



**The Federation of Motor Sports Clubs of India**

**2016 FMSCI General Prescriptions applicable to all  
TSD Rallies including National Championships,  
Challenges, Cups, Trophies and Series**

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**GENERAL PRESCRIPTIONS APPLICABLE FOR ALL TSD RALLIES INCLUDING, NATIONAL CHAMPIONSHIPS, CHALLENGES, CUPS, TROPHIES AND SERIES****GENERAL PRINCIPLES****1. GENERAL CHAMPIONSHIP CONDITIONS**

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

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

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

**1.1 APPLICATION**

1.1.1 Only the FMSCI may grant waivers to these regulations. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the 2015 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 1<sup>ST</sup> JANUARY, 2016

**2. DEFINITIONS****2.1 BULLETIN**

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

**2.2 COMMUNICATION**

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

**2.3 TIME CONTROL & AREA**

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

- The Secret Time Control is identified by a Red clock face control Board / Sign.
- The Self Time Control is identified by a Yellow clock face control Board / Sign.
- The Declared Time Control is identified by a Green clock face control Board / Sign.

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

**2.4 CREW**

A crew is made up of two persons on board of each car nominated as driver and navigator. Each one must hold an FMSCI driver's competition license for the current year, which is valid for the event. The driver assumes the entrant's responsibility from completion of entry formalities of the Rally.

**DECISION**

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

**2.5 END OF THE EVENT**

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

**2.6 LEG**

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

**2.7 NEUTRALISATION**

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

**2.8 PARC FERME'**

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

**2.9 REGROUP**

A stop scheduled by the organizers under ParcFermé 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. Early check-in is not permitted in to the re-group.

**2.10 SECTION OF THE RALLY**

Each part of the rally separated by re-groups.

**2.11 FREE ZONES**

A section in the speed chart where there will be no time controls to facilitate smooth movement of the competitors, especially in crowded areas (towns, cities etc.) adhering all traffic rules and

- Till 5 KMS after a guarded level crossing
- 10 meters before/after any road junction
- 200 meters before/after any road junction in National/State highways (if permitted as per article **8.2.5**)
- Till 500 meters after Expressways.

However Appendix II – 9 (c) shall be in force in the Free Zones.

**2.12 SERVICE**

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

**2.13 START OF THE EVENT**

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

**2.14 TIME CARD**

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

**3. ABBREVIATION**

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

**4. OFFICIALS & DELEGATES**

**4.1 STEWARDS**

The panel of Stewards of the Meeting (the Stewards) shall always comprise three members. Two of these members shall be appointed by the 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 the FMSCI. This proposal will not be accepted for National Championship events. There must be a permanent communication link between the Stewards and the Clerk of the Course.

**4.2 COMPETITORS' RELATIONS OFFICER (CRO)**

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the 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 to the CRO's schedule.

**4.3 SCRUTINEER**

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

**5. ELIGIBLE CARS****a. ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS**

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

**6. CHAMPIONSHIP & POINTS****6.1 THE CHAMPIONSHIP REQUIREMENTS**

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

**6.2 CHAMPIONSHIP POINTS****Attribution of points**

For each Championship title, the points will be awarded for each rally taking in to account the Overall and various categories according to the following scale:

Position	Points
1 <sup>st</sup>	10
2 <sup>nd</sup>	08
3 <sup>rd</sup>	06
4 <sup>th</sup>	05
5 <sup>th</sup>	04
6 <sup>th</sup>	03
7 <sup>th</sup>	02
8 <sup>th</sup>	01

**6.2.1 Registration of Drivers and Navigators**

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

**6.2.2 Attribution of reduced points**

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

Full points if more than 50% of the scheduled length of the rally has been run

Half points if between 25% and 50% of the scheduled length of the rally

No points will be awarded if less than 25% of the scheduled length of the rally has been run.

**6.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION**

The classification will be established taking in to account the criteria required for each Championship. The crew having totaled the highest number of points will be declared the relevant Champion.

**7 DEAD HEAT IN A CHAMPIONSHIP****7.1 DRIVERS AND NAVIGATORS**

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

- 7.1.1 According to the greater number of first places, then second places, then third places, etc. achieved in the general classification of the rallies which have served to make up their points total.
- 7.1.2 According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the crews with the same points score has taken part, one 6<sup>th</sup> place being worth more than any number of 7<sup>th</sup> places, one 7<sup>th</sup> place being worth more than any number of 8<sup>th</sup> places, and so on.
- 7.1.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying driver and navigator, on the basis of whatever other considerations it thinks appropriate.

**7.2 MANUFACTURERS OR TEAMS (WHICHEVER IS APPLICABLE)**

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

- 7.2.1 According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each manufacturer or team, taking in to account only the highest place per rally for each manufacturer or team.
- 7.2.2 According to the number of 7<sup>th</sup> places, 8<sup>th</sup> places etc. one 7<sup>th</sup> place being worth more than any number of 8<sup>th</sup> places and so on.
- 7.2.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying manufacturers or teams on the basis of whatever other considerations it thinks appropriate.

## 8 EVENT CHARACTERISTICS

### 8.1 DURATION

The maximum scheduled duration of a day should not exceed 10 hours driving time for any crew. A maximum total time of 2 hours for regrouping may be added to this total.

(The said total running time of 10 hours should be between sun rise and sun set or sun set & sunrise in entirety. However stoppage time can be a mixture of day/night)

#### 8.1.1 FORMAT

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

### 8.2 SPEED RESTRICTIONS

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

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

8.2.3 **In** National Express/Highways and State Highways speed can be exceeded till 10% less than the Government prescribed speed limit. This shall in no way be applicable in Hill sections.

8.2.4 **However** if the average speed given is above 45 KMPH as per **Article 8.2.3** there shall be no time control in that Section as National Express/Highways and State Highways are mandatory NO CHECK ZONES.

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

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

### 8.3 PROGRAMME FOR THE RALLY

Other than respecting the following criteria, organizers 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

- Document verification and Pre-event Scrutineering
- Ceremonial Start / Curtain Raiser
- Rally
- Prize Distribution Ceremony

## 9 STANDARD DOCUMENTS AND SCHEDULES

### 9.1 FMSCI STANDARDISED DOCUMENTS

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

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

## **9.2 ROAD BOOK**

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

## **9.3 TIME CARD**

### **9.3.1 Each crew is responsible for**

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

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

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

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

## **9.4 CHAMPIONSHIP LOGO**

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

# **10 INSURANCE**

## **10.1 DESCRIPTION OF INSURANCE COVER**

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

## **10.2 PUBLIC LIABILITY COVER**

### **10.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability)**

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

### **10.2.3 The insurance cover must at least be in effect during the rally from start of the rally till the end of the rally.**

## **10.3 RALLY COVER INSURANCE**



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

## **11 CAR IDENTIFICATION**

### **11.1 COMPETITION NUMBERS AND ADVERTISING**

- 11.1.1 The organizer will provide each crew with the number identification, which must be affixed to their car in the positions stated in these regulations in Art.11.8.2 prior to pre-event scrutinizing.
- 11.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors / entrants. No modification is allowed to these panels.

### **11.2 DOOR PANELS**

- 11.2.1 Two front door panels measuring 60.96 cm wide X 20.32 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 15.24 cm high and with a stroke width of 2.54 cm. The remainder of this door panel is reserved for the organizers.
- 11.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.
- 11.2.3 No signage, other than the color scheme of the car, shall be placed within 10 cm of this panel.

### **11.3 REAR WINDOW**

One rear window panel measuring a maximum of 30.48 cm wide and 10.16 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm<sup>2</sup> shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

### **11.4 SIDE WINDOWS**

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

### **11.5 FRONT PLATE**

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

### **11.6 RESTRICTIONS ON ADVERTISING**

- Competitors are allowed to affix any kind of advertising to their cars, provided that
- It is authorized by the National laws of India and the FMSCI / FIA regulations
  - It is not likely to give offence
  - It is not political or religious in nature
  - It respects the regulations on competition numbers
  - It does not interfere with the crew's vision through the windows

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

### 11.7 ORGANIZERS' OPTIONAL ADVERTISING

- 11.7.1 The organizer may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to ₹50,000/=
- 11.7.2 No additional fee for optional advertising referring to the maker of an automobile, tyres, fuel or lubricant may be imposed on a competitor / entrant if the competitor refuses such advertising.
- 11.7.3 Competitors who accept the organizers optional advertising as specified in the Supplementary regulations must reserve space for it. No modifications to the advertising are allowed.
- 11.7.4 The organizers optional advertising must be clearly indicated in the Supplementary Regulations or in an official bulletin published 7 days before the day 1 of the event.

### 11.8 DRIVER'S AND CO-DRIVER'S NAMES

#### 11.8.1 REAR SIDE WINDOWS

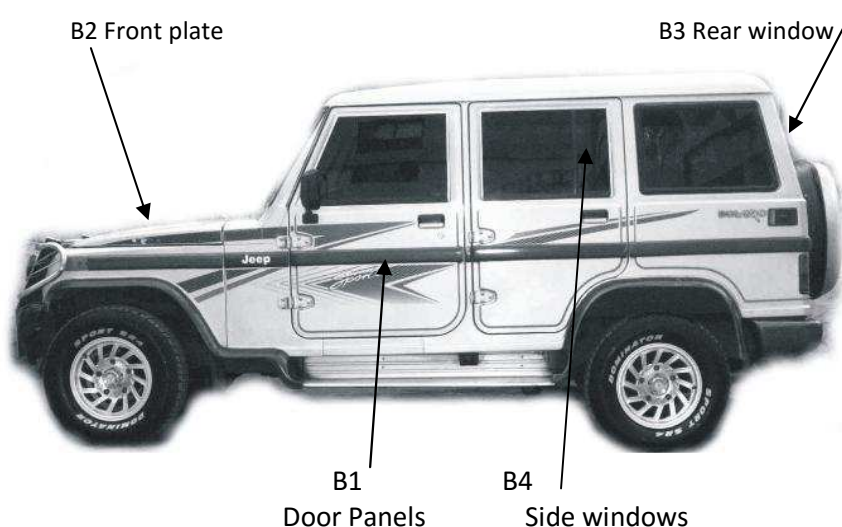
The first initial(s) and surname of both driver and co-driver, followed by the national flag of the country of the ASN from which they have obtained their licenses, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be

- 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.

#### 11.8.2 DOOR PLATES AND COMPETITION NUMBERS



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

**12 DRIVING CONDUCT****12.1 GENERAL RULES**

- 12.1.1 Crews must always behave in a sporting manner
- 12.1.2 Any post on a social media harming the event, organizer, promoter, FMSCI, FIA etc. concern about the event will be referred to FMSCI for further actions.
- 12.1.3 When cars are subject to Parc Fermé' rules (Art.17) they may only be moved by crews and officials, at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited.
- 12.1.4 Instead of blocking or delaying the event for any incident whatsoever en route, the crew shall proceed forward and report the incident to the very next control Marshall. Violation of the said rule will lead to EXCLUSION. (Authentic proof/evidence to justify the incident lies with the competitor) However such evidence shall not be entertained, related to endorsement of check-in time at controls.

**12.2 EXCESSIVE SPEED DURING RALLY**

- 12.2.1 Excessive speeding during rally will incur a fine applied by the Clerk of the Course as follows:
- |                           |   |                                  |
|---------------------------|---|----------------------------------|
| 1 <sup>st</sup> incidence | - | ₹5,000/=                         |
| 2 <sup>nd</sup> incidence | - | ₹10,000/=                        |
| 3 <sup>rd</sup> incidence | - | will be reported to the Stewards |
- 12.2.2 The amount of fine will be unaltered by any fine imposed by Police.

**12.3 TRAFFIC LAWS**

- 12.3.1 Throughout the rally, the crew must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of the Course.
- 12.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 12.3.3 Instead of penalizing the driver who committed offence Police may nevertheless request the organizers to impose penalties as set out in the Supplementary Regulations of the 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.

**12.4 TRAFFIC LAWS OTHER THAN SPEEDING**

- |                         |  |
|-------------------------|--|
| For first infringement  | - ₹.5,000/=  |
| For second infringement | - time penalty of 5 minutes  |
| For third infringement  | - will be reported to Stewards who may apply penalty up to Exclusion |

**13 SAFETY**

- i. **Wearing** of Helmets (minimum ISI) is highly recommended & it is mandatory especially for competitors in cars with roll cage. (without proper padding)
- ii. **Minimum** 3 points Seat belts for Driver & Co-driver is mandatory.(4 points for cars with Roll cage)
- iii. **All** participants must be seated in seats, which face forward only.
- iv. **The** bench type sideways seats may be retained but must not be occupied.

- v. **Any** competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs shall be EXCLUDED.
- vi. **Soft top** vehicles are allowed **subject to** all crews need to wear ISI Helmets.
- vii. **All** electrical components of the vehicle must be working and the vehicle should be road worthy.
- viii. **First Aid Box** must be carried in the competing vehicle. (Ref. Appendix II – 10)
- ix. **Mud** flaps are compulsory.
- x. **Further**, all competing vehicles must comply with Article **7** (Fire Extinguisher, Dry Powder 2kgs.), **9** (2 Nos. Rear View Mirrors), **10** (Towing Eye) of Chapter III of the Technical Regulations 4W of FMSCI.
- xi. **In** case the Rally runs in day night situation, additional lights and navigation lamps are highly recommended.
- xii. **Standard /OE silencer box** is mandatory.
- xiii. **Fitment** of gadgets of any form above 8 inches in front windshield is not permitted.
- xiv. **The** use of tinted glass and/or safety film is permitted in side and rear windows. In such case the crews as well as the contents in the car must be visible from a distance of **5 meters**.
- xv. **Mobile** phones to be kept in a box, duly sealed by the organizer for emergency usage only. Onus of arranging the said box lies with the competitor. Usage of the said phone/Tampering of seal will lead to EXCLUSION. However Organizers may allow usage of Mobile phones but such usage while driving shall lead to EXCLUSION.
- xvi. **Fitment** of Sump guard is highly recommended.

## 14 ENTRIES

### ENTRY PROCEDURE

#### 14.1 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 Articles 3.8-3.20 of the Code.

#### 14.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FMSCI Competition license holder wishing to take part in a rally must send the due entry fee and the completed entry form, to the rally secretariat before the closing date, as specified in the Supplementary Regulations. Details concerning the navigator may be submitted up to a later date provided it is specified in the Supplementary Regulations. An electronic entry applicable (internet) may be accepted. If this application is sent by fax or email, the original must reach the organizers within 2 days following the close of entries. Entry form must be accompanied by a copy of the valid FMSCI Competition license.

#### 14.3 AMENDMENTS ON THE ENTRY FORM

A Competitor may freely replace the car declared on the entry form with another car up to the moment of pre-event scrutineering subject to an additional fees of ₹ 2500/-.

#### 14.4 ASN AUTHORISATIONS

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

#### 14.5 CHANGE OF ENTRANT AND / OR CREW MEMBERS

After closure of entries, one member of the crew may be replaced with the agreement of  
 - The organizers before the start of the administrative checks

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

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

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

#### **14.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS**

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

#### **14.7 ENTRY CLOSING DATES**

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

#### **14.8 ENTRY FEES**

##### **14.8.1 Acceptance of an Entry form**

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

##### **14.8.2 Refund of Entry Fees**

Entry fees will be refunded in full

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

##### **14.8.3 Partial refund of entry fees**

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

#### **14.9 CATEGORIES**

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

### **15 SCRUTINEERING CHECKS**

#### **15.1 BEFORE THE START**

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

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

#### **15.2 TIME TABLE**

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

**15.3 DURING THE RALLY**

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

**15A. Compulsory Drivers Briefing**

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

**16.CONTROLS****16.1 SIGNAGE OF CONTROLS**

Secret TC	– Red Clock Face
Self TC	– Yellow Clock Face
Declared TC	– Green Clock Face
Passage Control	– Blue Stamp

**16.2 STOPPING TIME IN CONTROL AREAS**

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

**16.3 READINESS TO WORK**

- 16.3.1 Controls shall be ready to function at least 15 minutes before the target time for the passage of the first competing car.
- 16.3.2 Unless the Clerk of the Course decided otherwise, they will cease to operate 15 minutes plus Maximum Permitted Lateness time after the due time of arrival of the last competing car.

**16.4 CONTROL AREA**

- 16.4.1 Area of 20 meters (in straight line only) on either side of the control shall be treated as control area.
- 16.4.2 Re-entering a control area from any direction shall entail a penalty of 5 minutes for each such re-entry up to two such offences. Thereafter shall lead to EXCLUSION. Marshall's remarks on this shall be final.

**16.5 MARSHAL'S INSTRUCTIONS**

- 16.5.1 Crews are obliged to follow the instructions of the marshal of any control. Failure to do so will be reported to the Stewards.
- 16.5.2 All control officials must be identifiable. At each control, the Chief Official must wear a distinctive tabard.

**16.6 ONBOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS**

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

All such works carried out will be in the presence of member of the team & will be done under the supervision of a marshal or rally official.

## 16.7 CONTROLS & CONTROL PROCEDURE

There will be **4 types** of controls: DISCLOSED TIME CONTROL (DTC), SECRET TIME CONTROL (STC), SELF TIME CONTROL (SFTC) and PASSAGE CONTROL (PC)

This rally will run “**Non-Cumulative**” on **Time/Speed/Distance** format. The check-out time from every DTC/STC only shall be **30 Seconds PLUS** to the hitting time at that control. Whereas for calculation/tabulation purpose only, hitting time shall be the check-out time from SFTC. If RE START is given at any DTC/STC then the RE START time given shall be the start time from that DTC/STC **only**. Whereas the check-out time from every SFTC shall be the same as the check-in time entered.

### Check In Time --- Restart Time (Say 30 seconds to be added)

11:07:00 --- 11:07:30 -- if Restart time given is 11:08:00 -- Then Restart time – 11:08:00  
11:07:59 --- 11:08:29 -- if Restart time given is 11:09:30 -- Then Restart time – 11:09:30

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

### 16.7.1 DISCLOSED Time Control

**A Board with a GREEN face clock** will be placed on the left hand side of the road to indicate the control. **Control board pole shall be reference of control line**. Each Competitor will stop at this Disclosed Time Controls (DTC) and present the Time Card to the Marshal for entering the time of arrival along with his/her signature. This time of arrival will also be noted on the Marshal’s Card and signed by the Competitor. As tabulation shall be done based on Marshall’s card, the competitor before signing, at every control, must ensure that the Marshal (except at passage controls) had endorsed the correct check-in time therein. Any dispute thereafter shall not be entertained by any means whatsoever. The time recorded will be the time the very first portion of the vehicle crosses the virtual control line **(Any additional attachment stretching out of the vehicle shall also be treated as a part of the vehicle)**. The time will be recorded to the seconds, e.g. 11 Hrs 37 Mins 03 Secs. **These controls shall be declared in the Road Book.**

### 16.7.2 SECRET Time Control

**A Board with a RED face clock** will be placed on the left hand side of the road to indicate the control. **Control board pole will be the reference of Control line**. Each Competitor will stop at these Secret Time Controls (STC) and present the Time card to the Marshal for entering the time of arrival along with his/her signature. This time of arrival will also be noted on the Marshal’s Card and signed by the Competitor. As tabulation shall be done based on Marshall’s card, the competitor before signing, at every control, must ensure that the Marshal has endorsed the correct check-in time therein. Any dispute thereafter shall not be



entertained by any means whatsoever. The time recorded will be the time the very first portion of the vehicle crosses the virtual control line (**Any additional attachment stretching out of the vehicle shall also be treated as a part of the vehicle**). The time will be recorded to the seconds, e.g. 11 Hrs 37 Mins 03 Secs. **These controls shall be undisclosed**. Please note that the Marshal's Card is the sole property of the Organizer.

### 16.7.3 SELF Time Control

**A Board with a YELLOW face clock** will be placed on the left hand side of the road. **Control board poles shall be the reference point of control line**. Competitors need not stop at these Self Time Controls (SFTC). **However, if they do stop beyond the Control Area Appendix II 9 (c) shall apply**. Competitor's need to ascertain the Official Distance of the said **SFTC** and note down his/her time of arrival as per the Speed chart in the **first available blank column of the Time Card**. **Failing to do so will be treated as missing the control**. Addition alteration of time entered in any manner thereafter will lead to exclusion. Number of SFTC cannot be more than 7% (fraction omitted) of the total distance of the leg/Rally.

### 16.7.4 PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and / or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

NOTE:

- Absence of competitors' signature in Marshall time card shall be treated as missing a control.
- Under the pain of EXCLUSION, copying or taking photographs of endorsements in Marshall Card, correction of time endorsement in Competitors' time card without counter signature of the Marshall is strictly prohibited.

### 16.8 LIFE LINE

On ground of safety in case of a puncture, he/she can add 5 minutes to the start time of their previous STC/DTC and check-in to the next TC considering the said new start time. This is to allow competitors undertake change of tyre and avoid over speeding. The same has to be **endorsed** by the marshal at the next Time Control. **Failing to do so will disallow the life line taken**.

NOTE:

- Before start spare tyres will be marked. In case of availing 'Life Line', the competitor has to produce the punctured tyre to the Marshall-in-charge. Failing to do so will lead to EXCLUSION. Upon endorsement/operational delay, Dead Time of **90 seconds** shall be given to the said competitor which is to added with his/her own running time apart standard procedures. However even after change of puncture tyre the competitor can forgo life line if he desires so.
- In case a competitor forgoes such **life line** at the very next control, after the change of said flat tyre, will not be eligible to use it in another control thereafter.
- life line can be used only once during the same day



## 16.9 LATENESS

### 16.9.1 Maximum Permitted Lateness:

a) For Rallies within 250 Kms per Day/Leg:

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

b) For Rallies beyond 250 Kms per Day/Leg:

Lateness exceeding 30 minutes at Secret/Declared Time Control or up to a total lateness of 100 minutes in the entire event. Whichever comes in effect earlier.

Only the Stewards are empowered to increase this in case of force-majeure.

### 16.9.2 Notification of Lateness

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

## 16.10 REGROUPING CONTROLS

### 16.10.1 Procedure at entry to a regroup

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

### 16.10.2 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.

## 17 PARC FERME' - RULES

### 17.1 APPLICATION

Cars are subject to Parc Fermé' rules

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

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

17.1.3 From the moment they reach the end of the rally until the Stewards have authorized the opening of the Parc Fermé'

### 17.2 PERSONNEL ALLOWED IN THE PARC FERME'

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

### 17.3 PUSHING A CAR IN PARC FERME'

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

### 17.4 CHECKS

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

### **17.5 REPAIRS IN PARC FERME**

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

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

## **18 STARTS AND RESTARTS**

### **18.1 CURTAIN RAISER / INTERESTING ACTIVITY OF MOTORSPORTS**

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

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

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

### **18.2 START AREA**

#### **18.2.1 Rally Start:**

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

#### **18.2.2 Start control:**

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

### **START ORDERS AND INTERVALS**

#### **18.2.3 Start order of Leg 1**

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

#### **18.2.4 Starting order for the subsequent legs**

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

**18.2.5 Start Interval**

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

**19 SERVICE****19.1 PERFORMING OF SERVICE**

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

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

19.1.3 Other than off the road, **Red Triangle** must be kept on the left hand side of the road at least 50 meters before the place of service being carried out. Breach of this regulation shall ENTAIL EXCLUSION.

**19.2 TEAM PERSONEL & SERVICE RESTRICTIONS**

19.2.1 Team personnel/service crew or any team conveyance can follow the Rally route, 10 minutes after flag off of the last car. Travelling from opposite direction anywhere whatsoever is strictly prohibited.

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

**20 RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT****20.1 ESTABLISHED RESULTS**

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

**20.2 PUBLICATION OF RESULTS**

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

20.2.1 Partial Unofficial Classifications : Classifications published at the end of a Leg

20.2.2 Provisional Final Classification : Classification published by the organizers at the end of the rally

20.2.3 Official Final Classification : Classification approved by the Stewards

20.2.4 In the event of the provisional final classification being delayed, a new time must be advised by a Communication on the Official Notice board/s. (Ref: Appendix II – 8 )

**20.3 DEAD HEAT IN A CHAMPIONSHIP RALLY**

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

**20.4 FAIR AND IMPARTIAL COVERAGE**

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

**20.5 PROMOTIONAL RESULTS**

It is prohibited to publish any form of advertising promoting the results of an individual Leg of a 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.

## 20.6 MINUTES AND 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.

## 21 PROTESTS AND APPEALS

### 21.1 LODGING A PROTEST OR APPEAL

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

### 21.2 PROTEST FEES

21.2.1 For Challenge, Cups, Series and Trophies, the protest fees is ₹12,000/= (Rupees Twelve thousand only)

21.2.2 For National and National Championship events, the protest fees is ₹18,000/= (Rupees Eighteen thousand only)

21.2.3 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.

21.2.4 If the protest is overruled or it is withdrawn after being brought, no part of the fee shall be returned. (Article 13.9.1 of sporting code)

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

### 21.3 APPEALS

Intention to Appeal : ₹48,000/= (Rupees Forty Eight Thousand Only)

Within 96 hrs further : ₹48,000/= (Rupees Forty Eight Thousand Only)

- 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 decisions pronounced on them by the Stewards of the meeting. They must, however under pain of forfeiture of their right to appeal, notify the Stewards of the Meeting in writing within one hour of the publication of the decision, of their intention to appeal along with a fee of ₹48,000/= (Rupees Forty eight 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 ₹48,000/= (Rupees Forty eight Thousand Only).
- This fee becomes due from the moment the appellant notifies the Steward of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.
- If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld.
- If it is proved that the author of the appeal has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code.

## 22 PRIZE GIVING

### 22.1 RALLY PRIZE GIVINGS

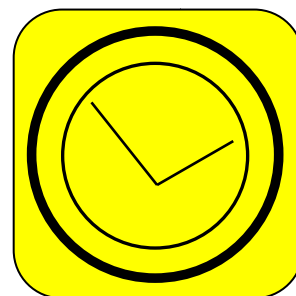
Prizes for all competitors will be awarded during the prize distribution function mentioned in the Supplementary Regulations. Attendance of winners and all participants is mandatory unless under force majeure circumstances approved by the Stewards. Competitors failing to attend shall be reported to the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

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

SECRET TIME CONTROL



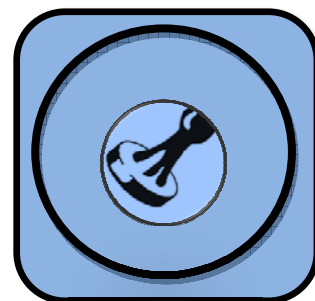
SELF TIME CONTROL



DECLARED TIME CONTROL



PASSAGE CONTROL



- Control signs must be placed on the LEFT hand side of the direction of rally course.
- The sign shall be as per the sizes mentioned and top of sign shall be minimum 76.2 cm from ground level.

- It is recommended that 20 meters of the area before and after the control sign shall be tapped at least on left hand side of the rally course so as to avoid disturbance of the spectators.

## APPENDIX II : FMSCI STANDARDIZED DOCUMENTS

### Appendix II – 1 Supplementary Regulations

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

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

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

The supplementary regulations must be printed in A4 or A5 format and appear on the official rally website at least 2 weeks before start of 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 will run in compliance with the International Sporting Code of the Federation Internationale de l' Automobile (FIA) and its appendices, the General Prescriptions of The Federation of Motor Sports Clubs of India (FMSCI), the relevant Regulations concerning INTSDRC, these Supplementary Regulations and bulletins issued by FMSCI.

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

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

- 1.2 Total distance of the Rally.

#### 2. Organisation

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

**2.8** HQ location and contact details (Tel, email & fax.)**3. Programme, in chronological order (dates and times), giving location as necessary**

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

**4. Entries****4.1** Closing date for entries**4.2** Entry procedure**4.3** Number of entrants accepted and categories**4.4** Entry fees**4.5** Payment details (including details of any applicable taxes)**4.6** Refunds**5. Insurance**

Organisers holding a valid 2016 FMSCI Permit for an event are covered for:

Competitors : A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs. 5 lakhs with Rs. 5 Lakhs medical expense extension per person (Full claim upto 3 lakhs and 90% for remaining 2 lakhs).

Officials : A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.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. Administrative Checks

### 7.1 Documents to be presented:

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

### 7.2 Timetable

## 8. Scrutineering, Sealing and Marking

### 8.1 Scrutineering venue and timetable

### 8.2 Special national requirements

## 9. Other procedures

### 9.1 Ceremonial start/Curtain raiser procedure and order

### 9.2 Finish procedure (only if different from the Regulations)

### 9.3 Permitted early check-in

### 9.4 Any special procedures / activities including the organisers' promotional activities

### 9.5 Official time used during the rally

## 10. Official's ponchos

Chief Marshal: Dark Blue with white TEXT

Marshal: Green with white TEXT

Competitor Relations Officer: Red with black TEXT

Scrutineer: Black with white TEXT

Safety Officer: Orange with black TEXT

Medical: White with Red TEXT

Media: Green /Yellow

## 11. Prizes

## 12. Protest fees

## 13. Appeal fees

## 14. Penalties



## Appendix II - 2 Names and photographs of CRO's

### CRO DETAILS

PHOTO

NAME

**M: +91**

**E:**

#### **Will be present at:**

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

## Appendix II – 3 Bulletin

Bulletins are defined in Article 2.1

They may be issued either:

- By the organizers, up to the commencement of pre-event scrutinizing with the approval of the FMSCI. Exceptionally, modifications to the itinerary as approved at the time of Permit issue, may be made by the organizer. Nevertheless, such modifications must be advised to FMSCI
- OR
- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of posting Provisional Final Classification may be issued by the Clerk of the course.

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

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

The entrants (or crew members) must confirm receipt thereof by signature, unless 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 (wherever applicable).

**Appendix II – 4 Speed Chart**

Name of Championship:

**SPEED CHART**

The said chart is to be handed over **30** seconds before his/her start time of the Rally/Leg. Additional Speed Chart may **be issued (max 2 times per leg/day)** at any point in the Rally route. Mandatory receipt of the said Speed Chart needs to be signed by the competitor. Mandatory **30** seconds add time has to be given in Case the said additional speed chart is given at a point other than DTC & STC.

Start ODO. Reading Kms.	Finish ODO. Reading Kms.	Speed / Time
00.00	21.52	45 Mins
21.52	34.25	26 kmph
34.25	40.56	37 kmph
40.56	53.18	42 kmph
53.18	57.63	25 Mins
57.63	62.95	19 kmph
62.95	98.24	39 kmph
98.24	105.25	26 kmph
105.25	136.00	55 Mins.

**NOTE:**

FREE ZONE: OD.... to.....

**Appendix II – 5 Time Card****1. GENERAL**

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

**DESIGN**

- See following sample.

COMP. NO.	NAME OF EVENT						LEG.
TC NO.	START/CHECK-IN-TIME			RE-START TIME (IF ANY)			SIGN/REMARKS
	Hour	Minute	Second	Hour	Minute	Second	

- Size: 22.86 cm x 27.94 cm

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

Marshall Time card	--	Pink
Competitor Time card	--	Yellow

**Appendix II – 6 Road Book**

**1. GENERAL REQUIREMENTS**

- The Road book must be distributed according to the FMSCI General Prescriptions.
- There may be one book for the entire 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 A4 size and bound on the left hand side with metal or other strong binding capable of 360° opening.
- Printing should be double sided with paper of 90 Gsm or greater
- Printing shall be on white paper.
- The time chart with the maximum permitted lateness applicable to that LEG shall be expressed on Page 1 of road book-
- There shall be no more than ten instructions per page
- All road book pages shall be numbered to have the possibility of checking the completeness of the book.

**2. ROAD BOOK MUST CONTAIN( For the rallies more than 250 Kms in a Day/Leg)**

- List of petrol pumps recommended by organizers to use/ Hospitals enroute / medical centers / Authorized service centers of various car manufacturers / District or Taluka Police stations en route / Towing services en route
- 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.

**3. USEFUL INFORMATION IN ROAD BOOK:**

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

- |                    |   |                             |   |                           |
|--------------------|---|-----------------------------|---|---------------------------|
| Official distances | - | Intermediate distances      | - | Distance to go            |
| Congested areas    | - | Hospital                    | - | Educational institutions  |
| Check gates        | - | Change of surface           | - | T Junction                |
| Major cross roads  | - | Traffic signal              | - | Big speed breakers        |
| Level crossings    | - | No horn zones               | - | Start/End of hill section |
| Police stations    | - | Major Causeway              | - | Crowded areas             |
| Restricted zones   | - | Other major notified zones  | - | Forests                   |
| No check zones     | - | Connecting with major roads | - | Diversions                |
| Dual carriage road | - | Land slide zones            | - | Toll Plaza                |
| Flyover            | - | Watered causeway            | - | Under pass                |

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

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

#### 4. **FINAL PAGES**

Other requirements:

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

#### 5. **CHANGES**

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

**Appendix II – 7 Entry Form**

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

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

**VEHICLE DETAILS**

MAKE		REGISTRATION No.	
MODEL		CC	
MANUFACTURING YEAR		CHASSIS No.	
CATEGORY		ENGINE No.	

**SPECIAL RALLY COVER INSURANCE**

NUMBER	COMPANY	VALID FROM	VALID TILL
--------	---------	------------	------------

**OTHERS**

NAME OF TUNER	
---------------	--

✓	ADDITIONAL NAVIGATIONAL GADGETS	ORIGINAL METER
---	---------------------------------	----------------

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

**Team/Commercial Entry**

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.

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

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

I/We declare that the drivers possess the standard competence necessary for an event of this type to which this entry relates, also that the vehicle entered is suitable and 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 Navigator

Name and address of the witness:

Media Information Kit	Driver	Navigator
Name		

Place		
Date of birth		
Team		
Championship Titles		
INTSDRC Debut		
INTSDRC wins		
Website		
<b>Career Highlights</b>		
CURRENT YEAR		
2015		
2014		
Career Summary		
Hobby		
Future plans		
Signature		

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

### ENTRY LIST

Upon closing of entries, the organizer:

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

The Draft Entry List shall include:

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

### START ORDER

#### Introduction:

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

### CURTAIN RAISER / CEREMONIAL START & LEGS

#### Start order for the Ceremonial Start

- Produced after administrative checks and scrutineering and draw of lots
- 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 re-scrutineering for car(s) No...'
- Curtain raiser procedure

#### Start order for Leg 1

- Produced after administrative checks and scrutineering and draw of lots
- Signed by the Clerk of the Course at 1<sup>st</sup> stewards' meeting and published at time in supplementary regulations
- Gives start times for all competitors

#### Start order for Leg 2 (if applicable)

- Produced based on the provisional results of Leg 1
- Signed by the Clerk of the Course at Stewards' meeting after Leg 1 and published at time in Supplementary Regulations.
- Give start times for all competitors



**TABULATION**

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

**RESULTS****EACH LEG OF THE RALLY (except the final Leg)****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 stewards' decision for car No...'

**Official Final Classification**

Includes all competitors who have started rally

(all competitors who have completed the rally , all retired competitors – marked with "RET", all excluded competitors marked with "EXC")

- Signed by the stewards and published after the protest time,
- 'Subject to any potential appeal by the entrant of car No... against the decision pronounced by the stewards'

**NOTE:**

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

**Appendix II – 9 Penalties****AT DTC/STC/SFTC**

a)	For every second late	1 second penalty
b)	For every second early	2 seconds penalty
c)	Stopping/waiting/idling/zigzagging/reversing/u-turning Within sight in any direction of STC Marshall:	
	i) 1 <sup>st</sup> & 2 <sup>nd</sup> Offence	5 minutes each
	ii) 3 <sup>rd</sup> Offence	EXCLUSION
d)	Missing a STC/DTC/SFTC	
	i) 1 <sup>st</sup> & 2 <sup>nd</sup> Offence for Rallies below 250Kms per Day/Leg	15 Minutes per control
	ii) 1 <sup>st</sup> & 2 <sup>nd</sup> Offence for Rallies above 250Kms per Day/Leg	30 Minutes per control
	iii) 3 <sup>rd</sup> Offence for both Rallies	EXCLUSION
e)	Lateness exceeding at DTC/STC	
	i) Rallies below 250 Kms per Day/Leg by 15 minutes	MPL
	ii) Rallies Above 250 Kms per Day/Leg by 30 minutes	MPL
f)	Over speeding	
	i) 1 <sup>st</sup> over speeding offence	₹ 5,000/- penalty
	ii) 2 <sup>nd</sup> over speeding offence	₹10,000/- penalty
	iii) 3 <sup>rd</sup> over speeding Offence	EXCLUSION
g)	Missing a Passage Control	EXCLUSION
h)	Not Attending Drivers' Briefing (By both crews)	REPORT TO STEWARDS (Ref: Art 15A)
i)	Failure to pass Pre-event scrutiny of vehicle	START REFUSED
j)	Nonattendance at Prize Distribution Ceremony	REPORT TO STEWARDS
k)	Nonattendance at ceremonial start/curtain raiser	REPORT TO STEWARDS
l)	Arguing with Official	REPORT TO STEWARDS
m)	Violation of Article 13 & 19	EXCLUSION
n)	Not wearing Seat Belts	
	i) 1 <sup>st</sup> infringement	₹. 5,000/-
	ii) 2 <sup>nd</sup> infringement	EXCLUSION
o)	Late at Parc Ferme Closing	REPORT TO STEWARDS
p)	Missing Time Card	EXCLUSION
q)	Over speeding / Accident at NO CHECK ZONES*	EXCLUSION /SANCTION
r)	Tampering/Opening of Mobile phone box/seal	EXCLUSION
s)	Re-entering control area from any direction	
	i) 1 <sup>st</sup> & 2 <sup>nd</sup> offence	5 minutes each
	ii) 3 <sup>rd</sup> offence	EXCLUSION
t)	Violation of Article 12.1.4	EXCLUSION
u)	Tampering of official document	EXCLUSION

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

**NOTE:**

- Decision of The Judges of Fact (All Officials) shall be final and no protest on the above shall be entertained.
- Penalties for any other offence which is not covered in this SR shall be decided by the Stewards.

**APPENDIX II – 10 FIRST AID BOX****List of Mandatory First Aid box items:**

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

**APPENDIX II- 11 SCRUTINY SHEET**

<b>SCRUTINY SHEET</b>	
(NAME OF RALLY)	
(COMP NO.)	
<b>COMPETITOR DETAILS:</b>	
NAME OF ENTRANT	
NAME OF DRIVER/RIDER	
NAME OF Co-DRIVER/RIDER	
<b>VEHICLE DETAILS:</b>	
REG. NO.	
COLOUR.	
ENGINE NO.	
CHASSIS NO.	
MAKE.	MODEL .
<b>SPECIAL RALLY COVER INSURANCE:</b>	
ISSUED BY:	
<b>VALIDITY</b>	
FROM -	
TILL -	
<b>SIGNATURE</b>	
DRIVER/RIDER	DATE:
SCRUTINEER	DATE:
PLACE:	

<b>CHECK LIST 4W</b>		
<b>ELECTRICAL:</b>		
HEAD LIGHT	BACK LIGHT	
SIDE LIGHT	BRAKE LIGHT	
INDICATORS	EXTRA LIGHT	NOS.
REVERSE LIGHT	CIRCUIT BREAKER	
HAZARD	HORN	
WIND SCREEN WASHER	WIPER	
<b>TECHNICAL:</b>		
TYRES	SPARE TYRE NOS.	
SPARE TYRE/JACK CLAMP/MOUNT	FOOT BRAKE	
HAND BRAKE	BATTERY CLAMP	
<b>OTHERS:</b>		
SEAT	SEAT BELT	
MUD FLAP	FIRE EXTINGUISHER/MOUNT	
TOWING EYE	RED TRIANGLE	
EXHAUST	SIDE VIEW MIRROR	

STICKERS	FIRST AID BOX/MEDICINE
<b>REMARKS</b>	
<b>SCRUTINEERS SIGNATURE:</b>	

<b>CHECK LIST 2W</b>		
<b>ELECTRICAL:</b>		
HEAD LIGHT	BACK LIGHT	
SIDE LIGHT	BRAKE LIGHT	
INDICATORS	EXTRA LIGHT	NOS.
	HORN	
<b>TECHNICAL:</b>		
TYRES	FOOT BRAKE	
FRONT BRAKE	EXHAUST	
<b>OTHERS:</b>		
HELMET	GLOVES	
SHOES	ELBOW/KNEE GUARD	
JACKET/TROUSER	SIDE VIEW MIRROR	
STICKERS	FIRST AID BOX/MEDICINE	
<b>REMARKS</b>		
<b>SCRUTINEERS SIGNATURE:</b>		
<b>ADDITIONAL SAFETY&amp; OTHER INFORMATION FOR 2W</b>		

**SAFETY:**

- a) Full face helmets are MANDATORY FOR RIDER AND CO-RIDER for the entire route of the rally.
- b) The crew should wear additional protective gear made from leather or equally tough materials
  - o Full gloves for the Driver. Navigator may wear half gloves.
  - o Knee guards
  - o Elbow guards
  - o Both crew members shall wear full sleeves jacket and trousers/riding suit made of tough material and proper shoes.
- c) Standard silencer box.
- d) On ground of safety, putting foot down without stopping the vehicle in front of TCs is permitted.

**LIFELINE:** Not applicable

**COMPETITION NUMBER PLATES:**

Please refer to 2W racing technical GP

**NOTE:**

Please do replace:

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

**ABBREVIATION:**

FIM	---	Federation Internationale de Motocyclisme
-----	-----	---

**FMSCI INDIAN NATIONAL TSD RALLY CHAMPIONSHIP (INTSDRC) : SPECIFIC REGULATIONS****1. General Provisions**

The FMSCI organizes/promotes the FMSCI Indian National TSD Rally Championship (INTSDRC) which is the property of the FMSCI and which comprises the TSD Rally Champion titles for Drivers, Navigators and Teams.

The FMSCI reserves the right to introduce a 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) for TSD, the present Sporting Regulations, and the Regulations specific to Drivers, Navigators and Teams' Championships.

**1. CHAMPIONSHIPS****FMSCI INDIAN NATIONAL TSD RALLY CHAMPIONSHIP**

1) Titles:

**a) INTSDRC**

2016 INTSDRC Champion (Includes Driver & Navigator)  
2016 INTSDRC Champion Team

**STATUS :** NATIONAL CHAMPIONSHIP

**INDIVIDUAL ELIGIBILITY:**

FMSCI license holders only

**TEAM ELIGIBILITY:**

Highest point earned in Final by registered teams' competitors (Best 6)

**b) ZONE:**

2016 INTSDRC Zone Cup (Includes Driver & Navigator)

**STATUS:** CUP

**INDIVIDUAL ELIGIBILITY:**

Competitors (Both Driver & Navigator) who did not win any of the first **TWO** places **TWICE** in INTSDRC event during the year 2014 & 2015 will only be eligible for Zone Cup. These competitors will be treated as **AMATEURS**. These amateurs will also be eligible for INTSDRC overall but the overall winner of INTSDRC will no longer be eligible for ZONE CUP. A declaration has to be given by the competitor on their eligibility and any false declaration in this respect shall lead to recommendation for suspension of Competition License or Monetary fine or both.

**c) COUPE DES DAMES**

2016 Coupe des Dames Team Cup

**STATUS:** CUP

**ELIGIBILITY:** FMSCI license holder and both Driver & Navigator need to be female member

**NOTE:**

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

- d) CHAMPION OF CHAMPIONS: (OPTIONAL)**  
2016 CHAMPION OF CHAMPIONS (Includes Driver& Navigator)

**STATUS:** NATIONAL

**ELIGIBLE COMPETITOR:** As per article. 2.1.3 (i).

## 2. Championship Characteristics

### A. INTSDRC:

The National Champion will be determined by following way.

- i. Each zone (North-South-East-West) of the country will run 2 (two) rounds in respective zone. Equal number of qualifying rounds in all zones is mandatory.
- ii. At the end of all rounds, the first 7(seven)competitors from each zone will qualify for the Final round of INTSD Rally Championship. Points earned in qualifying rounds by qualifiers will be zeroed.
- iii. The final round will be of three leg /day event, and competitors will attribute points of each leg as given in Art 6.2. The crew with the maximum number of points will be called as FMSCI INTSD Rally Champion.
- iv. There will be 5 (Five) categories in INTSDRC Final round & they are as follows:
  1. OVERALL
  2. ZONE CUP - NORTH
  3. ZONE CUP - SOUTH
  4. ZONE CUP - EAST
  5. ZONE CUP - WEST

### B. ZONE:

Each zone (North-South-East-West) of the country will run 2 (two) rounds in respective zone. Equal number of qualifying rounds in all zones is mandatory.

- ii. At the end of all rounds, the first 7 (seven) competitors from each zone will qualify for the Final round of INTSD Rally Championship. Points earned in qualifying rounds by qualifiers will be zeroed.
- iii. The final round will be a three leg / day event, and competitors will attribute points of each leg as given in Art 6.2. The crew with the maximum number of points from each zone will be called as FMSCI INTSD ZONE Cup winner. Zone cup winners will be selected from **Amateurs** only. The overall INTSDRC winner will not be eligible for Zone Cup.



**C. COUPE DES DAMES:**

- i. This category will consist of three(3) rounds only.
- ii. The competitor with maximum points tally after all their respective rounds will be declared Champion.
- iii. However, the first three (3) winners of their championship are eligible to participate in Champion of Champions if they desire.

**NOTE:** The participants intending to participate in INTSDRC will have to participate in all their respective rounds. The competitor will attribute points as per structure of points laid down in Art. 6.2. of General Prescriptions of TSD Rallies.

2.1.1 The driver and navigator will have to register with FMSCI as a Competitor. Change any one crewmember before their second round of participation is permitted. If crew is changed none of the crew members will be able to carry forward points to next round. Points awarded to others will not be redistributed due to fall of this team.

2.1.2 If feasible a Competitor can register from multiple zones. However even if they do qualify from Multiple zones, they will have the right to represent only from one zone of choice.

**2.1.3 CHAMPION OF CHAMPIONS:(IF INCLUDED, DATE - VENUE- OTHER FORMALITIES, TBA BY 15th July'16)**

- i. First 7 (seven) winners of each zone and first 5 (five) winners of **NSTSDRC'16** will be eligible to participate in Champion of Champions & will run concurrently with the final round of INTSDRC'16.
- ii. The overall winner of the event will be declared as Champion of Champions'16.
- iii. **If included** participation in Champion of Champions is Mandatory to classify for INTSDRC & Zone cup. Non participation of qualified competitors other than force majeure accepted by FMSCI, shall attract monetary fine of ₹ 25000/-.

**3 REGISTRATION**

3.1.1 Each competitor including Driver & Navigator and Team intending to participate in INTSDRC must Register individually with the FMSCI to be eligible for points along with registration fees as mentioned herein below:

Competitor (Includes Driver & Navigator)	-	₹ 02000.00	per zone
Manufacturer or Team ( up to 3 cars)	-	₹ 20000.00	per zone
Coupe des dames	-	₹ 02000.00	

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

3.1.3 Each Competitor will be provided 1 set of T-shirt & Cap with Zonal logo at final round, which is to be worn by them during award winning ceremony. Sponsored crews having Team Attire will at least have to wear Zonal Caps. This should be treated as mandatory.

- 3.1.4 Once registered the competitor needs to participate in all rounds thereafter. Non participation other than force majeure, acceptable by FMSCI will entail loss of previous round points. However in all cases payment of Entry fees is mandatory. Breach of this will be reported to FMSCI and can attract penalties to the extent of suspension, monetary fine to the extent of ₹ 25,000.00 or both. This is in case of Privateer, Manufacturer or Team (whichever applicable).

**MINIMUM NUMBER OF REGISTRATION REQUIRED:**

INTSDRC (Per Zone) -12  
COUPE DES DAMES - 10

**NOTE: Zones not having registered competitors as required will be cancelled.** In such case interested competitors will have to register with some other zone.

**4.TITLE**

Wherever possible, at the discretion of the Organizer, each rally should include in its title the acronym as:

**FMSCI INTSD RALLY CHAMPIONSHIP 2016  
ROUND - 1 WEST**

and the final round will be:

**FMSCI INTSD RALLY CHAMPIONSHIP 2016  
FINAL**

**5.Eligible Cars**

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

The cars will run only on single ODO meter supplied by manufacturers at original location. No additional navigational equipment like GPS, TERATRIP, extra trip / ODO meter, Radio communication of any type etc. are allowed in the competing car. **(Restriction of gadgets will be lifted from the year 2017)**

However crews are allowed to fit gadgets subject to the coefficient factor in the following manner: addition of any gadget will be of 2.50 towards penalties.

E.g. Car with extra trip meter accrues penalties of 0:10:00 seconds will be considered as 0:25:00 seconds. (Fraction omitted).

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

**NOTE:** For safety reasons Mobile phones are allowed in the competing car subject to it is kept in a box duly sealed by the organizer before one hour of his/her scheduled start. Tampering of the seal in any manner and reasons whatsoever shall lead to **EXCLUSION**. (Onus of arranging the box and get it sealed within time lies with the competitor.)

## 6.Championship Points

Points for INTSDRC & ZONE events will be awarded in accordance with the scale laid down in Article 6.2 of the FMSCI General Prescriptions for TSD Rallies in compliance with participation requirements.

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

## 7. EVENT CHARACTERISTICS

### 7.1 SCHEDULE / DISTANCE

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

#### **Friday (Optional)**

Collection of materials and administrative checks.  
Pre Event Scrutiny

#### **Saturday**

Collection of materials and administrative checks.  
Pre Event Scrutiny  
Press Conference  
Drivers' Briefing  
1<sup>st</sup> Stewards' Meeting  
Publication of Start Order

#### **Sunday**

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

### 7.2 DISTANCES

The total distance of the rally is set at a distance of minimum 125 Kms. and maximum of 150 Kms. Priority on logistics to be given on selection of start/finish venue. However the total travel distance including additional distance (free run) from HQ to HQ should not cross 250Kms.

## 8. ROAD BOOK

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

**9. COMPETITION NUMBERS AND ADVERTISING**

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

**9.2 ORGANISER'S OPTIONAL ADVERTISING**

9.2.1 Organizers are permitted to have optional advertising as follows:

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

**10. ENTRY FEES**

The maximum entry fees per round of 2016 Championship are as follows.

With Optional Advertisement	Without Optional advertisement
INTSDRC ₹15,000.00	₹20,000.00
COUPE DES DAMES ₹ 8000.00	₹12,000.00

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

**ADDITIONAL FEES:**

For Team/Commercial Entry - ₹ 150,000/- (Up to 3 cars only. There after ₹ 25000/- per car).

**11. PROMOTIONAL ZONE**

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

- Passing through a slush / water body;
- Passing through tricky tulips where the confusion can be seen by spectators;
- Small hump where cars, even at reasonably slow speed can be seen air borne;
- Photo opportunities which will establish interest to the spectators/media/sponsors;
- A well demarcated branded river bed where little bit of off road skills are required.

This area has to be well branded so that the sponsors retain the interest in the sport.

Just for guidance some photographs are shown below.

**12. START ORDERS AND INTERVALS**

**12.1 START ORDER**

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

**12.2 INTERVALS**

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

**13. SERVICE**

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

**14. CONTROL ENDORSEMENT AND TIME CARDS**

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

**15. LATENESS, TABULATION & RALLY RESULT****15.1 LATENESS**

Lateness exceeding 15 minutes at Secret/Declared Time Control or up to a total lateness of 30 minutes in the entire event whichever comes in to effect earlier.

**15.2 TABULATION**

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

**15.3 PROMOTION OF RESULTS**

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

- 15.4 **PROVISIONAL RESULT** needs to be declared minimum after **60** minutes (including MPL) & within 2 hours of scheduled finish time of last competing vehicle. Mandatory approval of Stewards is required for issuance of CIB related to Fresh declaration time of provisional results.

**16. Prize Giving**

- 16.1 All participants including winners of all categories must attend prize giving ceremony.
- 16.2 Should prize winners fail to turn up at the prize giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the crew is present at the prize giving, the penalties shall be left to the discretion of the Stewards.
- 16.3 Non-attendance of Participants other than prize winners, at prize giving ceremony will be reported to Stewards.
- 16.4 Failing to attend the annual FMSCI prize giving, the crew concerned will be subject to a fine of : ₹ 20,000/-.

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

#### Cash and Trophy: Per Round

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

Cash and Trophy: Per Round

CATEGORY	1st	2nd	3rd	4th	5th
INTSDRC	₹25K + Trophy	₹ 15K + Trophy	₹ 10K + Trophy	Trophy	Trophy
COUPE DES DAMES	₹15K +Trophy	₹10K +Trophy	₹ 5K + Trophy	Trophy	Trophy

In case of less than 8 entries in INTSDRC /ZONE only 1<sup>st</sup> cash prize to be given.

In case of less than 12 entries in INTSDRC /ZONE only 1<sup>st</sup>& 2<sup>nd</sup> cash prize to be given.

- **Trophy for the overall winner of the event in each category shall be made of genuine metal and with minimum height of 18"**
- **Cheques towards cash award will be drawn in favour of the Driver only.**

#### 16.6 Championship awards:

National Champion (Overall)	: Trophy + ₹ 2,00,000
Zone Cup (North - South - east - West)	: Trophy + ₹ 50,000 (each zone)
Coupe des Dames Winner	: Trophy
Champion Team	: Trophy
Champion of Champions	: Trophy + ₹ TBA

#### NOTE:

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

**17. SAFETY QUESTIONNAIRE**

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

**SAFETY QUESTIONNAIRE**

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

SIGNATURE OF COC .....

SIGNATURE OF CMO .....

Date:

Date:



**The Federation of Motor Sports Clubs of India**

**2016 FMSCI Specific Regulations applicable to the  
National Super league TSD Rally Championship**

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## **NATIONAL SUPERLEAGUE TSD RALLY CHAMPIONSHIP (NSTSDRC) : SPECIFIC REGULATIONS**

### **1 General Provisions**

The FMSCI promotes the National Super league TSD Rally Championship (NSTSDRC), which comprises the National Super league TSD Rally Champion title-

The FMSCI reserves the right to introduce a naming rights or any other sponsor at any time as long as the Championship has not been bid for successfully by a promoter/ organizing Club who has paid to the FMSCI bid money that has been accepted by the FMSCI. The FMSCI regains the right to introduce a naming rights or other sponsor if the previous promoter / organizer fails pay the bid money; to raise a sponsor; or conduct the rallies as per his proposed program barring Force Majeure accepted by the FMSCI.

The Championships are governed by the FIA International Sporting Code and its appendices (the Code), the FMSCI Rally General Prescriptions (the Prescriptions) for TSD, the present Sporting Regulations, and the Regulations specific to the SLTSD Rally Championship.

### **2 Titles**

#### **NATIONAL SUPERLEAGUE TSD RALLY CHAMPIONSHIP TITLES**

- 2016 NSTSDRC Champion Driver
- 2016 NSTSDRC Champion Navigator
- 2016 NSTSDRC Champion Crew
- 2016 NSTSDRC Champion Team
- 2016 NSTSDRC Champion Manufacturer

### **3 Characteristics**

- 3.1 Status: NATIONAL CHAMPIONSHIP
- 3.2 Eligible Competitor: FMSCI License holders.
- 3.3 Eligible Vehicle

Any non-commercial 4 wheel vehicles other than trucks, buses & ATVs having a valid registration in India (RTO) may participate. Soft-top vehicles shall be permitted from event to event, at the discretion of the Chief Scrutineer, as detailed in the Supplementary Regulations of the respective event.

#### 3.4 Rounds and Crew

- i. The number of Championship events/rounds is a minimum of 6. (These will be run within the Republic of India without a specific zonal distribution)
- ii. The participants intending to participate in the NSTSDRC will have to participate in all rounds in their respective category. The competitor will attribute points as per structure of points laid down in General Prescriptions of TSD Rallies.

- iii. Wherever possible, at the discretion of the Organizer, each round should include in its title the acronym as **“NATIONAL SUPERLEAGUE TSD RALLY CHAMPIONSHIP”**.

#### 4 Registration

- 4.1 The driver and navigator (competitors) will have to register with the FMSCI as Championship contenders. Each competitor (includes Drivers & Navigators) intend to participate in NSTSDRC must register individually with the FMSCI to be eligible for points along with a registration fees of **Rs. 5000/-**
- 4.2 Change of any one crew Member before their second round of participation is permitted. If the Crew is changed, none of the crewmembers will be able to carry forward points to next round. Points awarded to others will also not be redistributed due to the fall of this team.
- 4.3 Each Competitor crew entering for NSTSDRC championship will be provided 2 T-shirts & Caps with the Logo of the NSTSDRC sponsor / and the logo of the FMSCI. These are to be worn by them during the award winning ceremony. Sponsored crews having Team Attire will, at least, have to wear event Caps. This should be treated as mandatory.
- 4.4 Once registered the competitor needs to participate in all their respective rounds thereafter. Non-participation other than force majeure, acceptable by FMSCI, will entail loss of all previous Championship points earned. To re-enter as a Championship contender the competitor will pay an additional fee of Rs. 25,000/-. **This is in case of PRIVATEERS, MANUFACTURERS OR TEAMS (WHICHEVER THE CASE MAY BE)**
- 4.5 Any manufacturer or a team (whether Private or Club teams) intending to participate in a championship will also need to register with FMSCI within prescribed registration date. The one-time (for one Calendar year) registration fees will be Rs. 30,000 for NSTSDRC.
- 4.6 MINIMUM REGISTERED COMPETITOR CREWS REQUIRED: 10

#### 5 Navigational Aids& Gadgets

- 5.1 The cars will measure distances on the original odometer supplied with the car AND/OR additional navigational equipment like the TRIPY II GPS, TERRATRIP, GPS, Smart phones, Scientific Calculators, extra trip / Odometer of any type are allowed in the competing car. The use of all gadgets will be subject to the application of factors that will be mentioned in the Supplementary Regulations of the event. **For the Championship the factor system will remain unchanged for All the rounds. However, factor penalties may change from round to round and shall be detailed in Supplementary Regulations of the respective event.**
- 5.2 Organisers may choose to fit on board camera in the competing car to get car cabin view. It is responsibility of the competitor to ensure that the camera is “on” from TC1 till last TC of the event. Competitors can chose to fit additional camera as a back up to the one provided by organizer to avoid penalties applied by stewards which can go up to Exclusion.
- 5.3 For safety reasons Mobile phones are allowed in the competing car subject to it is kept in a box duly sealed by the organizer 1hr before his/her schedule the start. Tampering of the seal in any

manner and reasons whatsoever shall lead to **EXCLUSION**. Onus of arranging the box and get it sealed within time lies with the competitor.

## 6 Championship Points

- 6.1 Points for NSTSDRC events will be awarded in accordance with the scale laid down in the FMSCI General Prescriptions for TSD Rallies in compliance with participation requirements.
- 6.2 For Best Crews, the competitor with least penalties shall be awarded. In the event of a dead heat, the competitor who has secured maximum number of zero penalties will be the winner and if the tie still persists then the competitor with the maximum number of one penalty, two penalties and so on till the clear winner emerges.
- 6.3 For teams and manufacturers, the best placed 3 crews will be awarded points. A maximum of 5 and a minimum of 3 crews are permitted to form a Championship Team.
- 6.4 For Best Driver, the driver of the best-placed crew in tests and prologues of the respective event shall be considered.
- 6.5 For Best Navigator, navigator of the crew **with least penalties in non-test stages shall be awarded. In the event of a dead heat, the competitor who has secured maximum number of zero penalties will be the winner and if the tie still persists then the competitor with the maximum number of one penalty, two penalties and so on till the clear winner emerges.**

## 7 EVENT CHARACTERISTICS

### 7.1 SCHEDULE / DISTANCE

Schedule & distance of the Rally (Between 125& 300 kms competitive per day / number of days restricted to 4 (four days)

#### **Suggested Schedule (Optional)**

#### **Day 1 Scrutiny / Ceremonial Start / Test or Prologue**

Collection of materials and administrative checks.

Pre Event Scrutiny

Drivers Briefing

1<sup>st</sup> Stewards Meeting

Publication of Start Order for Prologue

Press Conference

Prologue

#### **Rally start (in case of night Rally)**

#### **Day 2 Leg 1**

Rally Start/End

Provisional result

#### **Day 3 Leg 2**

Rally Start/End

Provisional result

**Day 4 Leg 3 / Concluding Ceremonies**

Final Stewards meeting  
Prize distribution Ceremony  
Post Event press conference  
Closing of event

**7.2 DISTANCES**

The total competitive distance of the rally is set at a distance of minimum 125 Kms and maximum of 300 kms per Day/Leg. Priority on logistics to be given on selection of start/finish venue.

However the total travel distance including additional distance (free run) from HQ to HQ should not cross 400 kms. In the unlikely circumstances of the travel distance exceeding this, in order to reach the night halt, no Time Control or Speed Chart will be presented for the distance beyond 300 kms.

**8 ROAD BOOK**

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

**9 COMPETITION NUMBERS AND ADVERTISING**

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

**9.2 ORGANISER'S OPTIONAL ADVERTISING**

9.2.1 Organizers are permitted to have optional advertising as per the Supplementary Regulations of the event. These regulations, or a CIB detailing compulsory and optional advertising must be available to the competitors at least 5 days before the event starts.

The location of these stickers must be specified in the Supplementary Regulations.

**10 ENTRY FEES**

The maximum entry fees per round of 2016 NSTSDRC Championship are as follows.

CATEGORY	WITH OPTIONAL ADVERTISEMENT	WITHOUT OPTIONAL ADVERTISEMENT
NSTSDRC	Rs. 25,000	Rs. 50,000

**LATE ENTRY:** Late entry up to prior 48 hours of start of documentation is permitted at the discretion of the Organizer subject to late fine of 50% of the entry fees.

**ADDITIONAL FEES:**

For Team/Commercial Entry - **Rs. 300,000/-** (Up to **5 cars only**). Teams / Commercial Entries may enter more than one team as per conditions laid down in Art 6.2 of the NSTSDRC Specific Regulations.

## 11 PROLOGUE AND TESTS

A prologue before the Start and Tests within the course of the rally are suggested to draw spectators to the sport. These can be held in parking lots, playing fields etc and will have a drawing of the course with the direction to be taken as the Tulip.

There are no specific requirements of this zone apart from the entertainment possibilities to spectators, some examples of which, are given below.

- Passing through a slush / water body
- Passing through tricky tulips where the confusion can be seen by spectators
- Small jump where the car at even reasonably slow speeds can be seen airborne
- Photo opportunities which will establish interest to the spectators/media/sponsors
- A well demarcated branded river bed where some off road skills are required.

This area has to be well branded so that the sponsors retain the interest in the sport.

## 12 START ORDERS AND INTERVALS

### 12.1 START ORDER

Where possible, to establish the start order, a **PROLOGUE** may be organized in an open space in the respective city/town.

- All competitors must participate in the prologue.
- The result of the prologue will be established by the organizer on a time penalty basis.
- Total penalties of the prologue will establish the start order for the event.
- The time penalty accumulated at the prologue will be added to and count towards penalties incurred towards the overall classification.

**NOTE:** This will be a complete branded & bunted zone. A walking reconnaissance may be permitted by the organizer. Penalties will be specified by a bulletin and be counted in hrs/mins/secs.

### 12.2 INTERVALS

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

## 13 SERVICE

13.1 Taking service in "No Service zone", specified in the SR or by a CIB, during the event is strictly prohibited. In these areas, only competing crew can help perform service with the equipment available on board.

## 14 CONTROL ENDORSEMENT, PAPER TIME CARDS AND E-TIME CARDS

All control endorsements shall be as per the type specified in the GP. However it is permitted to use additional e-Time Cards (Chips) and other electronic systems to ensure tamper proof and accurate measurement of time.

## 15 LATENESS, TABULATION & RALLY RESULT

### 15.1 LATENESS

Lateness leading to exclusion will be specified by the organizer in a CIB specifying the MPL (Maximum Permitted Lateness) on a leg wise basis. The C.O.C of the event can change this, on a retrospective basis, in the interests of fair play, with the concurrence of the Stewards.

### 15.2 TABULATION

Fraction of seconds shall stand omitted at all Time controls in respect of Endorsements, Restart time & Tabulation. All time during the rally will be expressed in Hours, Minutes and Seconds. To separate the winner of the prologue and only for the purpose of the Start Order, will the 100th of a second be used to decide a tie.

### 15.3 PROMOTION OF RESULTS

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

### 15.4 PROVISIONAL RESULT

Provisional Results needs to be declared between 60 and 120 minutes of the arrival time of the last competing vehicle still in the rally. Mandatory approval of Stewards is required for issuance of CIB related to fresh declaration time of provisional results.

## 16 Prize Distribution

- 16.1 All participants including winners of all categories must attend prize giving ceremony.
- 16.2 Should prize winners fail to turn up at the prize giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the crew is present at the prize giving, the penalties shall be left to the discretion of the Stewards.
- 16.3 Non-attendance of Participants other than prize winners, at prize giving ceremony will be reported to Stewards.
- 16.4 Failing to attend the annual FMSCI prize giving, the crew concerned will be subject to a fine of: Rs.20,000/-.
- 16.5 The minimum cash prizes to be offered by the Organizers of a round of the NSTSDRC are as follows:

### Cash and Trophy: Per Round

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

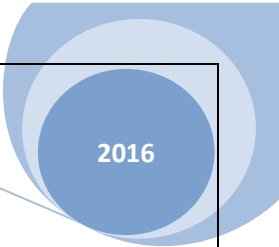
#### Cash and Trophy: Per Round

CATEGORY	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>
NSTSDRC	2Trophies +Rs.50,000	2Trophies +Rs.30,000	2Trophies +Rs.20,000	2Trophies +Rs.15,000	2Trophies +Rs.10,000

In case of less than 6 entries in NSTSDRC only 1<sup>st</sup> cash prize to be given.

In case of less than 10 entries in NSTSDRC only 1<sup>st</sup> & 2<sup>nd</sup> cash prize to be given.

- **Cheques towards cash award be drawn in favour of the Driver only.**



**16.5 Championship awards:**

- Driver Champion : Trophy + Rs 25,000/-
- Navigator Champion : Trophy + Rs 25,000/-
- Crew Champion : Trophy + Rs. 100,000/-
- Team Champion (National) : Trophy
- Manufacturer Champion :Trophy

**NOTE:**

In case of a Tie of points in the finals, the tie will be resolved as mentioned in the general prescriptions of FMSCI TSD championship

**17 SAFETY QUESTIONNAIRE**

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

**SAFETY QUESTIONNAIRE**

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

SIGNATURE OF COC

Date:

SIGNATURE OF CMO

Date: