Each competitor including Driver & Navigator and Team intending to participate in INTSDRC must Register individually with the FMSCI to be eligible for points along with registration fees of **₹3000/- to be paid to the promoter per category.**

3.1.2 A Competitor/Team taking part in INTSDRC must register their entry with the FMSCI within closing of given registration date. Registration beyond the given date may be done at the discretion of FMSCI subject to late fees as decided by FMSCI/Promoter.

3.1.3 Once registered the competitor needs to participate Best N-1 in case more than 2 rounds for zonal rounds thereafter. Non participation other than force majeure, acceptable by FMSCI will entail loss of previous round points. However in all cases payment of Entry Fees mandatory. This is in case of PRIVATEER, MANUFACTURERS OR TEAMS (WHICHEVER IS APPLICABLE).

3.1.4 Any manufacturer or a team intending to participate in a championship will also need to register with FMSCI. The registration fees will be ₹ 25,000.00 per round up to a maximum of 3 cars. Additional ₹ 10000.00 per car will have to be paid thereafter.

3.1.5 Non Participation of any qualified participant in the Final round may attract penalties upto a fine of INR One Lac ,100000/- .

4. TITLE

Wherever possible, at the discretion of the Organizer, each rally should include in its title the acronym as:
FMSCI INDIAN NATIONAL TSD RALLY CHAMPIONSHIP ROUND 2024

5. Eligible Cars

Any non-commercial 4 wheel vehicles other than trucks, buses & ATVs having a valid registration in India (RTO) may participate.

Organizers may choose to fit on board camera in the competing car to get car cabin view. It is responsibility of the competitor to ensure that the camera is “on” from TC1 till last TC of the event. Competitors can choose to fit additional camera as a back up to the one provided by organizer to avoid penalties applied by stewards which can go up to Exclusion.

6. Championship Points

Points for INTSDRC events will be awarded in accordance with the scale laid down in Article 6.2 of the FMSCI General Prescriptions for TSD Rally in compliance with participation

requirements.
For teams, the best placed 3 drivers will be awarded points.

7. EVENT CHARACTERISTICS

7.1 SCHEDULE / DISTANCE

Schedule & distance of the Rally (recommended and maximum duration)

Day 1

Collection of materials and administrative checks.
Pre Event Scrutiny
Press Conference
Drivers' Briefing
1st Stewards' Meeting
Publication of Start Order
Ceremonial Start/ other promotional driving activity (if any)

Day 2

Rally Start/End
Provisional result
Final Stewards' meeting
Final Result
Podium/prize distribution Ceremony
Closing of event

7.2 DISTANCES

The total distance of the rally is set at a distance of minimum 100 Kms and maximum of 250 Kms of competition zone. Priority on logistics to be given on selection of start/finish venue. However the total travel distance including additional distance (free run) from HQ to HQ should not cross 250 Kms.

8. ROAD BOOK

The road book must be made available to all competitors minimum 4 minutes prior to his/her start time.

9. COMPETITION NUMBERS AND ADVERTISING

9.1 The door number sticker shall have an equal space below for the Championship logo and provision for a possible series of sponsors' advertisements - both of which will be carried by all cars entered in the rally.

9.2 ORGANISER'S OPTIONAL ADVERTISING

9.2.1 Organizers are permitted to have optional advertising as follows:

a) On the bonnet of the car, a sticker measuring 10 x 60 cm.

b) On each side of the car, adjacent to the competition number sticker, 2 stickers measuring 15 x 25 cm. The location of these stickers must be specified in the Supplementary Regulations.
c) If there is not any conflict of interest with the Championship Sponsors.

10. ENTRY FEES

The maximum entry fees per round of 2024 Championship are as follows.

With Optional Advertisement	Without Optional advertisement
INTSDRC 1/INTSDRC 2/INTSDRC W Qualifiers ₹10,000.00*	₹20,000.00*
INTSDRC 1/INTSDRC 2/INTSDRC W Final round	₹25,000.00*#

*GST extra (if applicable)
With Accommodation on a twin sharing Basis.

LATE ENTRY: Late entry up to prior 48 hours of documentation is permitted at the discretion of the Organizer subject to late fine of 25% of the entry fees

ADDITIONAL FEES:
For Team/Commercial Entry - **₹ 1,00,000/-** (Up to **3 cars only**. There after ₹ 25000/- per car).

11. PROMOTIONAL ZONE

A promotional zone can be created by the organizers. This zone, where all competing cars will pass through and while passing through, shall have some activity entertaining the Media & Spectators. There are no specific requirements of this zone but some examples are given below.

- Passing through a slush / water body;
- Passing through tricky tulips where the confusion can be seen by spectators;
- Small hump where cars, even at reasonably slow speed can be seen air borne;
- Photo opportunities which will establish interest to the spectators/media/sponsors;
- A well demarcated branded river bed where little bit of off road skills are required. This area has to be well branded so that the sponsors retain the interest in the sport.
- Just for guidance some photographs are shown below.
-

12. START ORDERS AND INTERVALS

12.1 START ORDER

Start order to be established as per club seeding or as determined by the organizer.

12.2 INTERVALS

Competitors will start at intervals of one to three minutes as determined by the organizer.

13. SERVICE

13.1 Taking service in "No Service zone" during the event is strictly prohibited. Only competing crew can help perform service with the equipment available on board. Under the pain of EXCLUSION external help for this service is prohibited.

14. CONTROL ENDORSEMENT AND TIME CARDS

All control endorsements and type of Time cards shall be as per GP

15. LATENESS, TABULATION & RALLY RESULT

15.1 LATENESS

As per GP

15.2 TABULATION

Fraction of seconds shall stand omitted at all Time controls in respect of Endorsements, Restart time & Tabulation but shall be carried over at the end of speed blocks towards calculation.

15.3 PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Section of a rally. Competitors may however refer in media releases to "winning" a Section, provided there is no implication that the result is related to the entire rally.

15.4 PROVISIONAL RESULT

This needs to be declared minimum after **60** minutes (including MPL) & within 4 hours of scheduled finish time of last competing vehicle. Mandatory approval of Stewards is required for issuance of CIB related to Fresh declaration time of provisional results.

16. Prize Giving

16.1 All participants including winners of all categories must attend prize giving ceremony.

16.2 Should prize winners fail to turn up at the prize giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one

member of the crew is present at the prize giving, the penalties shall be left to the discretion of the Stewards.

16.3 Non-attendance of Participants other than prize winners, at prize giving ceremony will be reported to Stewards.

16.4 Failing to attend the annual FMSCI prize giving, the crew concerned will be subject to a fine of : ₹ 20,000/-

16.5 The minimum cash prizes to be offered by the Organizers of a round of the INTSDRC round are as follows:

Cash and Trophy: Per Round

The minimum cash prizes to be offered by the Organizers of a round of the INTSDRC as follows:

CATEGORY	1st	2nd	3rd	4th	5th
INTSDRC	₹ Cash Prize + Trophy	₹Cash + Trophy	₹ Cash Prize + Trophy	Trophy	Trophy
INTSDRC -2	₹ Cash Prize + Trophy	₹ Cash + Trophy	₹ Cash Prize + Trophy	Trophy	Trophy
INTSDRC -W	₹ Cash Prize + Trophy	₹ Cash + Trophy	₹ Cash Prize + Trophy	Trophy	Trophy

NOTE: In Case of entries upto 3 competitors only trophies would be given .If there are 4 to 6 competitors in any category, only the prize money for the first position will be given and in case 7- 9 entries prize money for 1st and 2nd positions will be given and in case more than10 entries prize money for 1st , 2nd and 3rd .

16.6 Championship final Awards

INTSDRC -1 Overall Champion : Trophy
INTSDRC -2 Champion : Trophy
INTSDRC -W Champion : Trophy

NOTE:

In case of Tie of points in the , the tie will be resolved as mentioned in the general prescriptions of this championship.

APPENDIX II – 14 MARSHAL SHEET OUTLINE FORMAT

MARSHAL CARD

INSERT YOUR CLUB LOGO

<CLUB NAME>

fmsci
The Federation of Motor Sports Clubs of India

FOR FOUR WHEELERS

DATE :

CONTROL NAME	CONTROL NO.	Control Opening Time	Control Closing Time

Name of Post Marshal		Signature of Post Marshal

Competitor's Number	Time of Arrival			Remarks (if any)	Signature of Competitor
	Hr.	Min.	Sec.		

DO NOT LOOSE, DEFACE, ALTER OR TAMPER THIS CARD
Post Marshal shall affix a rubber stamp in case of a Passage Control

INSERT YOUR CLUB LOGO

COMPETITOR'S CONTROL CARD

fmsci
The Federation of Motor Sports Clubs of India

<CLUB NAME>

LEG _____

COMPETITOR NO.		DATE	
NAME OF ENTRANT			

TC NO.	REPORTING TIME			SIGN OF POST MARSHALL	REMARKS
	HRS.	MINS.	SEC.		

MARSHAL CARD

INSERT YOUR CLUB LOGO

<CLUB NAME>

fmsci
The Federation of Motor Sports Clubs of India

FOR FOUR / TWO WHEELERS

DATE :

CONTROL NAME	CONTROL NO.	Control Opening Time	Control Closing Time

Name of Post Marshal		Signature of Post Marshal

Competitor's Number	Time of Arrival			Remarks (if any)	Signature of Competitor
	Hr.	Min.	Sec.		

DO NOT LOOSE, DEFACE, ALTER OR TAMPER THIS CARD
Post Marshal shall affix a rubber stamp in case of a Passage Control

Competitor's Number	Time of Arrival			Remarks (if any)	Signature of Competitor
	Hr.	Min.	Sec.		