



The Federation of Motor Sports Clubs of India

**2014 FMSCI GENERAL PRESCRIPTIONS
APPLYING TO ALL FMSCI STAGE RALLY,
RALLY CHAMPIONSHIPS,
TROPHIES, CHALLENGES AND CUPS**

A25, Krishna Towers, 50 Sardar Patel Road, Chennai 600113
Phone : (91) (44) 22352673, 64506665 Fax : (91) (44) 22351684
Email : info@fmsci.in web : www.fmsci.co.in

GENERAL PRESCRIPTIONS APPLYING TO ALL FMSCI STAGE RALLY, RALLY CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The FMSCI organizes the FMSCI Rally Championships (the Championships) which are the property of the FMSCI. The word "Championships" automatically includes the FMSCI Rally championships, challenges, Rally trophies and cups. Each championship comprises of the rallies which are entered on the corresponding Championship calendar.

The championships are governed by the FIA International sporting code and its appendices (the code) and these regulations which consist of article applicable to one or more of following specific championships.

FMSCI Rally Championships,
FMSCI Indian National Rally Cups
FMSCI Indian National Championship for Teams.
FMSCI Indian National Championship for Drivers.
FMSCI Indian National Championship for Co-Drivers (Navigators)

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 2014 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 rally.
- 1.1.3 Anything that is not expressly authorized by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

For all FMSCI rallies, the official language must be 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 January 2014.

DEFINITIONS

2.1 BULLETIN

Official written document intended to modify, clarify or complete the supplementary regulations of the rally as detailed in Appendix II – 2

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 CONTROL AREAS

The area between the first yellow clock warning signal and the final beige sign with three transverse stripes is considered as the control area.

2.4 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Except if otherwise stated, either member of the crew may drive during the rally, but only the nominated driver, as noted on the entry list, may drive during the special stages, and 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 when the latter is not on board the car during the rally.

2.5 DECISION A document issued by the clerk of course or the stewards to announce their findings following an enquiry, hearing or investigation

2.6 END OF THE EVENT

The event ends upon posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

2.7 LEG

Each part of the rally, separated by an overnight Parc Fermé. If only a Super Special Stage is organized on the day before Leg 1, it shall be considered to be Section 1 of Leg 1. If only a Super Special Stage is organized on the day after Leg 2, it shall be considered to be part of Leg 2.

2.8 NEUTRALISATION

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

2.9 PARC FERMÉ

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 authorised officials are admitted.

2.10 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in these regulations.

2.11 RECONNAISSANCE

The presence on a special stage in any way whatsoever of an FIA priority driver and / or co-drivers, FMSCI Seeded Driver and / or Co-drivers at any time or of any non priority crew member intending to enter a rally after the announcement of the itinerary.

2.12 REGROUP

A stop scheduled by the organisers 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 rally. The stopping time may vary from crew to crew

2.13 ROAD SECTION

The parts of an itinerary which are not used for special stages.

2.14 SECTION OF THE RALLY

Each part of the rally separated by re-group.

2.15 SERVICE

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

2.16 START OF THE EVENT

The event starts from the day of administrative checks or reconnaissance (whichever is earlier). The competition element of the rally starts at the first time control.

2.17 SUPER SPECIAL STAGE

Any variation from the running of special stage as described in these regulations and detailed in the event supplementary regulations and/ or a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.

2.18 TIME CARD

A card intended for entry of times recorded at the different control points scheduled on the itinerary.

2.19 TECHNICAL ZONE

A zone separated by two time controls for the purpose of carrying out technical checks by the Scrutineers.

2.20 MEDIA ZONE

A zone established prior to the time control at the entrance of service parks, remote services and regroup parks.

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards of the meeting (the stewards) shall always comprise three members. Two of these members shall be appointed by FMSCI (including chairman). They shall be from different clubs other than the club organizing the rally and one Steward may be proposed by the club organizing the rally for acceptance by FMSCI. For INRC all the stewards will be appointed by the FMSCI. There must be a permanent communication link between the stewards and the clerk of the course. During the running of the rally at least one of the stewards must be in the vicinity of the rally HQ.

3.2 FMSCI DELEGATES

The minimum of the following Delegates may be appointed by the FMSCI:

3.2.1 FMSCI Technical Delegate

The FMSCI Technical Delegate will liaise with the clerk of the course and will be the chief scrutineer responsible for all technical matters.

3.2.2 FMSCI Observer/s

The FMSCI Observer(s) will review all aspects of the rally and complete the appropriate FMSCI report form.

3.3 COMPETITORS' RELATIONS OFFICERS

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the competitors / crews.

There must be at least one at the rally who must be easily identifiable by the competitors / crews and shall be present according of the CRO's schedule

ELIGIBLE CARS

4. ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS

4.1 SUMMARY

Only FMSCI/FIA homologated cars, or other cars approved by FMSCI may participate in National Championship rallies and must comply with the provisions of the FIA/FMSCI 4W Technical Regulations.

- 4.2 Production Cars Group N.
- 4.3 Group R Class
- 4.4 The cars homologated in the current year can participate in the rallies 60 days after the date of homologation. This period may be reduced by the FMSCI as the circumstances warrant.
- 4.5 Cars for which Technical Data form is completed by FMSCI

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

The Rally Commission may recommend to FMSCI council for waiver of any of the following requirements and Council may decide accordingly.

QUALIFICATION OF A RALLY

A candidate rally may qualify for the Championship only if it has been organised the year preceding its inclusion in the Championship or in the year of championship as approved by the FMSCI and if the reports drawn up by the Delegates appointed by the FMSCI have been satisfactory.

CANCELLATION OF A CHAMPIONSHIP RALLY

Any Championship rally which is cancelled will not be entered in the Championship in subsequent years, except in a case of force majeure as recognized by the FMSCI.

REPORTS

For each rally, a report will be drawn up by an FMSCI Observer and possibly by other FMSCI officials, and reviewed by the relevant FMSCI Commission.

Any Championship rally shown by the Observer report to have failed either to comply with the regulations or to attain an adequate standard against the points observed may not be accepted in further years in the Championship.

CANDIDATE EVENTS

Any rally which is a candidate for FMSCI Championship must comply with the General Prescription applicable to FMSCI rally Championship and to the sporting regulations of the championship concerned. In case of candidate event, Organiser would have to run a one Leg rally of regular INRC event, where criteria like safety, communication, organization etc. would be looked at. If the Organisers are known and have run an INRC event in past two years, the criteria would be different than that of a new Organiser as decided by the Rally Committee.

5.1 CHAMPIONSHIP POINTS

5.1.1 Attribution of points

For each Championship title, points will be awarded for each rally taking into account the general classification according to the following scale:

Position	Points
1 st	25 points
2 nd	18 points
3 rd	15 points
4 th	12 points
5 th	10 points
6 th	8 points
7 th	6 points
8 th	4 points
9 th	2 points
10 th	1 point

- 5.1.2 Bonus points as per following scale may be awarded according to the classification of the each Leg. In order for bonus points to be awarded each Leg must be comprised of minimum of 25% of total length of special stages.

Position	Points
1 st	7 points
2 nd	6 points
3 rd	5 points
4 th	4 points
5 th	3 points
6 th	2 points
7 th	1 points

To be eligible for bonus points car must remain in the Parc ferme at the end of the leg

5.1.3 Additional conditions to score points

Only those cars driven by a registered driver are eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the cars of the non-registered drivers. Registered co-driver is eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the non-registered co-drivers.

- 5.1.4 To be eligible for Championship points and awards, each driver and co-driver must be registered individually with the FMSCI.

- 5.1.5 Points can only be earned for events held after the date of registration.

5.1.6 Attribution of reduced points

Should one of the rallies counting towards a Championship or Cup not be able to be 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 special stages (timed to the second) has been run, half points being awarded if between 25 % and 50 % of the scheduled length of special stages has been run. No points will be awarded if less than 25% of the scheduled length of special stages has been run.

5.1.7 REGISTRATION FEES

The Drivers / Co-Drivers must register individually with the FMSCI at least one week before the event in which he / she intend to score points. The Fees shall be prescribed in the Specific Regulations of that championship.

5.2 MINIMUM PARTICIPATION REQUIREMENTS

- 5.2.1 The minimum number of participations in order to be classified at the end of the season in the final results of the various Championships is detailed under the appropriate Championship.

- 5.2.2 If the registered driver and co-driver do not take part in the required minimum number of events and/or the minimum number of rallies in a region, where applicable, and/or in one of their nominated events, they will be withdrawn from the final classification of the Championship concerned. In that case, the points will not be redistributed to those still in the Championship. Failure to comply with the above minimum participation requirements after registration may result in sanctions being imposed by the ASN issuing the relevant license after considering the circumstances of non participation. The FMSCI may impose additional sanctions on registered competitors, drivers and co-drivers who fail to comply with the minimum participation requirements.

5.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking into account the criteria required for each Championship. The driver and the co-driver having totaled the highest number of points will be declared the relevant champion.

DEAD HEAT IN A CHAMPIONSHIP

10.1 DRIVERS AND CO-DRIVERS

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

- 10.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the general classifications of the rallies which have served to make up their points total;
- 10.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th places, and so on.
- 10.1.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

10.2 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:

- 10.2.1 According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each manufacturer or team, taking into account only the highest place per rally for each manufacturer or team.
- 10.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.
- 10.2.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying manufacturers on the basis of whatever other considerations it thinks appropriate.

CRITERIA FOR PRIORITY DRIVERS

11.1 FMSCI "A" Seed

- 11.1.1 Drivers who have won the Indian National Rally Championship / Indian Rally Championship in any of the previous two years.
- 11.1.2 Driver who has been a runner up (2nd place only) in Indian National Rally Championship / Indian Rally Championship in the previous year.
- 11.1.3 Drivers who have won any round in the General Classification of the Indian National Rally Championship / Indian Rally Championship in the previous year.
- 11.1.4 Drivers who have won (1st place) in the General Classification of any FIA approved International Rally Event /Championship in the previous year.
- 11.1.5 Driver who has won the up to 1600 cc Indian National Rally Drivers Championship in the previous year.
- 11.1.6 Driver who has won the 1601-2000 cc Indian National Rally Drivers Championship in the previous year

Examples

Driver qualifying under condition 1

INRC Champion 2012

A seed 2013

A seed 2014

In 2015 falls to B seed unless he qualifies again

Driver qualifying under any other condition

WINNER XYZ RALLY 2011

A seed 2012

In 2013 falls to B seed unless he qualifies again

11.2 FMSCI “B” Seed

- 11.2.1 Drivers who have been included in the Seed “A” list in the previous year and have lost this right (valid for 1 year)
- 11.2.2 Drivers who have been classified 2nd and 3rd in any round in the General Classification of the Indian National Rally Championship / Indian Rally Championship in the previous year.
- 11.2.3 Drivers who have placed 2nd and 3rd in the General classification of any FIA approved Rally International Event/Championship in the previous year.
- 11.2.4 Driver who has won the Junior National Rally Drivers Championship in the previous year.
- 11.2.5 Drivers who have won any cup run as a support event in the INRC in the previous year

11.3 FMSCI “C” Seed

- 11.3.1 All Drivers who do not qualify under the conditions FMSCI “A” and “B” seed drivers

11.4. REPOSITIONING OF SEEDED DRIVER

FMSCI Stewards may reposition the FMSCI A or B seed driver when he has entered in a car which, in the opinion of stewards, does not justify him priority in initial starting order.

12 PROCEDURE CONCERNING THE CHOICE OF ITINERARY

12.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAM

- 12.1.1 Except in a case of force-majeure, the clerk of the course must ensure that the itinerary is respected.
- 12.1.2 No objections made immediately, before or during the running of the rally will be taken in to consideration unless approved by the FMSCI safety delegate.
- 12.1.3 After the start of the competitive element of the rally, the relaying of information between competitors concerning the condition of special stages is forbidden. Any transgression will be reported to the stewards.

EVENT CHARACTERISTICS

13.1 DURATION

- 13.1.1 The maximum scheduled duration of a Day may not exceed 13 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.
- 13.1.2 For Days of duration of less than 13 hours, the stopping time must be at least equal to the duration of the Day. For Days of which the duration is 13 hours or more, the minimum stopping time will be 13 hours.

13.2 SPEED RESTRICTIONS ON ROAD SECTIONS

The average speed on road sections will be left to the Organisers’ discretion but must always comply with the laws of the country of the rally. This speed must be specified in the road book.

13.3 GENERAL

The suitability of the special stages to be used in a rally is the sole responsibility of the Organiser of the event who should avoid roads which may not comply with the FMSCI regulations and / or recommendations. Safety is of paramount importance when selecting stages. The selection of the rally route should avoid roads which may include high spectator traffic density.

13.4 PROGRAMME FOR THE RALLY

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

The time table of an event shall be in following order.

- Reconnaissance
- Scrutineering
- Ceremonial start
- Rally
- Podium Ceremony

STANDARD DOCUMENTS AND SCHEDULES

14. GENERAL

14.1 FMSCI STANDARDISED DOCUMENTS

The format of the following documents as in Appendix II must be followed:

- Supplementary regulations, (Electronic & Printed format)
- Bulletins (Electronic & Printed format)
- Rally guide (Electronic format)
- Itinerary (Electronic & Printed format)
- Time card (Printed format)
- Road Book (Printed format)
- Entry form (Electronic & Printed format)
- Starting list & results. (Electronic & Printed format)
- Media safety book (electronic and printed format)

The format of the above documents should follow the standardized documents as in Appendix II or the requirements stipulated in the relevant Championship variations.

Documents which are published electronically shall not be amended once published on Organisers web site unless amendments are highlighted. Any documents which require approval from FMSCI shall not be amended without approval of FMSCI.

14.2 ROAD BOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagram must be followed. Any deviation will be reported to the stewards.

14.3 TIME CARD

14.3.1. Each crew is responsible for

- Its time card
- Submitting the time card at controls and its accuracy.
- Any entries made on time card.

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

14.3.2. The appropriate marshal is the only person allowed to make entries on time card, except for those sections "competitors use"

14.3.3 In case of absence of a stamp/sticker or signature from any control, the absence of time entry at any control, or the failure to hand in the time card at each control will be removed from classification. This information will be pronounced by the Clerk of course at the end of section.

14.3.4 Any divergence between the time entered on the crews time card and those entered on the official documents of the rally will form subject of enquiry by the clerk of course.

14.4 CHAMPIONSHIP LOGO

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

INSURANCE

16. INSURANCE COVER

16.1 DESCRIPTION OF INSURANCE COVER

The supplementary regulations must give details concerning insurance cover taken out by the Organisers. The certificate shall name the competitors, the FMSCI and the officials of the rally (Description of the risks and sums covered).

16.2 PUBLIC LIABILITY COVER

- 16.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).
- 16.2.2 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.
- 16.2.3 The insurance cover must at least be in effect during the shakedown stage and then for competitors running within the itinerary of the rally from the start of Leg 1 till the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted the next Leg shall not be considered to have permanently retired.
- 16.2.4 In case if any event is running a shakedown or free practice, the insurance cover must be in effect during shakedown or free practice.

16.3 EXCLUSION OF COVER

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the Organisers, are not covered by the insurance policy of the rally.

CAR IDENTIFICATION

17. SEASONALLY ALLOCATED NUMBERS

NA

18. COMPETITION NUMBERS AND ADVERTISING

18.1 GENERAL

- 18.1.1 The Organiser will provide each crew with the number identification, which must be affixed to their car in the positions stated prior to scrutineering.
- 18.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors/entrants. No modification is allowed to these panels.

18.2 DOOR PANELS

- 18.2.1 Two front door panels measuring 67 cm wide by 17 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), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the Organiser.
- 18.2.2 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.
- 18.2.3 No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel.

18.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 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.

18.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 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.

18.5 ROOF PANEL

- 18.5.1 One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.
- 18.5.2 Any Organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.
- 18.5.3 It is at the Organisers discretion to distribute roof panels to the competitors.

18.6 FRONT PLATE

One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

18.7 RESTRICTIONS ON ADVERTISING

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

- It is authorised 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.

18.7.2 The name of the automobile manufacturer may not be associated with the name of the rally (unless specific permission is taken from the FMSCI) or appear in the Organiser's compulsory advertising spaces.

18.7.3 The text of any obligatory organiser advertising must be clearly indicated in the supplementary regulations, or in an official bulletin before the closure of entries for the rally.

18.8 ORGANISER'S OPTIONAL ADVERTISING

18.8.1 The Organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to Rs. 50,000/-.

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

18.8.3 Competitors who accept the Organisers' optional advertising as specified in the supplementary regulations must reserve space for it. No modification to advertising is allowed.

18.8.4 The organisers optional advertising must be clearly indicated in the supplementary regulation. If the optional advertising is published in a bulletin and should there be conflict with the competitors advertising, the competitor may refuse such optional advertising without paying any extra fee.

19. DRIVER'S AND CO-DRIVER'S NAMES

19.1 REAR SIDE WINDOWS

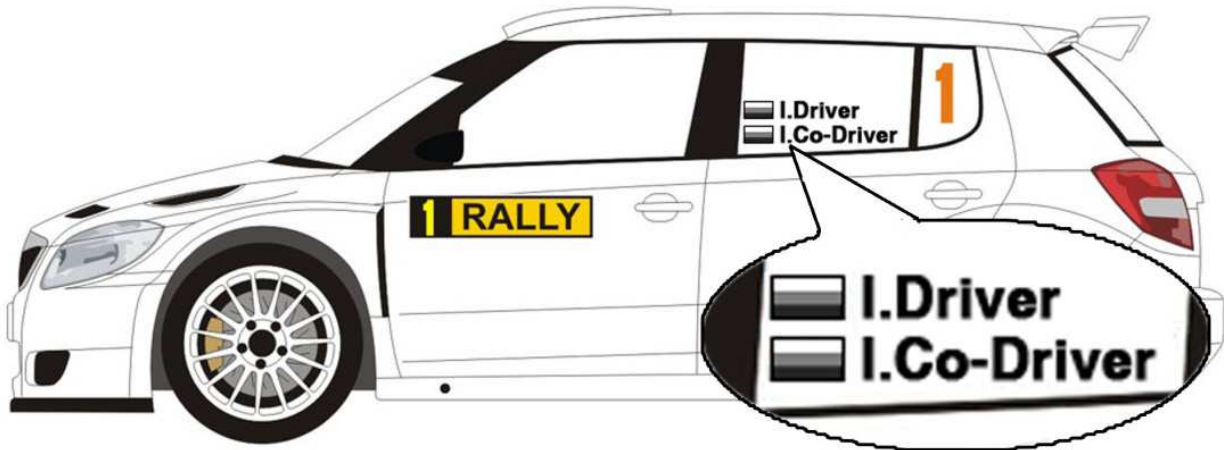
The first initial(s) and surname of both driver and co driver, followed by the national flag of the country of the ASN from which they have obtained their licenses, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- 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.

Drivers name will be first name in both sides of the car.

In case of glass breakage, a penalty for not carrying the driver's name will not be applied.

DOOR PLATES AND COMPETITION NUMBERS



DRIVING CONDUCT

20. BEHAVIOR

20.1 GENERAL RULES

- 20.1.1 Crews must always behave in a sporting manner.
- 20.1.2 When cars are subject to Parc ferme rules (Art 42.1), 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.
- 20.1.3 Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.
- 20.1.4 Crews must always drive in the direction of the special stage (except to solely effect a turn round) under pain of exclusion pronounced by the clerk of the course.
- 20.1.5 On the road section that is public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringement will be reported to the stewards who may impose a penalty.

20.2 DURING RECONNAISSANCE

- 20.2.1 It is emphasized that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.
- 20.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows
Per Kilometer per hour over the limit.
A & B Seeded Drivers Rs.10,000/-
C seeded drivers Rs.5,000/-
- 20.2.3 Other traffic infringements during reconnaissance will incur a penalty applied by the clerk of course according to article 20.4.4.
- 20.2.4 The amount of fine will be unaltered by any fine imposed by Police.
- 20.2.5 Fine will be doubled in case of second offense committed during reconnaissance of the same rally.

20.3 EXCESSIVE SPEED DURING RALLY

- 20.3.1 Speeding during rally will incur a fine applied by the clerk of the course as follows
Per Kilometer per hour over the limit.
A & B Seeded Drivers Rs.10,000/-
C seeded drivers Rs.5,000/-
- 20.3.2 The amount of fine will be unaltered by any fine imposed by Police

20.4 TRAFFIC LAWS

- 20.4.1 Throughout the rally, both crew members must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of Course.
- 20.4.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 20.4.3 Should the police decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, 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.
- 20.4.4 For first infringement other than speeding: a penalty may be applied by the stewards.
- 20.4.5 For the second traffic infringement: a 5 minute time penalty at the discretion of stewards.
- 20.4.6 For the third traffic infringement: exclusion applied only by the stewards.

ENTRIES

21. ENTRY PROCEDURE

21.1 NUMBER OF ENTRIES

The maximum number of entries for each rally will be specified in the supplementary regulations and they will be accepted in accordance with the article 3.8 to 3.20 of the code.

21.2 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 rally secretariat before the closing date, as specified in the supplementary regulations. Details concerning the co-driver may be submitted up to a later date provided it is specified in the supplementary regulations. An electronic entry application (Internet) may be accepted. If this application is sent by fax or e-mail, the original must reach the Organisers within 5 days following the close of entries. Entry form must be accompanied by a copy of the valid competitors license.

21.3 AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

21.4 ASN AUTHORISATIONS

For foreign competitors, drivers and co-drivers, authorization must be given according to Article 70 of the Code.

21.5 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)

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

- the Organisers, 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 or the entrant (when the same as a replaced driver).

21.6 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 rally.

22. 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 championship, cup etc. will have to be respected. Exceptionally the FMSCI may authorize late entries.

23. ENTRY FEES

23.1 ACCEPTANCE OF ENTRY FORM

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

23.2 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.

23.3 PARTIAL REFUND OF ENTRY FEES

Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

24. CLASSES

24.1 CHANGE OF CLASS ENTERED

At the time of pre-event scrutineering, if a car does not correspond as presented to the group and/or class in which it was entered, the stewards may transfer it to the appropriate group and/or class recommended by the Scrutineers / Technical delegate.

24.2 CLASSES

Should a minimum of three starters per class not be attained, the competitors in the class concerned will be entered in the next class up, if exist, otherwise will compete only for Overall Classification

RECONNAISSANCE

25. RECONNAISSANCE

25.1.1 RECONNAISSANCE CARS

Common Requirements

- It is allowed to use any car with advertising, stickers etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On board navigation equipment may be fitted.
- Cars which conform to the following specifications may be used:

25.1.2 Standard Cars

Totally unmodified standard cars as offered for sale to the general public.

25.1.2 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety roll bar complying with FMSCI 4W Technical Regulations is authorized.
- The rims are free within the limits of FMSCI 4 Wheeler Technical Regulations, Group N.

25.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- a) Road-homologated series production tyres for asphalt.
- b) Free road homologated tyres for gravel, unless otherwise detailed in the supplementary regulations.

25.3 RESTRICTION OF RECONNAISSANCE

As of the publication of the events supplementary regulations any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is or might be used as a special stage in that rally, may only do so after he has obtained the organizer's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the Stewards.

25.4 RUNNING OF RECONNAISSANCE

25.4.1 Time table

Reconnaissance must take place according to a timetable set by the Organiser. Participation in reconnaissance is compulsory.

25.4.2 Respect of reconnaissance time table

Only with the express authorization of the clerk of course may any person connected with an entered crew travel on or over the route of a special stage of the rally (except of foot) from publication of the event Supplementary Regulations.

25.4.3 Number of passages

The number of passages is limited to **two** for each crew on each special stage or, when applicable, section (special stages run twice are considered to be one special stage). Any non-compliance shall be brought to the attention of the stewards. During reconnaissance there shall be control marshal at start and stop point of each special stage to record the number of passages. Crews will be only permitted to enter and leave the special stage through the start and finish controls. Further checks may also be carried out during the special stages.

25.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

25.4.5 Shakedown stage

It is not mandatory to include shakedown in the reconnaissance schedule.

25.4.6 Number of Persons

During each passage through a special stage, only the crew is permitted in the car.

SCRUTINEERING CHECKS

26. BEFORE THE START

26.1 GENERAL

26.1.1 Cars may be presented at scrutineering by a representative of the team unless detailed in supplementary regulations. The organisers may schedule scrutineering as an opportunity to present crews and their cars to public. In this case, all crew members shall attend scrutineering according to a time window announced in supplementary regulations or via a bulletin issued by the organisers.

26.1.2 At scrutineering competitors must present all items of clothing including helmets and FIA approved head restraint (FHR) (if applicable) intended to be used. Compliance with applicable technical regulations will be checked.

26.1.3 The crew must show the cars complete certified homologation form.

26.1.4 Scrutineers may require identifying the car. The chassis and cylinder block may be marked.

26.1.5 After scrutineering, 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.

26.2 TIMETABLE

A time table for sealing of components and checking the weight of cars shall be issued in the supplementary regulations or in a bulletin.

27. DURING THE RALLY

27.1 ADDITIONAL CHECKS

Checks of safety items, including clothing, as well as of the car, may be carried out at any time during the event including Shakedown.

27.2 RESPONSIBILITY OF THE CREWS

- 27.2.1** The entrant is responsible for the technical conformity of his car throughout the rally.
- 27.2.2** Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre event scrutineering until the end of the rally. Should they be missing, this will be reported to the stewards.
- 27.2.3** It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.
- 27.2.4** Any fraud discovered, and in particular identification marks presented as original which have been tampered with, 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.

28. FINAL CHECKS

28.1 FINAL PARC FERMÉ

After finish formalities cars must be placed in a Parc fermé where they shall remain until released by the stewards.

28.2 SELECTION OF CARS

Post event scrutineering involving the dismantling of a car may be carried out either at the discretion of the stewards or following a protest or upon the recommendation of the clerk of the course to the stewards.

28.3 HOMOLOGATION /TDF FORM

The complete original FIA / FMSCI homologation form and other necessary certifications must be available with the competitor for final checks. For regional cars the corresponding original ASN documents must be available.

28.4 TIME AVAILABLE FOR FINAL CHECKS

The interval between the arrival of the cars at the scrutineering venue, as published in the supplementary regulations, and the posting of the Provisional Final Classification must not be less than two hours.

SHAKEDOWN

29. SHAKEDOWN REQUIREMENTS

29.1 GENERAL

A shakedown stage may be organised with the purpose of being both a media and promotional opportunity and for competitors to trial their cars. It is optional for the organiser to include the shakedown in the rally's program.

29.2 RUNNING OF SHAKEDOWN

- 29.2..1** The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.
- 29.2..2** The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.
- 29.2.3** For the application of Art. 20.2, the shakedown is considered to be part of reconnaissance.
- 29.2..4** The surface of the shakedown should be the same as the surface of the majority of the special stages.

29.3 DISCLAIMER

Any person on board the car during shakedown who is not entered for the rally must have signed a disclaimer provided by the organiser.

29.4 TECHNICAL REQUIREMENTS

Before the shakedown the cars must pass the scrutineering. For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in these regulations must be sealed.

29.5 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start.

29.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During shakedown, any person on board must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers Equipment and have their safety belts correctly fastened. Any infringement will be penalized.

CONTROLS

31. CONTROLS – GENERAL REQUIREMENTS

31.1 SIGNAGE OF CONTROLS

All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralization control areas shall be indicated by means of FMSCI-approved standardised signs complying with the drawings and distances in Appendix I.

31.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

31.3 STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

31.4 READINESS TO WORK

- 31.4.1** Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.
- 31.4.2** Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus maximum permitted lateness time after the due time of arrival of the last competing car.

31.5 SEQUENCE OF CONTROLS AND DIRECTION

- 31.5.1** Crews must check-in in the correct sequence and in the direction of the rally route, under pain of exclusion pronounced by the clerk of the course.
- 31.5.2** It is prohibited to re-enter a control area.

31.6 MARSHALS' INSTRUCTIONS

- 31.6.1** Crews are obliged to follow the instructions of the marshal of any control. Failure to do so will be reported to the stewards.
- 31.6.2** All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

31.7 MEDIA ZONE (WHEN APPLICABLE)

A barriered media zone may be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium procedure at the finish. Access to this media zone shall be limited to the personnel holding the appropriate pass.

31.8 ON-BOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

The organisers 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.

Data may also be exchanged and camera maintained in the media zone, in regroupings or Parc Fermés and at the exit of remote refuel zones with agreement of clerk of course. If it is required that this work only should be done in presence of member of the team, the team must inform clerk of the course of this request before the start of rally.

All such work carried out will be done under the supervision of a marshal or rally official.

32. 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.

33. TIME CONTROLS

33.1 OPERATION

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

33.2 CHECK-IN PROCEDURE

- 33.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.
- 33.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 33.2.3** The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
- 33.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.
- 33.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
- 33.2.6** The target check-in time is the time obtained by adding the target time to the special stage start time or the previous TC time. The times being expressed to the minute.
- 33.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
- 33.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
- 33.2.9** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- 33.2.10** Any difference between the actual check-in time and the target check-in time shall be penalized as follows:
 - a) For late arrival: 10 seconds per minute or fraction of a minute.
 - b) For early arrival: 1 minute per minute or fraction of a minute.
- 33.2.11** Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.
- 33.2.12** If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.
- 33.2.13** At the discretion of the clerk of the course, a crew which has been penalized for each arrival may be neutralized for the amount of time necessary for it to leave the time originally envisaged.

33.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a special stage, the following procedure shall be applied:

- 33.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.
- 33.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.

- 33.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crews will start the special stage according to the procedure laid down in these regulations.
- 33.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the stewards decide otherwise.
- 33.3.5** The stage start time shall then be the start time for the following road section.
- 33.3.6** The time card shall be given to the crew in the minute preceding the start time.

34. LATENESS

34.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes on the target time on a road section or an accumulative lateness exceeding 30 minutes at the end of each section or Leg of the rally will result in the competitor concerned being excluded removed from the classification by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

34.2 EARLY ARRIVAL

Early arrival shall under no circumstances permit crews to reduce the lateness.

34.3 NOTIFICATION OF LATENESS

Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section.

35. REGROUPING CONTROLS

35.1 PROCEDURE AT ENTRY TO A REGROUP

- 35.1.1** 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.
- 35.1.2** All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to public.
- 29.1.3** When a regroup does not exceed 15 minutes, crews may remain in this regroup.

35.2 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.

SPECIAL STAGES

36. GENERAL

36.1 TIMING

For special stages, timing will be to the second. However, timing to the tenth of a second is permitted for all rallies counting towards a Championship.

36.2 MAXIMUM AVERAGE SPEED IN SPECIAL STAGES

The maximum average speed authorised on special stage rally must not exceed 110 kph.

36.3 OBSERVERS

When carrying out their duties, the entry of Observers onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FMSCI Safety Delegate may have a later time for entry to the special stages. If car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing.

37. SPECIAL STAGE START

37.1 START POINT

Special stages commence from a standing start, with the car placed on the starting line.

37.2 START PROCEDURE

37.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as either a countdown clock and/or a sequential light system. In either case the system must be described in the event supplementary regulations.

37.2.2 The electronic start procedure may be coupled to a device to detect and record if a car leaves the start line ahead of the correct signal (False start).

37.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the time card back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

37.4 DELAYED START THROUGH FAULT OF CREW

37.4.1 In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.

37.4.2 Any crew refusing to start in a special stage at the time allocated to it will be reported to the stewards, whether the special stage is run or not.

37.4.3 Any car not able to start from the start line within 20 seconds of the signal to do so will be removed from the classification by the clerk of course and immediately moved to a safe place.

37.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators shall be advised that the stage is going to recommence before the passage of the next competing car. Alternatively the stage shall be stopped.

37.6 FALSE START

A false start, particularly one made before the signal has been given, will be penalized as follows:

1st offence: 10 seconds.

2nd offence: 1 minute.

3rd offence: 3 minutes.

Further offences: at the stewards' discretion.

These penalties do not prevent the stewards from imposing heavier penalties if they judge it necessary. For time calculations actual start time must be used.

38. SPECIAL STAGE FINISH

38.1 FINISH LINE

Special stages must end in a flying finish. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

38.2 STOP POINT

The crew must report to the stop point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second, and when applicable tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card and the time will be entered at the next neutralization area or regrouping control.

39. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the clerk of course will allocate each crew affected a time which are judged fair. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

40. COMPETITOR SAFETY

40.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on a special stage, the crew must wear minimum FIA Approved crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts fastened. Any infringement will be penalized by the Clerk of Course who may also refer the matter to stewards.

40.2 SOS/OK SIGNS

- 40.2.1** Each road book shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm X 29.7 cm (A3)
- 40.2.2** In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
- 40.2.3** Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will receive a suitable time according to Art 39.
- 40.2.4** In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist.
- 40.2.5** If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other crews.
- 40.2.6** Any crew which is able but fails to comply with the above rules will be reported to the clerk of the course.
- 40.2.7** Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the stewards' discretion.
- 40.2.8** The road book shall contain a page giving the accident procedure.

40.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must remain at the scene and stop the following car which has to report this to the next radio point as specified in the road book and signed on the route. All crews stopped by this procedure will receive a suitable time according to Art 39.

40.4 RED TRIANGLE

- 40.4.1** Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 meters before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.
- 40.4.2** This triangle must be placed even if the stopped car is off the road.
- 40.4.3** The width of the reflecting surface of each arm shall be minimum 30 mm and the length of each arm shall be 400 mm.

40.5 THE USE OF YELLOW FLAGS

- 40.5.1** On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention

car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the stewards.

- 40.5.2** A crew which has been shown the yellow flag will be given a notional time for the stage as in Article 39.
- 40.5.3** The yellow flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive jacket preferably of the recommended colour stipulated in Appendix H and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.
- 40.5.4** No flag other than the yellow flag may be deployed at any point in a special stage.
- 40.5.5** A yellow flag must be available at each stage radio point (situated at approximately 5 km intervals).
- 40.5.6** Different signaling systems (e.g. flashing lights) may be used in super special stages or stages run in the night. Full details must be included in the supplementary regulations.

41. SUPER SPECIAL STAGES

41.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

- 41.1.1** When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions. A super special stage is a special stage designed for spectator viewing with the possibility of having more than one car starting at the same time.
- 41.1.2** The running of a super special stage is optional. The organizing of a super special stage in the INRC is mandatory.

41.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

41.3 SAFETY PLAN

- 41.3.1** A separate safety plan complying with the standard safety plan must be submitted to the FMSCI for the information of the Observers designated for the rally.
- 41.3.2** To ensure safety, the car of a competitor who fails to complete the stage will be transported to the end of stage by the Organisers.

PARC FERME

42. RULES OF PARC FERMÉ

42.1 APPLICATION

Cars are subject to Parc fermé rules:

- 42.1.1** From the moment they enter a regrouping park or an end-of-Day park, until they leave it.
- 42.1.2** From the moment they enter a control area until they leave it.
- 42.1.3** From the moment they reach the end of the rally until the stewards have authorised the opening of the Parc fermé.

42.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

- 42.2.1** As soon as they have parked their car in the Parc fermé, the drivers must stop the engine and the crew must leave the Parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the Parc fermé.
- 42.2.2** Crews may enter Parc fermé 10 minutes before their starting time.

42.3 PUSHING A CAR IN PARC FERMÉ

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

42.4 TECHNICAL CHECKS

Technical check may be carried out within the Parc ferme by the Scrutineers

42.5 REPAIRS IN PARC FERME

- 42.5.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the chief scrutineer and in presence of a scrutineer the car may be repaired in the Parc ferme. One crew / team member will be allowed to repair, in conformity with Appendix J or exchange FIA / FMSCI homologated safety items which are included in a technical list and mounted on the car. (e.g seat belt, extinguisher . . .)
- 42.5.2** Under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).
- 42.5.3** If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

STARTS AND RESTARTS

43. CEREMONIAL START

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations.

Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally on Leg 1 at its allocated time provided that the stewards are notified in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

44. START AREA

44.1 RALLY START

Before the start, the organisers 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.

44.2 MAXIMUM LATENESS AT START

Any crew reporting more than 15 minutes late at the start of a section shall not be allowed to start that section.

45. START ORDERS AND INTERVALS

45.1 REVISED START ORDER REQUIREMENT

The start order shall remain unchanged until at least 10 % of the total distance of the special stages detailed in the final itinerary has been completed.

45.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with knowledge of the stewards, reposition drivers or change the time interval between cars as in the Article 141 of the code.

45.3 START ORDER OF LEG 1

The starting order for leg 1 is as follows

- FMSCI A seed drivers
- FMSCI B seed Drivers
- All the other competitors following a starting order left to the discretion of the organisers.

45.4 STARTING ORDER FOR THE SUBSEQUENT LEGS

The start order of the subsequent legs shall be based on the classification at the finish of the final special stage of the previous Leg excluding any super special stage if run at the end of Leg. 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.

45.5 START INTERVAL

All cars will start at TWO minute intervals unless specified otherwise in the supplementary regulations.

46 RESTART OF RETIREMENT / LEG 2

46.6.1 General

A crew which has failed to complete a Leg can re-start the rally from the start of the next Leg only if they confirm their intention to the clerk of course one hour prior to the publication of the start list of the subsequent Leg. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems etc.) and the intention to have the car re-scrutineered.

This shall apply to any car which has been excluded on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by decision of the stewards. Any competitor who restarts will not be classified in the final overall classification and thus not be eligible for championship points, except bonus points.

46.6.2 Service Location and time allowed.

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight regroup prior to the next Leg, no later than 1 hour before the scheduled start of the first car.

46.6.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The competitor must be represented during this re-scrutineering at a time to be advised by the organisers.

46.6.4 Repairs to start Leg 1/Section 2

For those cars that fail to complete the super special stage / road section (Section 1 of Leg 1), if applicable, repairs may be carried out in accordance with Art 45.6.2 and the competitor may start Section 2 of Leg 1. The competitor will be deemed to have completed the super special stage / road section and will not have retired. The supplementary regulations will specify the time for those competitors who failed to complete the super special stage and/or the road section.

SERVICE

48. SERVICING – GENERAL CONDITIONS

48.1 PERFORMING OF SERVICE

48.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and remote service zones with exception of repairs to retired cars intending to re-start.

48.1.2 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

48.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

48.2.1 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 km of its competing car except:

- In service parks and in remote service zones (RSZ)
- In refuel zones
- For one team member per car in official car wash areas
- Where permitted by bulletin

- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

48.2.2 The passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted in service parks or whilst the cars are in a media zone.

49. SERVICE PARKS

49.1 GENERAL

The number and locations of service parks are laid down in the supplementary regulations and in the road book. For maximum distance between the service parks see Article "Event Characteristics".

49.2 SERVICE PARK SCHEDULE

The schedule for each car in the service park will be according to events itinerary with the following suggestion:

- 49.2.1** 15 minutes before the first SS of each Leg following an overnight regroup.
 - Not mandatory for Leg 1 except if following a competitive element of the rally and an overnight regroup.
 - Technical checks may be carried out within the Parc Fermé.
- 49.2.2** 30 minutes between two groups of stages.
 - Optional of remote service zone/s is/are used.
 - Preceded by 3 minutes technical zone which may be within regroup.
- 49.2.3** 45 minutes or 45 minutes flexi service at the end of each section before overnight regroup except after the final section of rally.
- 49.2.4** 10 minutes service prior to the finish of the rally at organiser's discretion.
 - May be preceded by a 3 minute technical zone which may be within a regroup.

49.3 SERVICE PARK IDENTIFICATION

Service parks are indicated in the rally itinerary with a time control at the entrance and exit. (The 25 m distance referred to in Appendix I shall be reduced to 5 m).

49.4 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 30 kph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the stewards.

49.5 LAYOUT OF SERVICE PARKS

- 49.5.1** The organisers must allocate a Service Park Zone (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zones. These vehicles must carry service or auxiliary plates.
- 49.5.2** Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to Service Park. These vehicles will be allocated an Auxiliary plate.

50. EMPTYING THE TANK AND/OR REFILLING IN THE SERVICE PARK

When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:

- The work is carried out with the knowledge of the organiser
- Fire extinguisher with operator on stand-by to be provided by the competitor.
- No other work is carried out on the car during the emptying and/or refilling operation
- A suitable safety perimeter is established around the car
- Only sufficient fuel is added to reach the next refuel zone.

51. FLEXI SERVICE - 45'

51.1 GENERAL

Flexi-servicing of 45' shall permit the removal of the competing cars from a Parc Fermé to an adjacent service park.

51.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

51.2.1 For the operation of 45' flexi-servicing, crews will enter the Parc Fermé.

51.2.2 Crews may then either enter the service park or leave their car in the Parc Fermé.

51.2.3 The competing car may be driven by an authorised representative of the entrant only once from the Parc Fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties,

51.2.4 The competing car may be returned to the Parc Fermé before the 45 minutes have elapsed without penalty.

51.2.5 The operational window of flexi-servicing time is left to the discretion of the organiser but must be declared on rally itinerary.

52. REMOTE SERVICE ZONES (RSZ)

52.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under Article 52.3.
- May be preceded by a 3' technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Article 52.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

52.2 NUMBER OF TEAM PERSONNEL

52.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the zone.
- For entrants of priority drivers or entrants running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

52.2.2 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.

52.3 ELIGIBLE EQUIPMENT AND TOOLS

52.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery operated tools including any necessary lighting
- The addition of plain water to the car systems for which a filling device may be used
- The use of brake bleeding and car cleaning equipment
- The use of paper tissue
- The use of window cleaner.

52.3.2 Ground sheets must be used.

52.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by a additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car.

52.3.4 The fitting of extra lights is permitted at remote service zones. The extra lights, tyres and the necessary tools to fit it may be transported to the RSZ in a service car.

52.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

52.4 RSZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

54. RALLY RESULTS

54.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections together with all other penalties expressed in time.

54.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as following:

54.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally

54.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg.

54.2.3 Provisional Final Classification: classification published by the organiser at the end of the rally.

54.2.4 Official Final Classification: classification approved by the stewards.

54.2.5 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).

54.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat, the competitor who sets the best time on the first special stage which is not a Super special stage will be proclaimed winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

54.4 FAIR AND IMPARTIAL COVERAGE

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

54.5 PROMOTIONAL RESULTS

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

55. PROTESTS AND APPEALS

55.1 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.

55.2 PROTEST FEES

The protest fee is Rs.15,000/=

55.3 DEPOSIT

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 rally – or will be specified by the stewards upon a proposal of the FMSCI Technical delegate / Chief scrutineer.

55.4 EXPENSES

55.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

- 55.4.2** If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

55.5 APPEALS

Intention to Appeal : Rs.40,000/=

Appeal Fees : Rs.40,000/=

Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 14.1 of the Code.

Competitors have the right to appeal against a sentence or other decision 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 of Rs.40,000/= (Rupees Forty Thousand Only).

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 of Rs.40,000/-.

This fee becomes due from the moment the appellant notifies the stewards 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 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.

55.6. MINUTES & CLOSING REPORT

During the running of the rally, 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 rally.

56. RALLY PRIZE-GIVINGS

56.1 PODIUM CEREMONY

The competitive element of the rally will finish at the "finish Time Control IN".

56.2 PRIZE-GIVING

Prizes for all competitors will be awarded on the ramp, say for the first, second and third in the overall classification where an "Olympic-style" podium will be used. If an organiser wishes, there may be a social / sponsor / civic gathering on the same evening. If crew attendance is expected, this must appear in the supplementary regulations.

57. ANNUAL FMSCI PRIZE-GIVING

57.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver winning an FMSCI Championship must be present at the annual FMSCI prize-giving ceremony.

57.2 ABSENCE

Save in a case of force majeure, absence will entail a penalty imposed by the FMSCI.

FUEL – REFUELING

58. REFUELING AND PROCEDURES

58.1 LOCATION

58.1..1 Except as detailed in the change of fuel tank, crews may only refuel in the refueling zones (RZ) or at commercial filling stations on the rally route designated by the organisers in the supplementary regulations and road book.

The refuel zone may be located at :

- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route

58.1..2 Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than 2 static RZ's per Leg, one being at service park, may be scheduled.

58.1..3 The entry and exit of refuel zones shall be marked by the blue can or pump symbol except commercial filling station.

58.1..4 The presence of a fire appliance and or appropriate safety measures is required to be arranged by the organiser at any refuel point. (not applicable to commercial filling stations)

58.1..5 If there are no filling stations on the route of the rally, the organisers may arrange for distribution of one supply of fuel, in conformity with Appendix J, to the crews via a centralized system. Such refuel points must respect all the safety conditions.

58.1..6 A car may be pushed out of the zone by the crew, officials and/or the two team members without incurring a penalty.

58.2 PROCEDURE IN RZ

58.2.1 Only actions inside a RZ directly involved in the refueling of the competing vehicle are permitted.

58.2.2 In all RZ's, a 5 kph speed limit will apply.

58.2.3 It is recommended that mechanics wear fire-resistant clothing.

58.2.4 The responsibility for refueling is incumbent on the competitor alone.

58.2.5 Engines must be switched off throughout the refueling operation.

58.2.6 It is recommended that the crew remains outside the car during refueling; however, should they remain inside, their safety belts must be unfastened and front doors shall be kept open.

58.2.7 Solely for the purpose of assisting with the refueling procedure of their car, two team members of each crew may access the RZ.

TYRES AND WHEELS

60. GENERAL

60.1 COMPLIANCE

All tyres must comply with this article read in conjunction with Appendix IV.

60.2 MOULDED TYRES

All cars must be fitted with moulded tyres.

60.3 CONTROL

At any time during the event, controls may be carried out to check the conformity of the tyres. Any tyre which is not in conformity will be marked with a special stamp and must not be used.

60.4 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking and when applicable a bar code reading zone may be established at the exit of the authorised service parks and remote service zones. For the sole purpose of assisting the tyre marking/bar code reading procedure, one team member for each crew may access this zone. The crews must stop and wait for the instructions from the Scrutineers or/and marshal. In absence of Scrutineers or marshals the crew may leave the zone without stopping. A tyre mark checking zone may be established at the entrance of the authorised service parks and remote service zones.

60.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

As per FMSCI 4W Technical Regulations

60.6 START DELAYS

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor.
- In regroupings of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

60.7 HAND CUTTING

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is only permitted in the service park when allowed in championship regulations and / or supplementary regulations.

60.9 STUDED TYRES

If studded tyres are permitted in a rally, the regulations and method of checking on studs must be stated in the supplementary regulations.

For studded tyres, no restrictions are set on the tyres themselves, the number of tyres and the rubber composing them.

60.10 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where tyre change is authorized. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.

60.10 AVAILABILITY OF TYRES

All tyres used in the Indian National Rally Championships must be readily available commercially

60.11 TREATMENT OF TYRES

Any chemical and/or mechanical treatment of tyres is prohibited.

60.12 RIMS

Any device designed to clamp the tyre to the rim is not permitted.

60.13 DISTANCE BETWEEN TYRE CHANGES

The length of a special stage or the combined distance of special stages between two tyre changes must be between 25 and 60 km, unless otherwise authorised by the FMSCI.

MECHANICAL COMPONENTS

63. MECHANICAL COMPONENTS

63.1 ENGINE REPLACEMENT

- 63.1.1 In case of engine failure between scrutineering and the first time control it is permitted to replace the engine, however 5 minute penalty will be applied by the clerk of course.
- 63.1.2 Other than above the same engine must be used from passing scrutineering until the finish of the rally.

63.2 TURBOCHARGERS

- 63.2.1 The turbocharger and compressor shall hereafter be referred to as 'compressor'
- 63.2.2 The regulations in force concerning the air restrictor and marking remain applicable (Article 254-6.1 & 255-5.1.8.3 of Appendix J).
- 63.2.3 The compressor fitted to the car and all spare compressors will be checked and sealed at pre event scrutineering.
- 63.2.4 The compressors will be marked with the car number for use exclusively on that car.
- 63.2.5 All used compressors must remain sealed until the end of the rally in order that scrutineers may check their conformity.
- 63.2.6 The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the compressors must be marked only for the purpose of counting them.

63.3 TRANSMISSIONS



























- 63.3.1 For each car, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.
- 63.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering.
- 63.3.3 The marking/sealing will permit the competitor to replace the clutch and associated accessories.
- 63.3.4 All the components will be identified by the car's competition number (eg. Car No.1 – Gearbox 1, spare gearbox 1R).
- 63.3.5 All marking/sealing will be carried out in accordance with the details published by the FMSCI for the different models of car.
- 63.3.6 The gearboxes and differentials may be changed in any service park, provided that the clerk of the course or the scrutineers have been informed beforehand of the intention to do so.
- 63.3.7 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may be reused on the same car.
- 63.3.8 The marking/sealing must remain intact throughout the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

65. ADDITIONAL CAR REQUIREMENTS

65.1 ON-BOARD CAMERAS

- 65.1.1 If required by the organiser or a Championship promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by the organiser or a Championship Promoter and approved by the scrutineer.
- 65.1.2 The competitor of any car which carries an on-board camera must have the prior agreement of the organiser or a Championship promoter (if any). Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering
- 65.1.3 Competitors wishing to use camera must supply the following information to the organiser or to the championship promoter (if any) at least one week before the start of reconnaissance: competitor name, car number, entrant address and use of footage.

APPENDIX I RALLY CONTROL SIGNS

Control type	CONTROL ZONE (Diameter of signs : about 70 cm) Direction of rally		
	⇨	⇨	⇨
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	 ←25 m min→	 PC ←25 m→	
TIME CONTROL	 ←25 m min.→	 TC ←25 m→	
TC AT SERVICE PARK ENTRANCE	 ←5 m→	 TC ←5 m→	
TC AT SERVICE PARK EXIT	 ←5 m→	 TC Usually leads to RZ and/or TZ ←5 m→	
TIME CONTROL AND SS START	 ←25m min.→	 TC ←50-200m→	 SS START ←25 m→
END OF SS	 ADVANCE INDICATION ←100 m→	 FLYING FINISH LINE ←100-300 m→	 STOP CONTROL ←25 m→
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: 55 cm minimum)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE SYMBOL ON BLUE BACKGROUND *	
TYRE MARKING/ CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
RADIO POINT	 WARNING SIGN ←100 m→	 RADIO POINT	
MEDICAL VEHICLE POINT	 WARNING SIGN ←100 m→	 MEDICAL VEHICLE POINT	

Distances shall be respected as near as practically possible

Stop Control



Colour: **RED**

End of Control Area



Colour: **BEIGE**

Passage Control



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Time Control



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

SS Start



Colour: **RED**

Flying Finish Line



Colour of Control Area Entry: **YELLOW**
Colour of Control: **RED**

Begin of Refuel Zone



Colour: **BLUE**

End of Refuel Zone



Colour: **BLUE**

Radio Point



Colour of Control Area Entry: **YELLOW**
Colour of Control: **BLUE**

APPENDIX II - STANDARD 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 3 months before day 1 of the event.

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

The supplementary regulations must be printed in A 5 format and appear on the official rally website at least 2 months before Leg 1 of the event.

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

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

CONTENT

INDEX

1. Introduction

- 1.1** This rally is a round of XXX and will run in compliance with the International Sporting Code of the FIA (and its appendices), the General Prescriptions of The Federation of Motor Sports Clubs of India (FMSCI), the relevant Regulations concerning XXX championship or cup, these Supplementary Regulations and bulletins issued by FMSCI.

The Federation of Motor Sports Clubs of India (FMSCI) is 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).

1.2 Road surface

Special Stages
Super Special Stage

1.3 Overall SS distance and total distance of the itinerary

SS Distance
SSS Distance
Liaison Distance
Total Distance

2. Organisation

- 2.1** FMSCI titles for which the rally counts
2.2 Permit numbers
2.3 Organiser's name, address and contact details
2.4 Organisation committee
2.5 Stewards of the Meeting
2.6 FMSCI Delegates & Observer

- 2.7 Senior officials
- 2.8 HQ location and contact details (tel. & fax.)

3. Programme, in chronological order (dates and times), giving location as necessary

- Publication of supplementary regulations
- Closure date of entries at reduced rate (if applicable)
- Closure date of entries
- Publication date of entry list
- Issuing of the road book, map and Rally Guide
- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Drivers’ briefing (if applicable)
- Pre-event Press Conference
- First Stewards’ meeting
- Publication of start list for Ceremonial start (if any) and Leg 1
- Ceremonial start (if any)
- Rally start, place and time
- Finish of Leg 1, place and time
- Publication of start lists for subsequent Legs
- start of following leg
- Podium Ceremony/Prize-giving
- Post-event Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classification (may be adjusted by Bulletin)
- Time of publication of final official classification.

4. Entries

- 4.1 Closing date for entries
- 4.2 Entry procedure
- 4.3 Number of entrants accepted and classes
- 4.4 Entry fees
- 4.5 Payment details (including details of any applicable taxes)
- 4.6 Refunds

5. Insurance

Organisers holding a valid 2014 FMSCI Permit for an event are covered for:

Third Party Public Liability for Rs.50 lakhs valid during the running of the event only.

A maximum of 100 officials officiating & 150 competitors with valid 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. These insurances are issued by Oriental Insurance Company Ltd. valid during the running of the event only. Organisers / Competitors are advised to take any additional insurances they may deem fit, as the regulations warrant.

6. Advertising and Identification

7. Tyres

- 7.1** Tyres specified for use during the rally

8. Fuel

9. Reconnaissance

- 9.1** Procedure for registration
9.2 Specific and/or national restrictions – speed limit on the special stages

10. Administrative Checks

10.1 Documents to be presented:

- Entrants license / FMSCI registration no. (if any)
- Driver and Co-driver competition licenses
- Driver & Co-drivers driving license
- P. A. Policies of driver & co-driver
- Driver and Co-driver PAN Card Copy
- Completion of all details on the entry form
- Car Rally insurance cover certificate
- Car insurance & registration papers
- Indemnity of carrying all papers (Refer INRC specific regulations)

10.2 Timetable

11. Scrutineering, Sealing and Marking

- 11.1** Scrutineering venue and timetable
11.2 Mud flaps
11.3 Windows
11.4 Driver's safety equipment
11.5
11.6 Special national requirements
11.7 Installation of Safety Tracking System

12. Other procedures

- 12.1** Ceremonial start procedure and order
12.2 Finish procedure (only if different from the Regulations)
12.3 Permitted early check-in
12.4 Super special stage procedure and running order (if applicable)
12.5 Any special procedures / activities including the organisers' promotional activities
12.6 Official time used during the rally

13. Identification of Officials

Safety Marshals: Orange
Safety Officer: Orange with white stripe and text
Post Chief: Blue with white stripe and text
Media: Green
Stage Commander: Red with text
Competitor Relations Officer: Red jacket or red tabard
Medical: White
Radio: Yellow with blue mark
Scrutineer: Black

14. Prizes

15. Final Checks

15.1 Final checks – who is to attend from teams, plus location

15.2 Protest fees

15.3 Appeal fees

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CRO's

Appendices 4, 5, 6, 7, etc.

Items at the organisers' discretion, including latest rulings on overalls, helmets and any other safety requirements.

FMSCI

Appendix II - 2 BULLETINS

Bulletins are defined in Article 2.1

They may be issued either:

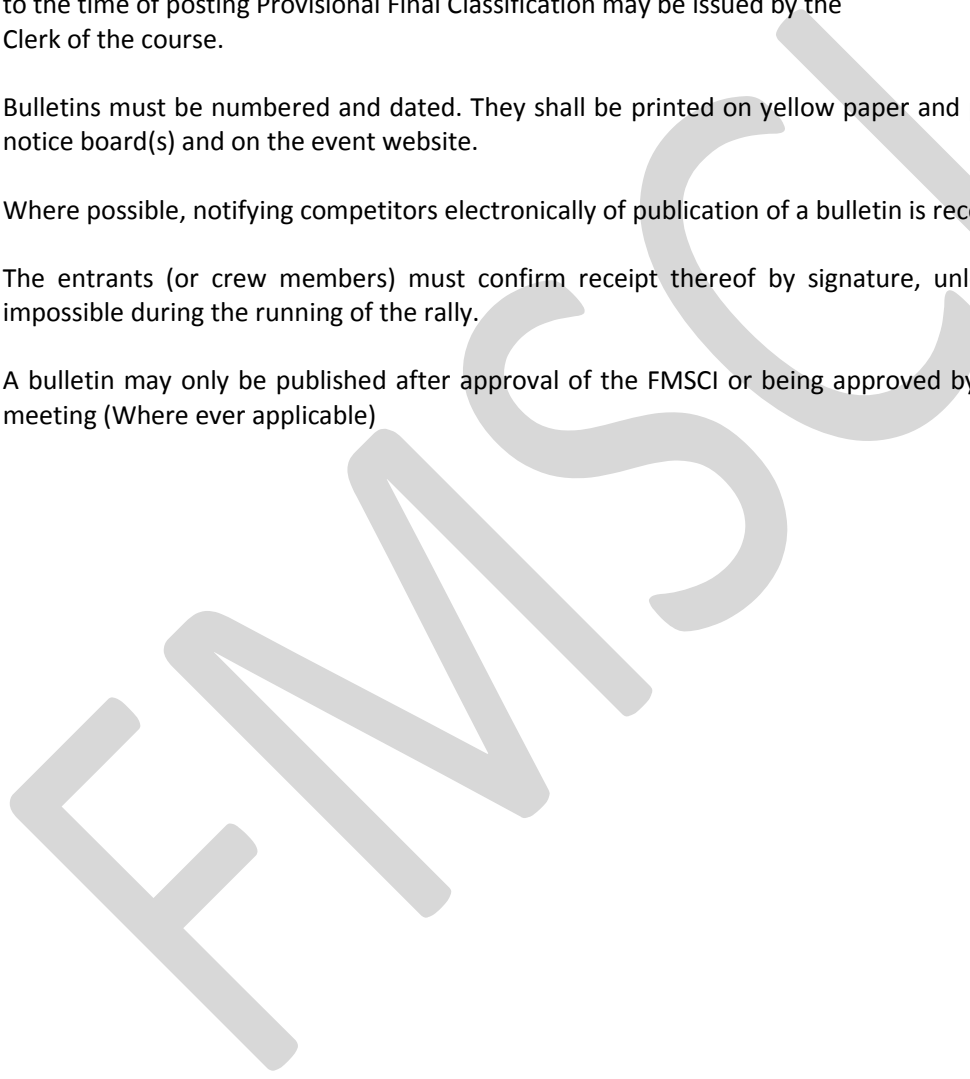
- By the organisers, up to the commencement of pre-event scrutineering with the approval of the FMSCI. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Permit issue, may be made by the organiser. Nevertheless, such modifications must be advised 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 this is materially impossible during the running of the rally.

A bulletin may only be published after approval of the FMSCI or being approved by the stewards of the meeting (Where ever applicable)



Appendix II - 3 RALLY GUIDE

The concept is to have all rally paperwork in one document whether for media, officials or competitors. Published as a paper and electronic document and distributed 3 weeks before the start of the rally to all entrants.

Art No	Headings & Sub heading	SR	RG
1	Introduction / Welcome	-	X
	Introduction form top officials, chairman, etc	-	X
	"This document has no regulatory power - For information only		
2	Contact Details		
	a) Permanent contact details	X	-
	Postal and visitors' address, phone and fax	X	-
	E0mail and internet address	X	-
	Key officials	X	X
	b) Rally HQ Contact details	X	X
	Adress, phone and fax	X	X
	Rally office opening hours	X	X
3	c)Media contact details	-	X
	Programme and critical deadlines		
	a) Schedule before the rally week	x	x
4	b) Schedule during the rally week	x	x
	Entry details		
	Titles for which the rally counts	x	-
5	List of entry fees	x	-
	Enrty packages for non-FIA registered teams	x	-
	Service park(s) and Remote Service Zones if applicable		
6	Information about the service park(s), etc.	-	x
	Facilitied at Service park	-	x
	Service park content - see list at the end of this Appendix	-	x
7	Two- way radio		
	Contact details of person / authority in charge	-	x
8	Fuel / Tyres		
	Information on requirements / availability	x	x
9	Import of vehicles and spare parts		
	National laws / customs clearance / agents	-	x
10	Helicopters		
	Registration procedure / information on hire companies	-	x
11	Hospitality arrangements		
	Contact details for person / company in charge of hospitality arrangements	-	x
12	Hotel / accomodation reservation		
	List of hotels	-	x
	Contact details for reservation	-	x
13	Reconnaissance		
	GPS tracking (start nos, collection)	x	X

Art No	Headings & Sub heading	SR	RG
13	Scrutineering, sealing and marking		
	Date, place and time-windows (individual times in bulletin)	X	X
	Preparation to be made before the car is brought to scrutineering	-	X
	Collection / return points for safety tracking system	X	X
	Final scrutineering	X	X
14	Shakedown		
	General info & times (location, stage length, distance to service park, etc)	X	X
15	Start procedure		
	Programme and instructions	X	X
16	Finish procedure		
	Programme and instructions	X	X
17	PR activities		
	Rally shows etc.	-	X
18	Media		
	Contact before the event	-	X
	Accreditation procedure / criteria and deadline	-	X
	Accreditation desk - location and opening hours	-	X
	Media room - location and opening hours	-	X
	Press conference - time and location	X	X
	Teams' media contacts	-	X
	Expected media coverage (TV & Radio, times, channels and frequencies)	-	X
19	Passes and plates		
	Description of the various passes and plates - which pass allows access where	-	X
20	Medical and Safety Service		
	Emergency number	-	X
	Telephone numbers for:	-	X
	* Hospitals in the area	-	X
	* Police	-	X
	* Towing service	-	X
	* Pharmacies	-	X
21	List of useful facts and services		
	Climate	-	X
	Time zone	-	X
	Currency	-	X
	Hire car companies	-	X
	Airline companies and airports	-	X
	Copy service	-	X
	Mobile phone (Rental and service)	-	X
	Security companies	-	X
Taxis	-	X	

Art No	Headings & Sub heading	SR	RG
APPENDICES			
Note: Format of Appendices is at the discretion of the organiser.		SR	RG
Headings			
Itineraries			
All legs		X	X
Itinerary compared with previous years		-	X
Recce schedule		X	X
Maps (A4 format)			
Overview Maps (each Leg)		-	X
Special stage maps and recce maps		-	(optional)
Shakedown map, (if applicable)		-	X
Relevant cities / towns (showing HQ, service park, hospitals etc.)		-	X
Road books or regional maps, town maps, diagrams to explain how to travel			
From Airport to HQ (or road connections)			
Between HQ and service park		-	X
From service park to shakedown		-	X
From shakedown to service park		-	X
Between HQ and scrutineering		-	X
Between service park and scrutineering		-	X
Between service park and remote/ additional refuel zones (if any)		-	X
Between service park and remote service zone (if any)		-	X
Between HQ and media centre (if applicable)		-	X
Drawings and layouts			
Scrutineering & noise check area		-	X
Safety box installation		-	X
Remote service Zone (if applicable)		-	X
Rally HQ		-	X
Starting area		-	X
Finish Area		-	X
Service park drawing		-	X

Organisers may consider use of forms for the following
Hotel / accommodation reservation
Service park facilities
Media accreditation
Recce registration
Additional material order
Two-way radio form (if applicable)
Customs clearance form (if applicable)
Check list for Service Park
TC in / TC out (with numbers)
Parc Ferme
Technical Zone
Tyre marking Zone
Refuel area (if not remote)
Environmental requirements
Service vehicles in and out of SP
Position for emergency service, fire brigade, medical centre, etc.
Auxiliary parking areas
Press and VIP parking areas
Spectator parking
Rally office / information centre
Public toilets
Water supply
Rubbish area (s)
Helicopter pad

Appendix II - 4 ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY

NOTES

- Boxes showing visits to service park and remote service zones should have a thick black surround and, when printed in colour, a light blue infill shade.
- Boxes showing regroup or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing End of Leg and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.
- It is mandatory to include time of sunrise and sunset for each day.

1 - SSS TO START THE RALLY

Start DAY 1			Thursday 30 July 2010			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start Day 1 - (Anytown Pavilion)					18:15
RZ 1	Refuel - All competitors					
1	Distance to next refuel	(2.06)	(24.98)	(27.04)		
1		-	10.49	10.49	00:25	18:40
SS1	SSS Trotting Track 1	2.06	-	-	-	19:00
1A	Parc fermé IN	-	14.49	16.55	0:30	19:30
Overnight regroup						
Re-Start DAY 1			Friday 31 July 2010			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé OUT - Service IN	-	0.00	0.00	-	06:00
	Service A - Anytown Pavilion	(2.06)	(24.98)	(27.04)	0:15	
1C	Service - OUT	-	-	-	-	06:15
RZ 2	Refuel – All competitors					
2	Distance to next refuel	(50.68)	(99.16)	(149.84)		

Section 1

Section 2

2 - TYPICAL SERVICE DURING A DAY

SS10	Vesuvius 1	22.80				11:40
10A	Regroup & Technical Zone IN	50.68	73.48	01:25		13:05
10B	Regroup OUT - Service IN			00:15		13:20
Service E (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:30)	
10C	Service OUT					13:50

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.11). When there is no regrouping involved, there can be a 3 minute Technical Zone before the service park entrance.

3 - REMOTE SERVICE & REFUEL

Start Leg 1		Friday 28 October 2011				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start Leg 1 - Skrunda	(0.00)	(0.00)	(0.00)		06:00
RZ 1	Refuel - City					
	Distance to next refuel	(0.00)	(136.00)	(136.00)		
RZ 2	Remote Refuel					
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1	Talsi 1	32.14	-	-	-	09:25
2		-	3.17	35.31	0:38	10:03
SS2	Pampal 1	5.13	-	-	-	10:06
3		-	5.79	10.92	0:15	10:21
SS3	Roja 1	27.88	-	-	-	10:24
RZ 3	Remote Refuel					
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone IN		53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone OUT - Service IN		0.03	0.03	0:03	12:00
Remote Service A - Dundaga		(65.15)	(227.49)	(292.64)	0:15	
3C	Remote Service - OUT	-	-	-	-	12:15
RZ 4	Remote Refuel					
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

NOTES

For the procedure in and the setup of a remote service please refer to Article 44

Appendix II – 5 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 rally 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 A5 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. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by shading of direction column (see example)
- The time allowed for each section shall be expressed in hours and minutes.
- There shall be no more than six instructions per page (In case of six instructions per page header shall be smaller as in the example)
- All road book pages shall be numbered to have the possibility of checking the completeness of the book.

2. FIRST PAGES

- Road book shall contain a page giving accident procedure and :
 - List of Hospitals / medical centers
 - Telephone numbers of rally HQ and emergency services
- A page of all the symbols used must appear in the front of road book.
- Instructions for trip meter calibration may be included.
- The itinerary in portrait format and maps (including a scale and direction North) for the entire rally must appear in each road book. It is recommended that the page with the itinerary of particular leg appears opposite the corresponding Leg map

3. INSTRUCTION PAGES

- When a rally route is duplicated (i.e. 2 identical loops) organisers are encouraged to economies by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. If there is any variation between two passages there should be no common set of route instructions.
- Each road book should include at least one service park plan. Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is change of TC locations.
- Layout plans of Remote Service or Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park, are recommended.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).
- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed EXCEPT between TC and SS start (see example).
- Individual stage maps shall include:
 - A scale
 - The direction North
 - Reconnaissance route
 - Alternative route
 - Location of start/finish and all emergency vehicle points.
- The GPS location of the start and finish of each special stage and of the regroupings and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379'.
- Photographs or diagrams of control locations may be included.
- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be the outside edge i.e.

opposite the bound edge of the page. The number should appear only on pages relating to the special stage.

- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- Road numbers shall be included where relevant.
- A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.
- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The distance between TC and SS start must be placed in the information box (see example)

4 FINAL PAGES

- Alternative routes may be included as a section at the end of the road book on a paper with different colour.
- Other requirements:
 - Retirement form
 - Enquiry form
- To include the SOS / OK symbols in A4 size (folded in landscape format) as last page in the road book is optional for the organiser.

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 road book.

6 OTHER USEFUL INFORMATION

- A trip meter point on long junction drawings, such as roundabouts, is recommended.
- On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
- A competitor's time record page
- Advice of the partial distance to the next junction at the base of each page (especially when junctions are in rapid succession).

Example:

TC 7/11	Permeskeil	41,81 km	3
TC 8/12	Heunskirchen	34,10 km	34
INFO	INFO	INFO	INFO
40,37 km	16,93 km	24,10 km	30 points
38,48	3,21	303	
39,23	0,75	228	
40,53	1,30	098	
41,10	0,57	041	
41,51	0,41	000	(8,06)

TC 8/12	Heunskirchen	34,10 km	3
TC 9/13	Freiborn	34	34
INFO	INFO	INFO	INFO
16,93 km	16,93 km	24,10 km	30 points
15,85	0,99	187	8,12
16,57	0,64	645	7,48
16,81	0,39	024	7,09
16,95	0,04	000	7,05
17,19	0,24	000	8,81

1 2

Appendix II – 6 : Standard FMSCI Time Cards

GENERAL

- A separate time card must be issued at least for each section of each Leg.
- The target time for covering the distance of a road section must appear on the time card.
- Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- 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. Ideally a separate new card should be used for end of Leg 45' service (as in example for 'Flexi-Service B'). This allows 'dead time' in the pre- service holding park for any technical checks.
- An organiser may propose to the FMSCI the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FMSCI before use.

DESIGN

- See following sample.
- Centre column is for completion by officials and right hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: 9.9 cm x 21 cm (to print 3 time cards from an A4 sheet) or 11 cm x 18.5 cm
- Boxes size: 1 cm
- 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 with cover – i.e. a card of 22 x 18.5 cm folded, 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 printing colour is free. For example, an organiser may use a sponsor colour, or a different colour for each section or simply grey and black.

	Logo of Rally	Car No.	Timecard A Day 1 - Sec 1 15 Jun 2010	wrc FIA								
TC 0	Start <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 0</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">25</td></tr> </table> <p>TC 1</p> </div> </div>			H	M	00	25	COMPETITOR USE				
H	M											
00	25											
TC 1				DUE TIME								
TC 1				DUE TIME								
TC 1	SS 1 Stage Name 20.88 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 1</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> </div>			H	M	H	M	H	M	S	1/10	COMPETITOR USE
H	M											
H	M											
H	M	S	1/10									
TC 2	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> <p>TIME TAKEN</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">54</td></tr> </table> <p>TC 2</p> </div> </div>			M	S	1/10	00	54	DUE TIME			
M	S	1/10										
00	54											
TC 2				DUE TIME								
TC 2				DUE TIME								
TC 2	SS 2 Stage Name 32.45 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 2</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> </div>			H	M	H	M	H	M	S	1/10	COMPETITOR USE
H	M											
H	M											
H	M	S	1/10									
TC 3	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> <p>TIME TAKEN</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">33</td></tr> </table> <p>TC 3</p> </div> </div>			M	S	1/10	00	33	DUE TIME			
M	S	1/10										
00	33											
TC 3				DUE TIME								
TC 3				DUE TIME								
TC 3	SS 3 Stage Name 14.50 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 3</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> </div>			H	M	H	M	H	M	S	1/10	COMPETITOR USE
H	M											
H	M											
H	M	S	1/10									
TC 3A	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> <p>TIME TAKEN</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">01</td><td style="width: 20px; height: 20px;">06</td></tr> </table> <p>TC 3A</p> </div> </div>			M	S	1/10	01	06	DUE TIME			
M	S	1/10										
01	06											
TC 3A				DUE TIME								
TC 3A				DUE TIME								
TC 3A	Regroup/TechZone <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TARGET TIME MIN</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">03</td></tr> </table> <p>MAX</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">13</td></tr> </table> <p>76</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>PROVISIONAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> </div>			00	03	00	13	H	M	COMPETITOR USE		
00	03											
00	13											
H	M											
TC 3B				DUE TIME								
TC 3B				DUE TIME								
TC 3B				DUE TIME								
TC 3B				DUE TIME								

Logo of Rally	Car No.	Timecard B Day 1 - Sec 2 15 Jun 2010	WRC FIA																	
TC 3B	Regroup/TZ OUT/Service IN <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TIME AT TC</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 3B</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">30</td></tr> </table> <p>TC 3C</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 3C</p> </div> </div>		H	M	00	30	H	M	COMPETITOR USE											
H	M																			
00	30																			
H	M																			
TC 3C																				
TC 4	Service OUT <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">25</td></tr> </table> <p>TC 4</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 4</p> </div> </div>		00	25	H	M	COMPETITOR USE													
00	25																			
H	M																			
TC 5																				
TC 4	SS 4 Stage Name 24.36 km <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 4</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p></p> </div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">46</td></tr> </table> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>TC 5</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> </div>		H	M	H	M	00	46	H	M	H	M	S	1/10	M	S	1/10	H	M	COMPETITOR USE
H	M																			
H	M																			
00	46																			
H	M																			
H	M	S	1/10																	
M	S	1/10																		
H	M																			
TC 5A																				
TC 5	SS 5 Stage Name 32.45 km <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 5</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p></p> </div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">01</td><td style="width: 20px; height: 20px;">15</td></tr> </table> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>TC 5A</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> </div>		H	M	H	M	01	15	H	M	H	M	S	1/10	M	S	1/10	H	M	COMPETITOR USE
H	M																			
H	M																			
01	15																			
H	M																			
H	M	S	1/10																	
M	S	1/10																		
H	M																			
TC 5A																				

Logo of Rally	Car No.	Flexi Service B	 									
TC 5B	Flexi Service B		COMPETITOR USE									
TC 5C	TIME AT TC <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> TC 5B	H	M	▶	TARGET TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">00</td> <td style="width: 30px; height: 30px; text-align: center;">45</td> </tr> </table> TC 5C <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> TC 5C	00	45	H	M	DUE TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> TC 5C	H	M
H	M											
00	45											
H	M											
H	M											

Logo of Rally	Car No.	Re-start	 									
TC 5B	Parc Fermé OUT/Service IN		COMPETITOR USE									
TC 5C	ACTUAL START <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> Parc Fermé OUT	H	M	▶	TARGET TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">03</td> <td style="width: 30px; height: 30px; text-align: center;">00</td> </tr> </table> TC 5C <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> Parc Fermé IN	03	00	H	M	DUE TIME <table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 30px; text-align: center;">H</td> <td style="width: 30px; height: 30px; text-align: center;">M</td> </tr> </table> TC 5C	H	M
H	M											
03	00											
H	M											
H	M											

APPENDIX II – 7 : Standard Entry Form

Name of the Event
Date, Venue
Round xx of XXX Championship

logos

ENTRY FORM		ENTRANT		FIRST DRIVER		CO-DRIVER		
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. Lic. No.								
PAN								
FMSCI xxx Reg.No.								
Driving License No.								
PA Policy Details	Policy No.	Amount	Issued by		Valid From	Valid till		
Driver								
Co-Driver								
DETAILS OF THE CAR								
Make				Registration No.				
Model				CC				
Year of Manufacture				Chassis No.				
Group / Class				Engine No.				
Homologation No.				Predominant Color				
Special Rally Cover Insurance								
NUMBER		COMPANY			VALID FROM		VALID TILL	
Name of Tuner								

For official use

Entry Fees			
Sl.	Class	Entry Fee (with Optional Advtg)	Entry Fee (without Optional Advtg)
1			
2			
3			

Team/Commercial Entry Rs 18,750.00 per car (Additional - up to 4 cars)

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 bankers draft in the Name of payable at or details of a bank transfer, etc.

Seeding Information

FIA Seed, Mention Year :	<input type="checkbox"/> FIA Priority A	<input type="checkbox"/> FIA Priority B	<input type="checkbox"/> FMSCI A Seed	<input type="checkbox"/> FMSCI B Seed
--------------------------	---	---	---------------------------------------	---------------------------------------

Indemnity & Declaration

I/We hereby make an application to participate in the above mentioned rally 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 rally 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 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 or otherwise howsoever and not withstanding that 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 declare that the drivers posses the standard competence necessary for an event of this type to which this entry relates, also that the vehicle entered is suitable and rally-worthy for the event. 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 Co-Driver

Name and address of the witness :



Name or logo of Sponsor

logos

Media Information Kit	Driver	Co-Driver
Name		
Place		
Date of birth		
Team		
Championship Titles		
INRC Debut		
INRC wins		
Website		
Career Highlights		
2013		
2012		
2011		
2010		
Career Summary		
Fav. Motor sport Icon		
Hobby		
Signature		

Appendix II – 9 : Entry List

DRAFT ENTRY LIST

Upon closing of entries, the organiser:

- 1) May publish the Draft Entry List on the event website with a footnote 'Subject to FMSCI approval'. The list should be in Priority order but not necessarily in final seeded order.
- 2) Shall send this Draft Entry List to the FMSCI for checking. The FMSCI shall then reply with any comments within one week.

The Draft Entry List shall include:

- The allocated competition number
- The Entrant full name
- Driver/Co-driver names and their nationalities (if different from India)
- Blood Group
- FMSCI Competition License Nos. of the Entrant / Driver / Co Driver
- INRC Registration Nos. Entrant / Driver / Co Driver (if any) (if applicable)
- The make and model of the car entered
- The group, class and
- Driver Seeding

ENTRY LIST IN SEEDED ORDER

Production of the entry list in seeded order is left to the organiser and the Stewards. It does not have to be sent to the FMSCI for approval. The start order of Priority drivers is detailed in Article 45. The order of non-Priority drivers is left to the organiser.

Appendix II - 8 START LISTS & RESULTS AT THE RALLY

Introduction:

Start lists 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

CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1st stewards' meeting and published at time in Supplementary regulations
- Gives start times (or at least intervals between cars) for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

or

Start list for Leg 1 / Section 1 (SSS)

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1st stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors – which may be paired times
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

and/or

Start list for Leg 1 (no SSS) or Start list for Leg 1 / Section 2

- Produced after administrative checks and scrutineering
- Signed by the clerk of the course at 1st stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors
- Footnote denotes 'Subject to passing rescrutineering for car(s) No...'

EACH LEG OF THE RALLY (except the final Leg)

Unofficial classification after final SS (not including SSS)

- Produced for examination by the stewards Unsigned.

Start list for the following Leg

Proposed by the clerk of the course. Stewards may reposition.

- Signed by the clerk of the course at the end of the stewards' meeting and published at time in supplementary regulations.
- Includes retired crews who have not declared withdrawal from the rally.
- Footnote denotes 'Subject to passing re-scrutineering for car(s) No....'

Partial Unofficial Classification after Leg 'x'

- Signed by the clerk of the course and issued after stewards' meeting with actual posting time.
- Produced when all penalties are known.

FINAL LEG OF THE RALLY

Provisional Final Classification

- Includes all competitors who have completed the Rally
- Signed by the clerk of the course at final stewards' meeting and published at time in supplementary regulations
 - Subject to the results of final scrutineering' (for the whole classification)
 - Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
 - Subject to further checks to be carried out by the FMSCI for car No....'
 - Subject to stewards' decision for car No....'
 - Subject to the results of a complete engine inspection for car No....'
 - Subject to the results of the anti-doping tests for the following crews:...'

Official Final Classification

Includes all competitors who have started rally. (all competitors who have completed the rally , all retired competitors – marked with “ret”, all excuded competitors marked with “exc”)

- Signed by the stewards and published after the protest time, if final scrutineering is NOT completed.
 - “Subject to result of Final scrutineering”
- Signed by the stewards and published when final scrutineering is completed.
 - ‘Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
 - ‘Subject to further checks to be carried out by the FMSCI for car No....'
 - ‘Subject to stewards' decision for car No....'
 - ‘Subject to any potential appeal by the entrant of car No... against the decision pronounced by the stewards’
 - ‘Subject to the results of a complete engine inspection for car No...'
 - Subject to the result of anti-doping test for following crews...

Appendix III : SAFETY IN RALLIES

The application of following regulations is compulsory (but need not be included in the Supplementary Regulations of the rally).

Each organiser is encouraged to introduce additional measures in order to improve safety.

The Organiser's attention is drawn to the requirements of Appendix H of the International Sporting Code, in particular those contained in Article 9.2.

1. GENERAL SAFETY

1.1 Safety Plan

A safety plan must be drawn up and include:

1.1.1 The location of the Rally Headquarters (Rally Control);

1.1.2 The names of the various people in charge;

- Clerk of the course
- Deputy Clerks of the course
- Chief medical officer
- Chief safety officer
- Safety officers in-charge of the safety of each special stage

1.1.3 The addresses and telephone numbers of the various Safety services in the areas where each special stage will be run:

- Police
- Hospitals
- Emergency medical services
- Fire fighting services
- Breakdown services
- Red Cross (Or Equivalent)

1.1.4 The full itinerary with detailed road sections;

1.1.5 The safety plan for each special stage, which must detail:

- a. The Exact Location of all marshal posts, emergency vehicles and radio points by means of an accurate map. All GPS references used in the event must be exposed in the form of Degrees, Minutes and Decimals of Minutes, e.g. 139° 36.379'.
- b. Zones, which are considered by the organisers as open to the public, all other areas being considered prohibited to the public.
- c. Measures to be taken for the safety of the crews.
- d. Measures to be taken for the safety of the officials of the event.
- e. The procedure for tracking competitor vehicles.
- f. Actions to be taken in the event of a missing crew.

1.1.6 The safety plan must specifically address issues in each of the following areas:

- a) Safety of the public
- b) Safety of the competing crews
- c) Safety of the officials of the event

1.2 Chief Safety Officer

1.2.1 A Chief safety officer will be designated in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.

1.2.2 During the rally he will be in permanent communication with rally control, the chief medical officer and the start of each special stage (by telephone or radio).

1.2.3 He will be responsible for the implementation and enforcement of the safety plan.

1.3 Special Stage Safety Officer

1.3.1 Each special stage will have a safety officer who will assist the chief safety officer.

1.3.2 The special stage safety officer must inspect the special stage and certify its conformity with the safety plan prior to the passage of the 0 car.

1.4 Control

1.4.1 The clerk of course shall be ultimately responsible for ensuring compliance with the safety plan.

1.4.2 In FMSCI Championship rallies the observer(s) will pay special attention to all safety procedures.

1.5 Officials and marshals

Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.

It is the organiser's responsibility to ensure that officials are adequately trained in this regard.

The personnel should wear identifying tabards. The recommended colours are:

Safety Marshals: Orange

Safety Officer: Orange with white stripe and text

Post Chief: Blue with white stripe and text

Media: Green

Stage Commander: Red with text

Competitor Relations Officer: Red jacket or red tabard

Medical: White

Radio: Yellow with blue mark

Scrutineer: Black

2. SAFETY OF THE PUBLIC

A major priority of the safety plan is to ensure the safety of the general public including spectators.

The following non-exhaustive measures, which complement the provisions of Appendix H of the International Sporting Code, are obligatory for all rallies, except for Section 2.1.

2.1 Educational film (recommended for all events)

- 2.1.1 In the form of a commercial spot,
- 2.1.2 30-second duration.
- 2.1.3 With commentary by a leading driver or drivers, in one or more language(s) applicable to the area of the event.
- 2.1.4 Should not show accidents.
- 2.1.5 Should be broadcast several times.

2.2 Special Stage recommendations

- 2.2.1 The design of each event should take into account spectator considerations unique to the area in which the event is taking place.
- 2.2.2 Special stages should be situated and scheduled to discourage movement of spectators between them.
- 2.2.3 Reconnaissance by crews is considered a safety factor.
- 2.2.4 Should a special stage be delayed or cancelled for safety reasons this will not be penalized in the observers' report (unless due to problems created by, or not properly anticipated by, the Organisers).
- 2.2.5 Cars (referred to as course information cars) equipped with public address systems must traverse each stage approximately one hour before the road closure cars (zero cars) to warn spectators and ensure that any who are in prohibited areas are removed from those areas. This operation may be repeated several times if necessary.

2.3 Control of Spectators

- 2.3.1 The Organisers, with the assistance where necessary of the public order authorities must use their reasonable endeavors to limit access of the public to clearly defined zones, all other areas being regarded as prohibited to the public.
- 2.3.2 The public must be prevented from moving along the road of the special stage whilst the stage is open for competition (after the 0 car and before the last car).
- 2.3.3 Safety instructions must be distributed to the public at all access points.
- 2.3.4 Marshals or public order authorities (police, military etc.) must be present in sufficient numbers to ensure public safety during the special stage.
Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket.

2.4 Re-fuelling and Servicing

Where the public is permitted access to areas where refuelling or servicing will take place, the Organisers must ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

Adequate fire extinguishers should be placed at the service parks and a fire tender should be present if the service park has a refueling area.

2.5 Accident Reporting

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this to the next radio point as specified in the road book and signposted on the route according to Article 3.3.3 below. If he fails to observe this rule, the Stewards may impose on the crew responsible, a penalty which may go as far as exclusion. The laws of the country must also be complied with in relation to procedures at accidents. (This rule must be included in the regulations of the event).

2.6 Accident investigations

Any accident involving a fatality or serious injury must be the subject of a report to the FMSCI Rally Commission. This report is to be prepared by a committee consisting of the Organiser/Club appointed Steward of the event, the Chief Scrutineer, the Chief Safety Officer, the Chief Medical Officer and, where possible, a representative of the police or similar authority. The report should reach the FMSCI no more than 30 days after the conclusion of the event except where legal or other protocols prohibit.

2.7 Course Cars

- 2.7.1 Each Organiser must use at least two course cars numbered 00 and 0 ("Zero cars").
- 2.7.2 Each car must have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word **SAFETY** with the numbers 00 or 0, and be equipped with warning roof lights and a siren. The 0 car may be equipped with a video camera to record the condition on every Special stage during the passage of this car.
- 2.7.3 The drivers and co-drivers of the zero cars must have considerable rally experience, **be fully conversant with all relevant regulations and the safety plan and must keep the clerk of the course fully informed at all times** concerning the conditions along the route. No driver who has retired from the rally may drive a course car. The clerk of the course should take note of the recommendations of the zero car drivers in order to ensure that a special stage is cancelled if dangerous conditions exist. Zero cars should also check time clocks and have time cards correctly completed.
- 2.7.4 "Course Information Cars" equipped with public address systems must traverse all special stages approximately 45 minutes to 1 hour before the start of the first car to warn spectators and ensure that any who are in dangerous places are removed from those areas. The operation may be repeated several times if necessary.
- 2.7.5 Each Organiser must use a course-opening car (Sweeper Car) to pass through each special stage after the last competitor. These cars must carry a panel as detailed in Article 2.7.2 showing a chequered flag.

2.8 Safety on Road Sections

The itinerary and time schedule must take traffic problems and the crossing of built-up areas into consideration.

2.9 Information

Information addressed mainly to the public will be issued by different means;

- written, spoken and televised media
- posters
- distribution of leaflets
- passage on the route of a vehicle (course information car) equipped with loudspeaker to inform the spectators (45 minutes to 1 hour before the start of the first car).

3. SAFETY OF THE COMPETING CREWS

3.1 Safety Services

3.1.1 At the start of each special stage:

In compliance with FIA Appendix H 9.2 and 9.4 and with any vehicles having unimpeded access to the stage:

- 1 medical first intervention vehicle
- 1 doctor qualified in resuscitation;
- 1 paramedic specialized in resuscitation
- 1 **Trauma** care ambulance
- Two 4 kg fire extinguishers with a trained operator;
- suitable communications equipment to maintain contact with HQ;

3.1.2.1 **At the intermediary points on the route for long stages (>15 km):** where the average speed of the fastest competitor (based on the rally average of the previous year) is less than 75 kph, the deployment of these vehicles should be revised and their number and/or positioning modified if necessary so as to obtain intervention times comparable to those of the fastest special stages.

Furthermore, if the nature of the ground, climatic conditions or special circumstances require it, this distance may be modified on the joint proposal of the Chief Medical Officer and the Safety Officer, when the Safety Plan is approved. These provisions are recommended for all rallies.

Such safety points shall involve:

- 1 medical intervention vehicle;
- 1 doctor qualified in resuscitation or possibly
- 1 paramedic specialized in resuscitation;
- Two 4 kg fire extinguishers with a trained operator;
- suitable communications equipment to maintain contact with HQ;

3.1.2.2 At the intermediary points on the route for medium stages (>10 km but < then 15 km): where the average speed of the fastest competitor (based on the rally average of the previous year) is less than 75 kph, the deployment of these vehicles should be revised and their number and/or positioning modified if necessary so as to obtain intervention times comparable to those of the fastest special stages.

Furthermore, if the nature of the ground, climatic conditions or special circumstances require it, this distance may be modified on the joint proposal of the Chief Medical Officer and the Safety Officer, when the Safety Plan is approved. These provisions are recommended for all rallies.

Such safety points shall involve:

- 1 First intervention vehicle;
- 1 doctor qualified in resuscitation or possibly 1 paramedic specialized in resuscitation;
- suitable communications equipment to maintain contact with HQ;

3.1.3 At the stop point of each special stage: 2 (minimum) 4 kg fire extinguishers.

3.1.4 Either,

- a) In the service park or a central location less than 15 km by road from the special stages concerned
- OR**
- b) at the start of the special stage:

- 1 standardized ambulance equipped for resuscitation (see Appendix H 9.4).
- 1 breakdown vehicle.
- Suitable communications equipment to maintain contact with HQ.

If the location is the service park, then two of each of the specified vehicles, so that if one is called into service the other will remain on standby.

3.1.5 It is recommended that a rescue ambulance helicopter when the time required for transferring a casualty by road between the furthest point of the special stage and the hospital is greater than 1 hour and 30 minutes (Appendix H 9.2) should be considered.

3.1.6 The first intervention vehicle shall be capable of proceeding into the stage quickly and shall be equipped as a minimum as follows:

- a) the medical team as specified in Appendix H 9.2,
- b) the medical equipment as specified in Appendix H 9.2,
- c) a kit of basic rescue equipment specified by the chief medical officer in collaboration with the chief Scrutineer (Refer "MANDATORY EQUIPMENT ON BOARD")
- d) Two 4-kg fire extinguishers with trained operator,
- e) suitable communications equipment to maintain contact with Rally HQ,
- f) a warning siren,
- g) suitable identification.

Note: Where the terrain so requires, the first intervention vehicle may be replaced by two vehicles:

- 1 medical intervention vehicle (a + b + e + g)
- 1 technical intervention vehicle (b + c + d + e)

First Intervention Vehicle

DUTIES

1. To reach the site of the accident in the least possible time
2. Assess the accident and report back to rally control
3. Extrication or Fire fighting if required.
4. Assess injuries and provide preliminary first aid.
5. Facilitate evacuation of the injured to the ambulance. (Only to be done if Doctor decides that it is safe to transport the injured in the FIV. If the Doctor decides otherwise the Ambulance should be moved to the accident site for evacuation of the injured to a hospital)
6. If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance

CREW ON BOARD

An experienced driver

A Doctor skilled in resuscitation

A helper to assist in Fire fighting and or extrication.

MANDATORY EQUIPMENT ON BOARD

1. A Radio transmitter/receiver
2. Two 4 Kg fire extinguishers (dry chemical powder type)
3. Tow chain/ Thick Nylon rope (20 feet)
4. One Crowbar
5. One large Hammer
6. One Metal cutting shears

7. One Cutting pliers
8. One Spanner for battery terminal
9. Water
10. Chisel
11. First Aid Kit
 - a. Stethoscope
 - b. Gauze
 - c. Band Aid
 - d. Tincture Iodine
 - e. Disposable syringes and needles
 - f. Hydrogen Peroxide
 - g. Cotton
 - h. Anti Allergic drugs- Avil, Decadrom
 - i. Xylocaine injection
 - j. Suturing Kit

3.2 Preventative Measures (Signaling and road markings)

- 3.2.1 Roads and access roads leading to stages must be closed to traffic. This must be done in the following manner:
- (a) major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, police or other authority
 - (b) short no-through roads (e.g. to farms etc) must be blocked or taped, with a notice that may be affixed to the barrier or tape advising of the conduct of the event and the danger of entry.
- 3.2.2 it shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, which must be rectified prior to the commencement of the special stage.
- 3.2.3 Marshals' posts will be positioned along the course so as to:
- keep the public outside prohibited areas by means of boards, barriers or ropes, whistles and loudspeakers
 - as far as possible, warn crews of any obstructions in the special stage, through the use of yellow flags
- 3.2.4** Should the use of yellow flags be required, the following procedure is to be adopted;
- 3.2.4.1 A yellow flag must be available at each stage radio point (situated at approximately 5 km intervals)
- 3.2.4.2 The yellow flag will be displayed to crews only on the instructions of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive yellow jacket on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.
- 3.2.4.3 On passing a displayed yellow flag the driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.
- 3.2.4.4 A crew which has been shown the yellow flag will be given notional time for the stage according to the procedures laid down in Article 35
- 3.2.4.5 No flag other than the yellow flag may be deployed at any point in a special stage.

3.2.4.6 Different signaling systems (e.g. Flashing lights) may be used in super special stages. Full details must be included in supplementary regulations.

3.3 Supervision

- 3.3.1 A radio network (set up approximately every 5 km) unique to each special stage must be established to allow the vehicles to be tracked and the running of the rally to be supervised.
- 3.3.2 Each radio point shall be identified in the road book and by a sign at least 55 cm. in diameter, bearing the radio point symbol. The radio point sign symbol must be in black on a blue background.
- 3.3.3 In addition there should be a warning sign 100 m prior to the SOS radio point.
- 3.3.4 Any ambulance within a stage should be located at a radio point. An additional sign (green or red cross) should be located beneath the radio point sign at this point.
- 3.3.5 The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart must be used either on the special stage by the special stage safety officer or at rally headquarters.

Each organiser must draw up, and show in the safety plan, this procedure for tracking vehicles and must also list the procedure to be followed in the event of a missing competitor.

3.4 Road book

- 3.4.1 Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the green "OK" sign must be clearly shown by a crew member to the next 3 following vehicles and to any helicopter attempting to intervene.
- 3.4.2 Each road book shall contain a separate page preceding the itinerary page in which the accident procedure will be set down. (Refer to example sheet)
- 3.4.3 All competitors are obliged without exception to comply with the requirement of General Prescriptions Article 36 Competitor Safety.
- 3.4.4 All competitors are to be reminded of this regulation by the issuing of a written notice to each crew member at documentation.
- 3.4.5 Any crew which is able to, but fails to comply with this rule may be penalized by the Stewards in accordance with the International/FMSCI Sporting Code.

EXAMPLE

Accident and Safety Procedure

1. All competitors must be conversant with FMSCI General Prescriptions Article 36 Competitor Safety and Appendix III Article 3.4 Road Book
2. When a red "SOS" is displayed it is **MANDATORY** to stop and assist the crew requiring help. You are responsible to help the injured and make sure that safety services are mobilized as quickly as possible.
3. The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.
4. The next car must take the following information to NEXT radio post which may be the finish control:
 - Competition number of the crew involved
 - If and how many crew members or spectators are injured
 - If any crew member or spectator are trapped in or outside the car

- Location of the accident, i.e. the closest road book junction or kilometer post
 - Any other vital information, i.e. fire, water.
5. The following cars must stop if the red "SOS" is displayed.
 6. All competitors stopped in a stage must place their red triangle at least 50 meters before where the car is stopped even if the car is clear of the road.
 7. The event emergency telephone number is:..... (organiser to detail)
 8. If you retire you must inform the organisers:
Telephone number (organiser to detail).
 9. All competitors retiring from the event are obliged to hand in their time card to the nearest control points as soon as possible.

This page to be inserted in road book

3.5 Evacuation

- 3.5.1 Evacuation routes must be planned for each special stage. They must be clearly shown in the safety plan (by a map or diagram).
- 3.5.2 Emergency services of all hospitals near the route must be on standby.

4. SAFETY OF THE OFFICIALS

Whilst the primary responsibility of the Organisers is to ensure the safety of the public and the competing crews, the safety of officials is also very important.

Organisers must ensure that in performing their duties officials are not required to place themselves in danger.

It is the Organiser's responsibility to ensure that officials are adequately trained in this regard.

5. MEDICAL INTERVENTION VEHICLES (Ambulances)

For all disciplines on track and road and for cross-country, their purpose is to transport a doctor qualified in resuscitation to the site of an accident within as short a time as possible. They may have a single medical use (best solution for circuits) or a mixed medical use equipped for extrication, disincarceration and/or firefighting. Above all, the vehicle must be adapted to the terrain and to the type of competition. All Medical intervention vehicles must be fitted with an efficient communications system, able to transmit and receive messages, and with the following equipment on board (this list is not restrictive):

i) Airway:

- portable suction machine (300mm Hg vacuum),
- a full selection of suction catheters & 1 Yankauer sucker,
- a self-inflating bag with O² reservoir and facemask,
- Portable O² cylinder with reducing valve & appropriate connections,
- Guedel airways size 3 (x 2), size 4 (x2),
- nasopharyngeal airways size 7 (x2),
- adult laryngoscope & spare batteries/bulbs,
- endotracheal cuffed oral tubes size 7 (x2) size 8 (x2), with appropriate connectors and cuff inflating device,
- mini-tracheotomy device x2.

ii) Cervical spine:

- adult rigid cervical collar x 2,
- a spinal immobiliser device of a type recommended by the FIA (if no extrication team present).

iii) Circulatory support:

- IV necessary sets for drip x 4,
- IV giving sets x 4,
- IV cannulae - size 14 x 3/size 16 x 3,
- colloid - 2 litres (e.g. Hemacell),
- crystalloid/Drip solution - 2 litres (Ringer lactate),
- defibrillator: optional,
- tensiometer & stethoscope.

iv) Dressings:

- selection of dressings, including 10 large field dressings,
- burns dressing (e.g. Water Gel pack).

v) Drugs:

- resuscitation drugs used in the country concerned.

As an indication, the following substances are recommended:

- drugs for respiratory problems,
- drugs for cardio-vascular problems,
- analgesic or spasmolytic drugs,
- sedative and anti-epileptic drugs,
- steroids,
- drugs for intubation and anaesthesia.

This list is not restrictive and is left to the individual's discretion. For example:

IV drugs:

- atropine,
- midazolam,
- hypnomidate,
- ketamine,
- succinylcholine,
- metoclopramide,
- prednisone,
- epinephrine,
- tramadole,
- diazepam,

Atomiser:

- terbutalin,
- nitroglycerine,

IV fluids:

- ringer-Lactate.

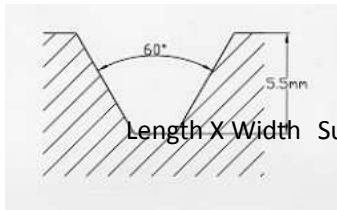
vi) Miscellaneous:

- scissors, or other implement, to cut through harnesses and overalls,
- survival cover,
- piece of black "photographer's" type material to permit correct intubation in bright light (recommended),
- sterile and non-sterile gloves.
- for cross-country rallies, a casualty immobilizer (beanbag) and various splints.

APPENDIX IV : TYRE REGULATIONS**1. Definition of moulded tyres**

- 1.1 A tread pattern with a width of 170 mm (85 mm each side of the tyre centre line) and a circumference of 140 mm. In this area, the surface taken up by grooves of at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17 % of the total surface.

This tread pattern must be moulded.



17 % rate

9"	170X140	23800	4046
8.5"	161X140	22540	3832
8"	148X140	20720	3522
7.5"	142X140	19880	3380
7"	133X140	18620	3165
6.5"	124X140	17360	2951

- 1.2 The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.
- 1.3 The sum of the width of the grooves encountered by a radial line must be at least 16 mm.
- 1.4 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

2. Tyre homologation

- 2.1 At least two weeks before the start of a rally, the tyre supplier must present to the FMSCI a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FMSCI homologation. Once obtained, the homologation remains valid, with no expiry date.
- 2.2 The FMSCI will issue a form for each tread pattern, with a calculation of all the different parameters.
- 2.3 The pattern drawing must show:
- The tread pattern
 - The dimension of the smallest groove, in accordance with point 2.
 - The size of the rim
 - The dimensions for the purpose of determining the adequate control surface.
- 2.4 This article concerns only those tyres with a grooving rate of less than 25 %.

3. During the event

- 3.1 At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.
- 3.2 The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.
- 3.3 Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.

FMSCI Indian Rally Championship (IRC) SPECIFIC REGULATIONS

1. General Provisions

The FMSCI organizes the FMSCI Indian Rally Championship which is the property of the FMSCI and which comprises the Indian Rally Champion title for Drivers, Co-drivers and teams.

For 2014, it is made up of maximum of 5 events and all count towards attribution of points.

Eligible Competitors

Indian Rally Championship

Status: Zone International

Asia Pacific Zone competitors with points.

Other Zone competitors can compete but without points.

Titles:

2014 FMSCI Indian Rally Champion Driver

2014 FMSCI Indian Rally Champion Co Driver

2014 FMSCI Indian Rally Champion Team

2014 FMSCI Indian Rally Champion 2000 cc Driver

2014 FMSCI Indian Rally Champion 2000 cc Co-Driver

2014 FMSCI Indian Rally Champion 2000 cc Team

2014 FMSCI Indian Rally Champion 1600 cc Driver

2014 FMSCI Indian Rally Champion 1600 cc Co Driver

2014 FMSCI Indian Rally Champion 1600 cc Team

2014 FMSCI 1600 cc Cup Winner Driver

2014 FMSCI 1600 cc Cup Winner Co Driver

2014 FMSCI 1600 cc Cup Winner Team

The FMSCI reserves the right to introduce a naming rights 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 (the Prescriptions), the present Sporting Regulations, and the Regulations specific to Drivers, Co-Drivers and Teams Championships.

3. TITLE

Wherever possible, at the discretion of the Organiser, each rally should include in its title the acronym IRC

4. Classes

Only Saloon cars/SUVs are permitted.

a) Up to 3500 cc (including Turbo Factor)

- Group N, Group N4
- FMSCI license holders & Other Asia Zone ASN License holders with points
- Others without points

- FIA / FMSCI homologated cars
- Compete for overall

NOTE : The FMSCI homologated cars will follow the FMSCI Group N Technical / Safety Regulations. The FIA homologated cars will follow the FIA Group N Technical / Safety Regulations. The class will compete only for overall classification.

b) Up to 2000 cc

- Group N, 2WD
- FMSCI license holders & Other Asia Zone ASN License holders with points
- Others without points
- FMSCI homologated cars
- Compete for IRC 2000 class & overall

c) Up to 1600 cc

- Group N, 2WD
- FMSCI License holders only.
- FMSCI homologated cars
- Compete for IRC 1600 class & overall

d) FMSCI 1600 cc Cup

- Group N, 2WD
- FMSCI License holders only
- FMSCI homologated cars prior to 31st December 2007
- Compete for 1600 cc Cup, IRC 1600 cc & overall

Cars Homologated in a year will be notified in Bulletin issued by FMSCI and they can participate after 60 days from date of homologation or as decided by the FMSCI.

5. Championship Points

Points will be awarded for each title in accordance with the scale given in Article 5.1 of the FMSCI General Prescriptions

For teams, the best placed 2 drivers will be awarded points.

5. Registration Requirements

- Each driver, co-driver and team must register individually with the FMSCI to be eligible for any points.
- A driver / co-driver /team taking part must register their entry with the FMSCI a minimum of 3 days before the round of championship they plan to compete in. The period may be reduced by the FMSCI.
- Once registered they must take part in all the remaining rounds of the championship concerned under pain of sanctions imposed by the FMSCI unless for a force-majeure duly accepted by the FMSCI.

5.1 REGISTRATION FEES

DRIVER	: ` .5,000/= per championship
Co-Driver	: ` .5,000/= per championship
Team	: ` .25,000/= per championship

5.2 MINIMUM PARTICIPATION REQUIREMENTS

Once registered they must take part in all the remaining rounds of the championship concerned under pain of sanctions imposed by the FMSCI unless for a force-majeure duly accepted by the FMSCI, with an option of not taking part in one round of their choice. To be eligible for Championship classification, a

registered driver/co-driver/team must have been a starter in a minimum of three rounds of the Championship concerned.

5.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

For 2014, it is made up of a maximum of 5 events and best N-1 counts for attribution of points, N being the number of rounds held.

5.4 NUMBER OF CHAMPIONSHIP RALLIES

The number of Championship events is maximum 5 which must take place in the FMSCI Region.

13. EVENT CHARACTERISTICS

13.1 DURATION

Duration of the rally and schedule (recommended and maximum duration)

Thursday

Collection of materials and administrative checks.

Friday

Pre Event Scrutiny
Reconnaissance
Drivers Briefing
Press Conference
1st Stewards Meeting
SSS (Leg 1 Sec 1) Recommended

Saturday

Leg 1 (130 to 70 % of the Special stages)
SSS (Preferably in the evening , if not run on Friday)
2nd Stewards meeting
Publication of start order after Leg 1

Sunday

Leg 2 Balance SS
SSS (If not run on Friday or additional run to Friday / Saturday)
Podium Ceremony
Post event press conference
Post event scrutiny
Final Stewards meeting
Final classification
Closing of event

13.2 DISTANCES

The total distance of the special stages is set at a distance of minimum 108 Km and maximum of 132 Km.

The maximum length of each special stage is 25 km.

The minimum Special Stage distance between service parks is 25 km and the maximum is 60 km.

Minimum special stage distance of any Leg is 27 Km.

A Special Stage may be used in its entirety a maximum of Three (3) times in either direction.

13.3 TYPE OF ROAD SURFACE

A road surface of SINGLE type (Asphalt or Dirt) with maximum allowance of 10% of dirt (for asphalt stages) or asphalt (dirt stages) mandatory for special stages of a rally. This rule applies to entire itinerary of the rally. In the case of SSS only, a special waiver may be granted for change of road surface from that of SS.

14. ROAD BOOK

The road book must be made available to all the competitors at least 3 days prior to the start of Leg 1

18. COMPETITION NUMBERS AND ADVERTISING

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

18.2 ORGANISER'S OPTIONAL ADVERTISING

18.2.1 Organisers are permitted to have optional advertising as follows:

- a) On the bonnet of the car, a sticker measuring 10 x 60 cms.
- b) On each side of the car, adjacent to the competition number sticker, 2 stickers measuring 15 x 25 cms. The location of these stickers must be specified in the Supplementary Regulations.

23. ENTRY FEES

The maximum entry fees per round of 2014 Championship are as follows.

Championship	With Optional Advertisement	Without Optional advertisement
IRC	₹ 30,000/-	₹ 60,000/-
IRC 2000 cc	₹ 22,000/-	₹ 44,000/-
IRC 1600 cc	₹ 17,000/-	₹ 34,000/-
FMSCI 1600 Cup	₹ 17,000/-	₹ 34,000/-

Minimum 3 cars require to form class

Team / Commercial Entry ₹ 18,750/- (Additional – per car) A team or commercial entry may consist of maximum of 4 cars only.

28. FINAL CHECKS**TIME AVAILABLE FOR FINAL CHECKS**

The Organisers' itinerary should ensure that at least 2 hours and 30 minutes are available for post-event scrutineering.

38. SUPER SPECIAL STAGES**38.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE**

A Super special stage is a stage designed for a spectator viewing with the possibility of having more than one car starting at the same time. The organizing of a super special stage is mandatory. It is recommended that organizers take efforts to have SSS with 2 cars starting at the same time.

38.2 The specific regulations regarding the running and the organization of a super special stage must confirm the regulations included in the Rally General Prescriptions and must be included in the supplementary regulations of the rally.

- 38.3** A separate safety plan must be submitted to the FMSCI safety delegates, if appointed, specific area must be clearly identified for use by the media.
- 38.4** The roads at the starting point must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalize the length of the stage from the different starting position.
- 38.5** The length of the super special stage should be between 1.5 Kms and 5 Kms.
- 38.7** The starting order of a super special stage is entirely at the discretion of the Organisers. However, the Organisers must detail the procedure in the Supplementary Regulations.
- 38.8** The use of yellow flag signals as detailed in Appendix I is applicable in a super special stage and these flags may be displayed at any location in the stage. If a yellow flag is displayed, the drivers must immediately make a significant reduction in speed. Clerk of the course may allow a crew affected by the showing a yellow flag to contest the super special stage against. However, if circumstances do not permit these, the clerk of the course will propose to the stewards an allocated time. However, no crew which is totally or partially responsible for the displaying of the yellow flag may benefit from this concession.
- 38.9** If a car fails to correctly complete a super special stage it may be removed by the Organisers to the end of super special stage. It may be repaired according to the supplementary regulations and itinerary.
- 38.10** Alternatively the car will be placed on the road section after the out control of the super special stage. In either case the crew will be allotted a stage time of three minutes plus the fastest time. Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time.
- In either case the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.
- Any crew recording an actual time in excess of 3 minutes plus the fastest time will also be allotted a maximum time of 3 minutes plus the fastest time.
- 38.11 FAILURE TO COMPLETE A SUPER SPECIAL STAGE**
If a car fails to complete a super special stage, it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 3 minutes. In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally. Any crew recording and actual time in excess of the fastest time plus 3 minutes will be allocated time of the fastest time plus 3 minutes. When an organiser schedules a super special stage as Section 1 of Leg 1 to open the Rally in the evening, an entrant who fails to take part in or finish that stage will be given a penalty as stated above.

38.12 SAFETY PLAN

This plan must be submitted at least 45 days before the event.

43. CEREMONIAL START

A standard form of start and finish ramp and signage is detailed in Appendix C, the dimensions of which must be followed. The “hanging” sign can be changed to represent the Championship Rally with only the registered entrants; the international rally with the registered and un-registered entrants and the national rally if run simultaneously. After a Ceremonial Start, cars may not be placed in a Parc fermé and no time cards may be issued.

45. START ORDERS AND INTERVALS

45.1 START ORDERS

The starting order for the first three events of the championship is established on the basis of the results of the INRC 2013

a) The A Seed drivers.

The overall INRC Champion 2013 will be the first car to start. The remaining A seed drivers will start on the basis of the results of the overall INRC 2013.

b) The B Seed drivers will start on the basis of the results of the overall INRC 2013

c) All other drivers for whom starting order is left to the discretion of the Organisers.

45.2 For subsequent events the starting order is to be established as below on the basis of the provisional overall classification of the FMSCI INRC / IRC / JINRC for Drivers 2014

a) The seed drivers will start on the basis of the provisional overall classification of the FMSCI INRC for Drivers 2014

It is further clarified that the Overall INRC Champion 2013 will not be the first car to start, unless he is the leader of the provisional overall classification of the FMSCI INRC for Drivers 2014.

b) The B seed driver will start on the basis of the provisional overall classification of the INRC 2014

c) All other drivers for whom the starting order is left to the discretion of the organisers.

45.3 All drivers at the start will have an interval between their start times of at least 2 minutes for all legs of an event. However the start interval at the starting podium of a rally is left to the discretion of the Organisers who may set a start interval of two minutes or of one minute, or a combination of the two. This point must be included in the supplementary regulations of the rally.

45.4 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car re-scrutineered prior to the start of the stewards' meeting at the end of the Section which the car has failed to finish.

49. SERVICE PARKS

49.1 NUMBER OF SERVICE PARKS

It is recommended that there be one main service park and possibly an auxiliary service area to permit one service unit per competing car in one or two locations to provide adequate service for the entire rally.

51. FLEXI SERVICE - 45'

51.1 FLEXI SERVICE - 20'

The Articles 43.1 and 43.2 of the General Prescriptions shall also apply in the case of 20' service when linked to a regroup, to provide an opportunity for team cars to service at different times.

The operational window of flexi service time, starting from the arrival of the first car into the Parc fermé, is left to the discretion of the Organisers but must be declared on the rally itinerary. Flexi servicing of 45 minutes at the end of each Leg (excluding the final Leg) will be provided.

54. RALLY RESULTS

54.1 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.

56. Prize Giving

- 56.1 At the prize giving of a Championship rally, the prize winners are obliged to participate; the winners of the general classification must also participate in the other official ceremonies.
- 56.2 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 Organisers.
- 56.3 Should any of the first three crews classified in the INRC / IRC / JINRC fail to attend the annual FMSCI prize giving, the crew concerned will be subject to a fine of ` 50,000/=.
- 56.4 The minimum cash prizes to be offered by the Organisers of a round of the INRC / IRC / JINRC is as follows:

Cash and Trophy: Per Round

Pos	1 st	2 nd	3 rd
IRC	` 60000/- +Trophies	` 40000/- +Trophies	` 30000/- + Trophies
IRC 2000 cc **	` 40000/- + Trophies	` 30000/- + Trophies	` 20000/- + Trophies
IRC 1600 cc **	` 50000/- + Trophies	` 30000/- + Trophies	` 20000/- + Trophies
FMSCI 1600 Cup **	` 40000/- + Trophies	` 30000/- + Trophies	` 20000/- + Trophies

** Number Of Entries : 1 - 4 : 1st Prize Only
 Number Of Entries : 5 - 7 : 1st And 2nd Prizes Only
 Number Of Entries : 8 And Above : 1st, 2nd And 3rd Prizes

Tuner of IRC Trophy
 Tuner of IRC 2000 Trophy
 Tuner of IRC 1600 Trophy
 Tuner of 1600 Cup Trophy

56.5 Championship awards: other than Trophy

Overall IRC Champion Driver Trophy
 Overall IRC Champion Co-Driver Trophy
 Overall IRC 2000 cc Champion Driver Trophy
 Overall IRC 2000 cc Champion Co-Driver Trophy
 Overall IRC 1600 cc Champion Driver Trophy
 Overall IRC 1600 cc Champion Co-Driver Trophy
 Overall FMSCI 1600 Cup Winner Driver Trophy
 Overall FMSCI 1600 Cup Winner Co-Driver Trophy

Appendix A – Administrative procedure
--

INDIAN NATIONAL RALLY CHAMPIONSHIP - APPENDIX A
--

ADMINISTRATIVE PROCEDURES

Activity	From	To	Deadline
Draft Itinerary & Route Map	Organiser	FMSCI Secretariat	45 days before the rally
Pre-event Information or Announcement	Organiser	FMSCI Secretariat media & others	30 days before the rally
Rally guide 1 (electronic)	Organiser	FMSCI Secretariat	21 days before the rally
Appointment of the steward and observer	FMSCI	Organiser	1.5 months before the rally 2.5 months before the rally
Draft Supplementary Regulations	Organiser	FMSCI & Observer	2 months before Day 1 of the rally
Draft Safety Plan	Organiser	FMSCI & Observer	45 days before the rally
Comment on the draft regulation & Plan	FMSCI	Organiser	1.5 months before the rally
Issuing of Permit	FMSCI	Organiser	1.5 months before the rally
Supplementary Regulations published & entries	Organiser	FMSCI / Possible entrants / Website of organiser, FMSCI	1 month before day 1 of the rally
Closing of entries	Organiser		12 Days before Day 1 of the rally
Entry list	Organiser	FMSCI	10 days before Day 1 of the rally
Road Book published	Organiser	Entrant and FMSCI Official	7 days prior to the start of the day 1
Media safety book published	Organiser	Accredited Media	7 days before Pre event Press Conference

APPENDIX B - PODIUM CEREMONY

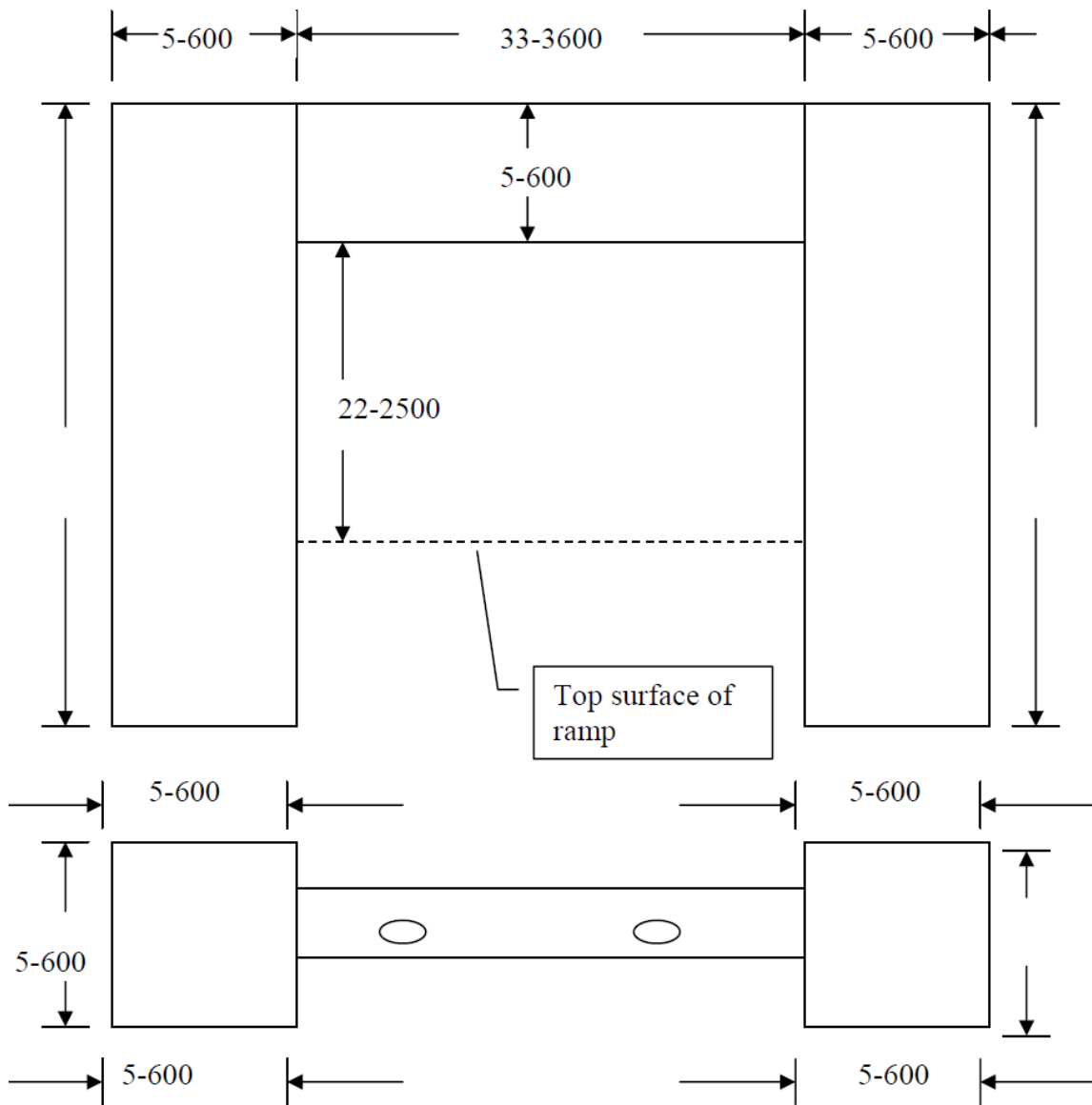
1. General Points

- a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- b) The organisers should provide "Olympic style" box podiums for use by the third, second and first crews only, positioned in a way to allow photographers / TV crews to take pictures from the photographers' tower.
- c) All teams with a car in the top three must have a technician in attendance with the car to transport car to final inspection, if required.

2. Procedure (all procedures should be controlled by the master of ceremonies)

- a) The recommended finish procedure is as follows:
 - 3rd car of each winning class, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 2nd car each winning class, on to ramp, interview on ramp and then proceed to park in a Location as directed by and under the authority of the event officials.
 - 1st car of each winning class, on to ramp, interview on ramp, nose down on ramp for photo session.
 - Podium boxes in to place.
 - Presentation of trophies.
 - National anthem.
 - Champagne spray and photo shoot.
 - Provision for team photos on ramp or in adjacent area.
- b) The above procedure duplicated for the overall first five drivers in general classification.

APPENDIX C - START RAMP



Dimensions in mm (5-600 = 500mm to 600mm wide, 36-3800 = 3600mm to 3800mm high)

Overall plan view

↑
Front

