(National Sports Federation recognized by the Government of India)
(Member of Federation Internationale de l' Automobile, Paris
& Federation Internationale de Motocyclisme, Geneva)

# ~~2021~~ 2022 FMSCI GENERAL PRESCRIPTIONS APPLYING TO ALL FMSCI STAGE RALLY, RALLY CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS

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

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## GENERAL PRINCIPLES

### 1. GENERAL CHAMPIONSHIP CONDITIONS

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

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

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

### 1.1 APPLICATION

**1.1.1** All drivers, competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations, and the supplementary regulations of each rally.

For the purposes of the current Sporting Regulations, the championship promoters, tyre manufacturers, fuel suppliers or any suppliers connected with competitive cars are considered to be rally participants in accordance with Article 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them, and abide by the decisions of the sporting authority.

**1.1.2** Only the FMSCI may grant waivers to these regulations.

**1.1.3** Any request for a waiver from regulations applicable for the Championships must be submitted on the form provided by the FMSCI Rally Commission for that purpose. Any article in the Supplementary Regulations which may change these regulations without a waiver is void.

**1.1.4** The Clerk of the Course is charged with the application of these regulations and the rally 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 rally Supplementary Regulations. In the cases specifically referred to in these Regulations, and as he may otherwise deem appropriate, he shall also notify in writing any such application to the competitor/s concerned.

**1.1.5** Anything that is not expressly authorised by these regulations is forbidden.

**1.1.6** 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 International Sporting 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).

**1.2 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. During the event the Stewards will decide on any dispute.

**1.4 DATE OF APPLICATION**

These regulations come into force on 1st ~~March~~ April ~~2021~~2022.

**2. DEFINITIONS**

**2.1 BEGINNING OF THE RALLY**

The Rally begins on the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally begins at the first time control.

**2.2 BULLETIN**

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

**2.3 COMMUNICATION**

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

## 2.4 CONTROL AREAS

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

## 2.5 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Unless otherwise stated, both members of the crew may drive during the rally and each one must hold an FMSCI driver's competition licence for the current year, which is valid for the rally. If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licences. When competing outside their countries, crews must take out an international insurance policy covering their repatriation, if necessary, in the event of an accident.

## 2.6 DECISION

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

## 2.7 FMSCI

Any mention to the FMSCI refers to the FMSCI / Rallycom.

## 2.8 END OF THE RALLY

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

## 2.9 LEG

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

## 2.10 MEDIA ZONE

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

## 2.11 NEUTRALISATION

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

2.12 **NOTIFICATION**

An official written document issued and published by the Clerk of the Course informing, as appropriate, a competitor/competitors of the application of these Regulations and/or the rally supplementary regulations.

**2.132 PARC FERMÉ**

An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

**2.143 PROHIBITED SERVICE**

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

**2.154 RECONNAISSANCE**

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

**2.165 RECONNAISSANCE TIMETABLE**

The timetable specified in the supplementary regulations during which the crews may familiarize themselves with the rally route.

**2.176 REGROUP**

A stop scheduled by the organisers under Parc Fermé or holding park conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew

**2.187 ROAD SECTION**

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

**2.198 SECTION OF THE RALLY**

Each part of the rally separated by re-group.

**2.1920 SERVICE**

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

**2.20 21 SPECIAL STAGE**

Timed speed tests on roads closed to the public for the rally.

**2.~~21~~22 SUPER SPECIAL STAGE**

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

**2.~~22~~23 TEAM**

A team is made up of the competitor, the crew and support personnel.

**2.~~23~~24 TIME CARD**

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

**2.~~24~~25 TECHNICAL ZONE**

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

**2.~~25~~26 YELLOW CARD**

If a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, safety plan, spectator's safety, etc.) is observed, the FMSCI Rally Commission may recommend that a yellow card being given to an event organiser having committed such an offence. After two yellow cards are received within two consecutive years, a penalty will be given to the organiser's by the FMSCI Rally Commission.

**2.~~26~~27 BLUE CARD**

A blue card can be given by the Rally Commission to an event organiser/ASN if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organizational structure, etc.) is observed. To be included in the following year's calendar, the organiser/ASN must accept and implement the action list decided by the Rally Commission.

## CHAMPIONSHIP & POINTS

### 3. THE CHAMPIONSHIP REQUIREMENTS

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

**QUALIFICATION OF A RALLY**

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

**CANCELLATION OF A CHAMPIONSHIP RALLY**

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

**REPORTS**

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

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

**CANDIDATE RALLIES**

Any rally which is a candidate for FMSCI Championship must comply with the General Prescription applicable to FMSCI rally Championship and to the sporting regulations of the championship concerned.In case of candidate event,Organiser would have to run a one Leg rally of regular INRC event, where criteria like safety, communication, organization etc. would be looked at. If the Organisersare known and have run an INRC event in past three years, the criteria would be different than that of a new Organiser as decided by the Rally Committee.It is further clarifiedthat in new venues (outside the home state of the organiser) and/or for new organisers (not run an INRC in the past three years), there should be a contender event duly observed before allotting a round of INRC.

The increase of two years to three years is due to Covid 19 situation in 2020.

## 3.1 CHAMPIONSHIP POINTS

### 3.1.1 ATTRIBUTION OF POINTS

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

| Pos | Points |
|---|---|
| 1 | 30 |
| 2 | 24 |
| 3 | 21 |
| 4 | 19 |
| 5 | 17 |
| 6 | 15 |
| 7 | 13 |
| 8 | 11 |
| 9 | 9 |
| 10 | 7 |
| 11 | 5 |
| 12 | 4 |
| 13 | 3 |
| 14 | 2 |
| 15 | 1 |

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

| Pos | Points |
|---|---|
| 1 | 5 |
| 2 | 4 |
| 3 | 3 |
| 4 | 2 |
| 5 | 1 |

A team/crew that retires from a Leg is not eligible for bonus points for that Leg.
To be eligible for bonus points, the car must remain in the Parc Fermé at the end of the rally. In the event of a car not being present in the final Parc Fermé for the purpose of scoring bonus points, or being disqualified, no points will be reallocated to the subsequent competitors.

**3.1.3 ADDITIONAL CONDITIONS TO SCORE POINTS**

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

**3.1.4** To be eligible for Championship points and awards, each driver and co-driver must be registered individually with the FMSCI. The person nominated as the driver on the entry form must drive the car on the Special Stages, except in a case of force majeure occurring during the competition, notified to the Stewards and acknowledged by them.

**3.1.5** Points can only be earned for events held after the date of registration.

**3.1.6 ATTRIBUTION OF REDUCED POINTS**

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

- full points if more than 75 % of the scheduled length of special stages (timed to the second) has been run
- half points being awarded if between 50 %and 75% of the scheduled length of special stages has been run.
- One third of points being awarded if 25% or more but less than 50% of the scheduled length of special stages has been run.
- No points will be awarded if less than 25% of the scheduled length of special stages has been run.

This is applicable to championship and bonus points. Any decimals will be rounded up or down to the next full number.

**3.1.7 REGISTRATION FEES**

The Drivers / Co-Drivers must register individually with the FMSCI atleast one week before the rally in which he / she intend to score points or as specified in the Specific Regulations of that Championship. The Fees shall be prescribed in the Specific Regulations of that championship.

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

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

**3.2.2** Regardless of the criteria required for each Championship, all results are taken into account for the final classification when the Championship is actually held over four events or less.

**3.2.3** Titles will be awarded if at least 50% of the events scheduled on the initial calendar have actually been run, with a minimum of three (with the exception of Championships specifically scheduled on a single event).

## 4. CHAMPIONSHIPS FOR DRIVERS AND CO-DRIVERS

Refer to the relevant Championship regulations (if applicable).

## 5. CHAMPIONSHIP FOR MANUFACTURERS OR TEAMS

Refer to the relevant Championship regulations (if applicable).

## 6. SUPPORT CHAMPIONSHIPS

Refer to the relevant Championship regulations (if applicable).

## 7. JUNIOR CHAMPIONSHIP

Refer to the relevant Championship regulations (if applicable).

## 8. DEAD HEAT IN A CHAMPIONSHIP

### 8.1 DRIVERS AND CO-DRIVERS

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

**8.1.1** According to the greater number of first places, then second places, then third places, etc. achieved in the final classifications on their respective championship, counting only those rallies which have served to make up their points total;

**8.1.2** According to the greater number of highest places achieved in the final classifications on their respective championship, counting only those rallies in which each of the drivers and co-drivers with the same points score has taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.

**8.1.3** In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

**8.2 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:

**8.2.1** According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each manufacturer or team, taking into account only the highest place per rally for each manufacturer or team.

**8.2.2** According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.

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

**9. CRITERIA FOR PRIORITY DRIVERS**

**9.1 FMSCI "A" SEED**

**9.1.1** Drivers who have won the Indian National Rally Championship / Indian Rally Championship in any of the previous two years.

**9.1.2** Driver who has been a runner up (2nd place only) in Indian National Rally Championship in the previous year.

**9.1.3** Drivers who have won any round in the General Classification of the Indian National Rally Championship in the previous year.

**9.1.4** Drivers who have won (1st place) in the General Classification of any FIA approved International Rally Event /Championship in the previous year.

**9.1.5** Driver who has won the INRC 2 in the previous year.

**9.1.6** Driver who has won the INRC 3 in the previous year

**9.1.7** Driver who has won the INRC 4 in the previous year

**9.1.8** Driver who has won the INRC NR4 in the previous year

Examples
Driver qualifying under condition 1

INRC Champion ~~2020~~2021
A seed ~~2021~~2022
A seed ~~2022~~2023
In ~~2023falls~~ 2024 falls to B seed unless he qualifies again

Driver qualifying under any other condition
WINNER XYZ RALLY ~~2020~~2021
A seed ~~2021~~2022
In ~~2022~~ 2023 falls to B seed unless he qualifies again

**9.2 FMSCI "B" SEED**

**9.2.1** Drivers who have been included in the Seed "A" list in the previous year and have lost this right (valid for 1 year)

**9.2.2** Drivers who have been classified 2nd and 3rd in any round in the General Classification of the Indian National Rally Championshipin the previous year.

**9.2.3** Drivers who have placed 2nd and 3rd in the General classification of any FIA approved Rally International Event/Championship in the previous year.

**9.2.4** Driver who has won the Junior National Rally Drivers Championship in the previous year.

**9.2.5** Drivers who have won any cup run as a support event in the INRC in the previous year

**9.3 FMSCI "C" SEED**

**9.3.1** All Drivers who do not qualify under the conditions FMSCI "A" and "B" seed drivers

**9.4 REPOSITIONING OF SEEDED DRIVER**

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

**10. RALLY CHARACTERISTICS**

**10.1 RALLY CONFIGURATION**

**10.1.1** The surfaces of all special stages must remain the same during a rally. However, a waiver request should be sent to the FMSCI when the use of limited sections of tarmac on a gravel rally or vice versa exceed 10% of one special stage length. A super special stage may have different road surfaces.

**10.1.2** The duration of a rally may vary in the different championships. The appropriate duration is detailed in the variations and additional provisions for the championship concerned. There shall be no single special stage minimum or maximum distance. However, there must ideally be no more than 80 km of special stages between visits to service parks or remote service zones.

**10.1.3** No one complete stage may be run more than thrice in a rally, super special stages excluded. Any part of a stage run more than thrice must obtain the agreement of the FMSCI

**10.1.4 SPEED RESTRICTIONS ON ROAD SECTIONS**

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

**10.1.5 GENERAL**

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

**10.2 PROGRAMME FOR THE RALLIES**

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

**10.2.1** The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the start of reconnaissance)
- Scrutineering
- Shakedown (if any)
- Ceremonial Start
- Rally
- Podium Ceremony

**10.2.2** Rallies may competitively run over 2 or 3 days, including section starts or section finishes.

**10.2.3** Rallies must finish on a Saturday or, preferably, a Sunday

**10.2.4** The podium ceremony shall be held within 1 hour of the arrival of the first car into final service.

**10.2.5** The reconnaissance schedule shall take place over one or two days. The organizers may, however, submit justifications to vary this to the FMSCI.

### 10.3 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAM

**10.3.1** Except in a case of force-majeure, the clerk of the course must ensure that the itinerary is respected.

**10.3.2** No objections made immediately, before or during the running of the rally will be taken in to consideration unless approved by the FMSCI Safety Delegate.

## OFFICIALS

### 11. OFFICIALS AND DELEGATES

### 11.1 STEWARDS

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

### 11.2 FMSCI DELEGATES

The following delegates may be appointed by the FMSCI and each of them will draw up a report covering his/her responsibilities at the rally:

### 11.2.1 FMSCI SPORTING DELEGATE

The FMSCI Sporting delegate will liaise with the Clerk of the Course and all other appointed FMSCI officials and delegates. The FMSCI Sporting delegate may also have the role of an FMSCI Observer.

### 11.2.2 FMSCI TECHNICAL DELEGATE

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

### 11.2.3 FMSCI SAFETY DELEGATE

The FMSCI Safety delegate will review the safety of the public and media in the event. He has the power to delay the start of a special stage by a maximum of 30 minutes if he considers that the safety conditions are not satisfactory.

### 11.2.4 FMSCI MEDIA DELEGATE

The FMSCI Media delegate will be in charge of all the media matters including pre-rally and post rally FMSCI Press Conferences.

### 11.2.5 FMSCI MEDICAL DELEGATE

The FMSCI Medical delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

### 11.2.6 FMSCI OBSERVER/S

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

### 11.3 COMPETITORS' RELATIONS OFFICERS (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 CRO at each rally who must be easily identifiable by the competitors / crews.

## ELIGIBLE CARS

### 12. ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS RALLIES

### 12.1 SUMMARY

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

## TYRES AND WHEELS

### 13. TYRES AND WHEELS - GENERAL

### 13.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

**13.1.1 COMPLIANCE**

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

**13.1.2 MOULDED TYRES**

All cars must be fitted with moulded tyres.

**13.1.3 TREATMENT OF TYRES**

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

**13.1.4 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE**

As per FMSCI 4W Technical Regulations

**13.1.5 RIMS**

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

**13.1.6 HANDCUTTING**

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

**13.1.7 STUDDED TYRES**

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

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

**13.2 ALL COMPETITORS ENTERED WITH A WORLD RALLY CAR**

Applicable only for WRC

**13.3 ALL COMPETITORS ENTERED WITH A RALLY2, RALLY2 KIT OR RGT CAR**

Applicable only for WRC

**13.4 NON-PRIORITY DRIVERS**

Applicable only for WRC

**13.5 DRIVERS ENTERED WITH A 2WD CAR**

Applicable only for WRC

**13.6 DRIVERS ENTERED WITH RGT CARS**

Applicable only for WRC

## 13.7 CONTROL

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

## 13.8 TYRE MARKING / CONTROL ZONES

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

## 13.9 ROAD SECTIONS

When no Special Stages are involved, non-registered pattern tyres may be used on road sections.

## 13.10 TYRE PRESSURE ADJUSTMENT

The adjustment of tyre pressure is permitted:

- When the waiting time between a TC preceding a special stage and the start of that stage is more than 13 minutes for any competitor.
- In regroups of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

## 13.11 TYRE PRESSURE AND TEMPERATURE SENSORS

Sensors for measuring the tyres internal air pressure and temperature when the car is in motion are allowed and strongly recommended.

If these sensors are used, there must be at least one warning light to notify the crew of a probable failure.

Sensors for measuring tyre carcass, tyre compound or rim temperature are forbidden.

## 13.12 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where tyre change is authorized. No

complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.

**13.13 DISTANCE BETWEEN TYRE CHANGES**

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

**13.14 AVAILABILITY OF TYRES**

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

**14. TYRE SUPPLY**

Applicable only for WRC

**15. TYRE QUANTITIES**

For these regulations, please refer to the relevant championship regulations.

## MECHANICAL COMPONENTS

**16. MECHANICAL COMPONENTS**

**16.1 ENGINE REPLACEMENT**

**16.1.1** In case of engine failure between scrutineering and the first time control, it is permitted to replace the engine, however 5 minute penalty will be applied by the clerk of course.

**16.1.2** Other than above the same engine block and body shell must be used from passing scrutineering until the finish of the rally.

**16.2 TURBOCHARGERS**

**16.2.1** The turbocharger and compressor shall hereinafter be referred to as 'compressor'

**16.2.2** The regulations in force concerning the air restrictor and marking remain applicable (Article 254-6.1 & 255-5.1.8.3 of Appendix J).

**16.2.3** The compressor fitted to the car and all spare compressors will be checked and sealed at pre rally scrutineering.

**16.2.4** The compressors will be marked with the car's number for use exclusively on that car.

**16.2.5** All used compressors must remain sealed from pre-rally scrutineering until the end of the rally in order that scrutineers may check their conformity.

**16.2.6** The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the compressors will be marked only for the purpose of counting them.

**16.3 TRANSMISSIONS**

**16.3.1** For each car, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

**16.3.2** These spare components and those fitted to the car will be marked/sealed at initial scrutineering.

**16.3.3** The marking/sealing will permit the competitor to replace the clutch and associated accessories.

**16.3.4** All the components will be identified by the car's competition number (eg. Car No.1 – Gearbox 1, spare gearbox 1R).

**16.3.5** All marking/sealing will be carried out in accordance with the details published by the FMSCI for the different models of car.

**16.3.6** The gearboxes and differentials may be changed in any service park, provided that the clerk of the course or the scrutineers have been informed beforehand of the intention to do so.

**16.3.7** On condition that the seals and markings of a dismounted gearbox/differential(s) remain intact, the parts may be re-used on the same car.

**16.3.8** The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

**17. MECHANICAL COMPONENTS – MANUFACTURERS AND WRC TEAMS**

Not Applicable

## 18. ADDITIONAL CAR REQUIREMENTS

### 18.1 ON-BOARD CAMERAS

**18.1.1** If required by the organiser or Championship Promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by the organiser or Championship Promoter according to Article 253-2 of Appendix J and approved by the scrutineer.

**18.1.2** The competitor of any car which carries an on-board camera must have the prior agreement of the organiser or Championship Promoter (if any). Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

**18.1.3** Competitors wishing to use a camera must supply the following information to the organiser or Championship Promoter (if any) at least one week before the start of reconnaissance: competitor's name, car number, competitor's address, use of footage and brand and model name of the device(s) used.

**18.1.4** With the prior consent of the competitor, the Clerk of the Course may authorise the official TV company to enter the overnight Parc Fermé to maintain the onb oard cameras on condition that they are accompanied by a rally scrutineer.

**18.1.5** Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

### 18.2 TRACKING SYSTEM

In FMSCI Championship rallies, all cars ~~must~~ may be fitted with a safety tracking system provided by the rally organiser. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser. Any interference with the system(s) during the rally will result in the competitor being reported to the Stewards.

### 18.3 NOISE LEVEL IN THE SPECIAL STAGES

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter, that the gases themselves pass through this catalytic converter. At any time on the road sections, the noise level must be in conformity with Appendix J.

## 19. STANDARD DOCUMENTS AND SCHEDULES - GENERAL

### 19.1 FMSCI STANDARDISED DOCUMENTS

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

- Supplementary regulations, (Electronic and / or Printed format)
- Bulletins (Electronic and / or Printed format)
- Rally guide(Electronic format)
- Itinerary (Electronic and / or Printed format)
- Time card (Printed format)
- Road Book (Printed format)
- Entry form (Electronic and / or Printed format)
- Entry List ( Electronic format)
- Start list & results at the rally . (Electronic and / or Printed format)
- Media safety book (electronic and /or printed format)

Official documents such as provisional and final classifications and results, bulletins and decisions must be published on a digital and/or physical official notice board, along with the time of publication.

Documents which are published electronically shall not be amended once published on the organisers' website unless all competitors and officials are informed and the amendments are highlighted. Any documents which require FMSCI approval prior to publication shall not be amended without approval from the FMSCI.

### 19.2 ROAD BOOK / ITINERARY

All the crews will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagram must be followed. Any deviation will be reported to the Stewards. All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The Road Book defines the compulsory itinerary of the rally by the road direction diagrams and, between the road direction diagrams, by the defined roadway. Furthermore, on the special stages, the organizers may erect barriers or any other hindrances where they believe competitors have deviated from the roadway during reconnaissance or the first running of the stages. Any deviation will be reported to the Stewards.

### 19.3 TIME CARD

**19.3.1** Each crew is responsible for

- Its time card

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

**19.3.2** The appropriate marshal is the only person allowed to make entries on time card, except for the sections marked “for competitor’s use”.

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

**19.3.4** Any divergence between the time entered on the crew’s time card and those entered on the official documents of the rally will form subject of enquiry by the clerk of course.

## 20. ISSUING OF FMSCI PERMIT

Before issuing an FMSCI Permit, the FMSCI will evaluate the Supplementary Regulations, Safety Plan etc.

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## INSURANCE

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## 21. INSURANCE COVER

### 21.1 DESCRIPTION OF INSURANCE COVER

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

### 21.2 PUBLIC LIABILITY COVER

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

**21.2.2** 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 rally.

**21.2.3** The insurance cover must at least be in effect during the shakedown stage and then, for crews running within the itinerary of the rally, from the start of Leg 1 till the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started the next Leg shall not be considered to have permanently retired.

**21.2.4** In case if any event is running a shakedown or free practice, the insurance cover must be in effect during shakedown or free practice.

**21.3 EXCLUSION OF COVER**

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

## ENTRIES

**22. ENTRY PROCEDURE**

**22.1 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)**

Any FMSCI competition license-holder wishing to take part in a rally must send the due entry fee and the completed entry form, to the rally secretariat before the closing date, as specified in the supplementary regulations. Details concerning the co-driver may be submitted up to a later date provided it is specified in the supplementary regulations. An electronic entry application (Internet) may be accepted. If this application is sent by fax or e-mail, the original must reach the Organisers within 5 days following the close of entries. Entry form must be accompanied by a copy of the valid competitor's license.

**22.2 AMENDMENTS ON THE ENTRY FORM**

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

**22.3 ASN AUTHORISATIONS**

Foreign competitors, drivers and co-drivers, must present an authorization according to Article 3.9.4 of the ISC.

**22.4 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)**

A change of competitor is permitted up to the close of entries.

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

- the Organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the FMSCI may authorize the replacement of both crew members or the competitor after the close of entries.

**22.5 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.

**23. ENTRY CLOSING DATES**

Closing dates for entries in each individual event must be respected, irrespective of the Championship registration deadlines. If by the close of entries, the organizers receive more entries than the maximum number specified in the Supplementary Regulations, then priority must be given to the entries of Championship Registered Drivers. The specific regulations concerning the championship, cup etc. will have to be respected. Exceptionally the FMSCI may authorize late ~~e~~entries.

**24. ENTRY FEES**

**24.1 ACCEPTANCE OF ENTRY FORM**

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

**24.2 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.

**24.3 PARTIAL REFUND OF ENTRY FEES**

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

**25. CLASSES**

**25.1 CHANGE OF CLASS ENTERED**

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

## CAR IDENTIFICATION

**26. SEASONALLY ALLOCATED NUMBERS**

NA

## 27. COMPETITION NUMBERS AND ADVERTISING

### 27.1 GENERAL

**27.1.1** The Organiser will provide each crew with the number identification, which must be affixed to their car in the stated positions prior to pre-event scrutineering.

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

### 27.2 FRONT DOOR PANELS

**27.2.1** Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white Surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the Organiser.

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

**27.2.3** No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel.

### 27.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned left or right, as indicated in the supplementary regulations. An adjacent area of 15 $cm^2$ 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.

### 27.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width of at least 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

## 27.5 ROOF PANEL

**27.5.1** One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.

**27.5.2** Any Organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

**27.5.3** It is at the Organisers discretion to distribute roof panels to the competitors.

## 27.6 FRONT PLATE

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

## 28. DRIVER'S AND CO-DRIVER'S NAMES

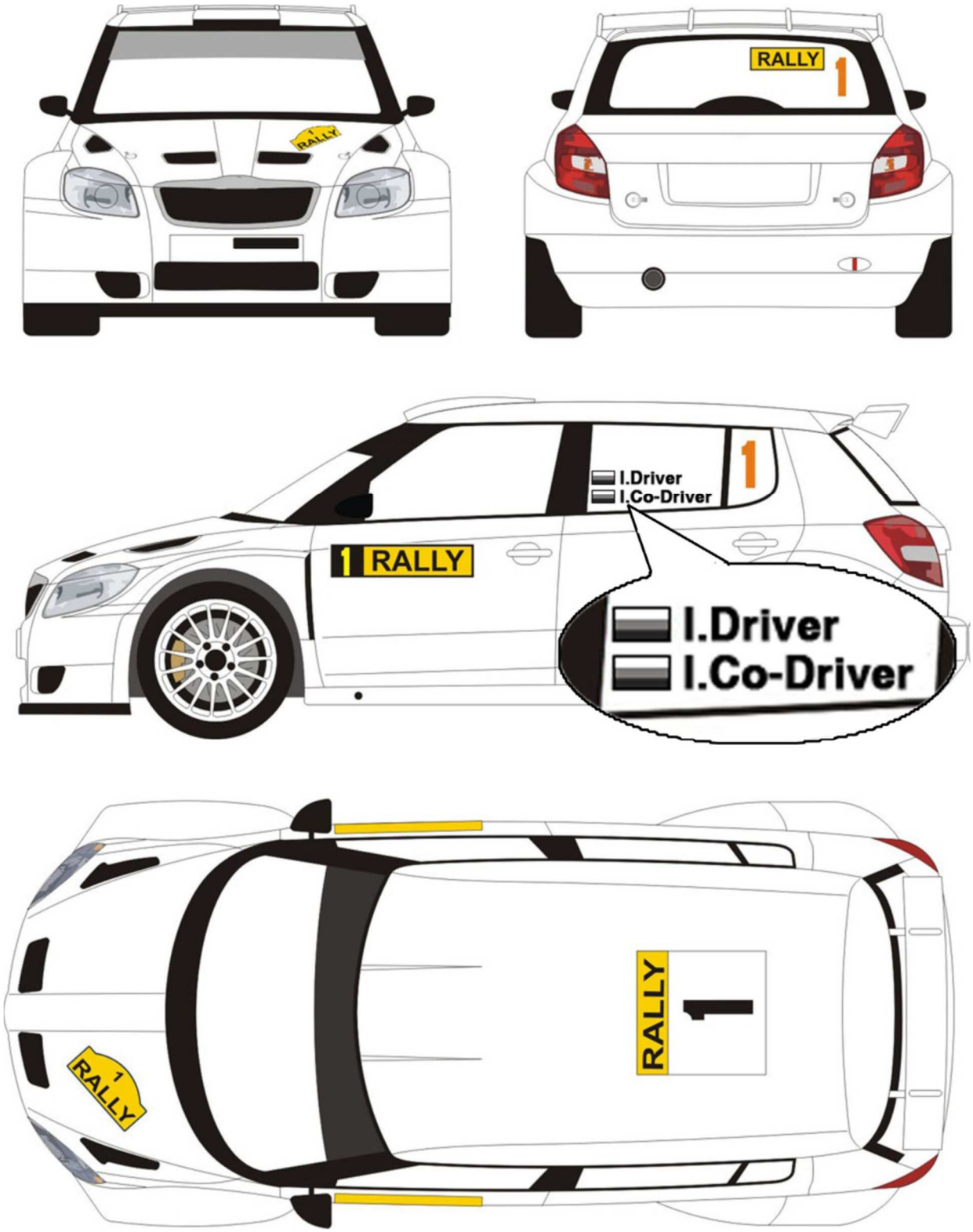
## 28.1 REAR SIDE WINDOWS

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 White Helvetica
- In upper case for the initial(s) and first letter of each name and the remainder in lower case.
- 6 cm high (upper case letters) and with a stroke width of 1 cm.

The Driver's name shall be the upper name on both sides of the car.

## 28.2 DOOR PLATES AND COMPETITION NUMBERS

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## 29. ADVERTISING

**29.1** Competitors are allowed to affix any kind of advertising to their cars, provided that:
- It is authorised by the national laws of India and the FMSCI/ FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects the regulations on competition numbers.
- It does not interfere with the crew's vision through the windows.
- It complies with the provisions of Article 10.6.2 of the Code.

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

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

### 29.4 ORGANISER'S OPTIONAL ADVERTISING

**29.4.1** The Organiser may require competitors to carry optional advertising. If a competitor declines this advertising the additional charge is limited to Rs. 50,000/-.

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

**29.4.3** Competitors who accept the Organiser's optional advertising as specified in the supplementary regulations must reserve space for it. No modification to advertising is allowed.

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

### 29.5 CHAMPIONSHIPS IDENTIFICATION AND ADVERTISING

**29.5.1** The promoter of a Championship (if applicable) may have additional advertising requirements. The following areas are reserved for a Championship Promoter (if any) to apply championship identification and advertising by means of sticker sets:

- A space (15 cm high and the full width of the windscreen), below the existing 15 cm high reservation for Competitors at the top of the windscreen, on condition that it complies with the national laws of the country of the rally.
- A space 6 cm high and 67 cm wide immediately below the front door panel described in Article 27.2.1.
- A space up to 10 cm high and 20 cm wide on the dashboard of the car and within view of the on-board Camera of the Championship Promoter.

**29.5.2** Any advertising within the championship identification must comply with Articles 29.1 and 29.2.

## ADMINISTRATIVE CHECKS AND SCRUTINEERING

### 30. ADMINISTRATIVE CHECKS

### 30.1 TIME SCHEDULE

Drivers and Co-drivers taking part in the Rally must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations. Fines for lateness will be detailed in the Supplementary Regulations.

### 30.2 DOCUMENTS REQUIRED

During the administrative checks the following original and valid documents will be checked:

- Competitor's licence
- Driver's and Co-driver's competition licences
- Driver's and Co-driver's valid driving licence
- Driver's and Co-driver's passports or identification
- ASN authorisation, for all foreign competitors and/or drivers
- Completion of all details on the entry form
- Car registration papers
- Any other documents which an organiser wishes to examine (e.g. car insurance cover certificate) must be listed in the Supplementary Regulations.

### 31. SCRUTINEERING BEFORE THE START OF THE COMPETITIVE ELEMENT OF THE RALLY

### 31.1 GENERAL

**31.1.1** Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in supplementary regulations.

**31.1.2** At scrutineering, competitors must present all items of clothing, including helmets and an FIAapproved head restraint (FHR)(if applicable) intended to be used. Compliance with applicable technical regulations will be checked.

**31.1.3** If stipulated in the relevant Regulations the cars must have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighing.

**31.1.4** The crew must show the cars complete certified homologation form/TDF.

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

**31.1.6** Only those components which have been sealed at initial scrutineering may be used throughout the Rally. Such components must remain in their sealed state.

**31.1.7** After scrutineering, if a car is found not to comply with technical and/or safety regulations, the car must be made to comply and re-scrutineered at a time and location mentioned in the Supplementary Regulations. If the car will still not comply with the Regulations, the Stewards, upon the proposal of the Chief Technical Delegate, may refuse the start.

**31.2 TIMETABLE**

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

**32. SCRUTINEERING CHECKS DURING THE RALLY**

**32.1 ADDITIONAL CHECKS**

Checks on safety items, including clothing, as well as on the car, may be carried out at any time during the rally including Shakedown at the sole discretion and upon instruction of the FMSCI Technical Delegate or Chief Scrutineer, with the knowledge of the Stewards

**32.2 RESPONSIBILITY OF THE COMPETITOR**

**32.2.1** The competitor is responsible for the technical conformity of his car throughout the rally and should be able to produce any related official document**.**

**32.2.2** Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre rally scrutineering until the end of the rally or

until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

**32.2.3** It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.

**32.2.4** Any fraud discovered, and in particular identification marks presented as original whichhave been tampered with, will be reported to the Stewards.

## 33. FINAL CHECKS

### 33.1 FINAL PARC FERMÉ

**33.1.1** After finish formalities cars must be placed in a Parc Fermé where they shall remain until released by the Stewards.

**33.1.2** The provisional classification shall be published at the time specified in the supplementary regulations (or in a bulletin) which shall be as soon as practical after the last car has checked in at the final control, even if final scrutineering remains in progress.

### 33.2 SELECTION OF CARS

Post rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course and / or the FMSCI Technical Delegate (Chief Scrutineer) to the Stewards.

### 33.3 HOMOLOGATION /TDF FORM

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

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## DRIVING CONDUCT

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## 34. BEHAVIOR

### 34.1 GENERAL RULES

**34.1.1** Crews must always behave in a sporting manner.

**34.1.2** When cars are subject to Parc Ferme rules (Art 63.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own

power and by hand, any other manner of moving a car is prohibited or as otherwise permitted in the regulations. Exceptionally, on Special Stages cars may be towed or pushed in order to bring them back onto the rally road or to clear the rally route.

**34.1.3** Exhibition driving may only be performed when permitted by the supplementary regulations of the rally.

**34.1.4** Crews must always drive in the direction of the special stage (except solely to effect a turn round) under pain of disqualification pronounced by the clerk of the course.

**34.1.5** On the road section that is public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. Any car not complying with this article will be considered as retired as per Art. 54. An additional penalty may be imposed by the stewards.

**34.1.6** Any driving during the competition with a badly damaged windscreen which obstructs the driver's vision significantly is forbidden. The crew concerned may be prohibited from competing upon instruction of the Stewards. After repair, the crew may restart, if applicable, under Art 54.

Any driving on a special stage without a windscreen fitted in place is allowed only if both crew members wear protective goggles in accordance with EN 1938 specification or full face helmet with closed visor.

In any of the above cases, the police may nevertheless stop a car and prevent it from proceeding under national traffic laws.

## 34.2 DURING RECONNAISSANCE AND / OR SHAKEDOWN ROAD SECTIONS

**34.2.1** It is emphasized that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected, both during reconnaissance and the Shakedown time windows.

**34.2.2** Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows Per Kilometer per hour over the limit :Rs 5,000/-. Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

**34.2.3** Other traffic infringements during reconnaissance will incur a penalty applied by the clerk of course according to article 34.3.4.

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

**34.2.5** Fine will be doubled in case of second offense committed during reconnaissance of the same rally.

## 34.3 EXCESSIVE SPEED DURING RALLY / TRAFFIC LAWS

**34.3.1** Throughout the rally, both crew members must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of Course.

**34.3.2** 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.

**34.3.3** Should the police decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
- that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
- that the facts are not open to various interpretations.

**34.3.4** Penalties for infringements during the competition element of the rally:

**a)** First infringement:

- Speeding: A fine of Rs 5,000/-per km/h over the speed limit, applied by the Clerk of the Course,
- Other than speeding: A penalty will be applied by the Stewards.

**b)** Second infringement:

- Speeding: A fine of Rs 10,000/-per km/h over the speed limit, applied by the Clerk of the Course,
- Other than speeding: A penalty will be applied by the Stewards.

**c)** Third infringement: A 5-minute time penalty applied by the Clerk of the Course.

**d)** Fourth infringement: Disqualification applied only by the stewards.

Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

**34.4** The penalties stated in Art. 34.2. and 34.3 do not prevent the Stewards from imposing additional penalties if they judge it necessary.

## RECONNAISSANCE

### 35. RECONNAISSANCE

### 35.1 RECONNAISSANCE CARS

#### 35.5.1 COMMON REQUIREMENTS

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a "light" intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

#### 35.1.2 STANDARD CARS

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

#### 35.1.3 PRODUCTION CARS

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

### 35.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

a) Road-homologated series production tyres for asphalt.

b) Free road homologated tyres for gravel, unless otherwise detailed in the supplementary regulations.

**35.3 RESTRICTION OF RECONNAISSANCE**

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

**35.4 RUNNING OF RECONNAISSANCE**

**35.4.1 TIME TABLE**

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

**35.4.2 RESPECT OF RECONNAISSANCE TIME TABLE**

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

**35.4.3 NUMBER OF PASSAGES**

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

**35.4.4 SPEED DURING RECONNAISSANCE**

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance. ~~Add 35.4.4 from RRR~~

**35.4.5 SHAKEDOWN STAGE**

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

**35.4.6 NUMBER OF PERSONS**

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

## SHAKEDOWN

### 36. SHAKEDOWN REQUIREMENTS

### 36.1 GENERAL

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

### 36.2 RUNNING OF SHAKEDOWN

**36.2.1** The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.

**36.2.2** The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.

**36.2.3** For the application of Art. 34.2, the shakedown is considered to be part of reconnaissance.

**36.2.4** The surface of the shakedown should be the same as the surface of the majority of the special stages.

### 36.3 DISCLAIMER

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

### 36.4 TECHNICAL REQUIREMENTS

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

### 36.5 BREAKDOWN DURING SHAKEDOWN

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

### 36.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During shakedown, any person on board must wear a homologated crash helmet, all required safety clothing and equipment in compliance with Appendix L Chapter III –

Drivers Equipment and have their safety belts correctly fastened. Any infringement will be penalized.

**36.7 SERVICE DURING SHAKEDOWN**

Service may be carried out only in the main service park, unless otherwise permitted in the supplementary regulations of the rally.

**37. FREE PRACTICE / QUALIFYING**

For these regulations, please refer to the regulations of the relevant championship (if applicable).

## STARTS AND RE-STARTS

**38. PROMOTIONAL ACTIVITIES**

Applicable only for WRC.

**39. CEREMONIAL START**

A ceremonial start may be organised to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organiser. The schedule and the place of any ceremony must be indicated in the supplementary regulations. Where a crew in its competing car is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally on Leg 1 at its allocated time provided that the Stewards are notified in their first meeting and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start wearing overalls and at their due time.

**40. RALLY START**

**40.1 START AREA**

Before the start of the competitive element of the rally, the organisers may assemble all the competing cars in a starting area, into which cars must be driven before the start time as detailed in the supplementary regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations. No service is allowed in the start area.

**40.2 MAXIMUM LATENESS AT A START**

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

## 41. START ORDERS AND INTERVALS

### 41.1 REVISED START ORDER REQUIREMENT

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

### 41.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with knowledge of the Stewards, reposition drivers or change the time interval between cars.

### 41.3 START ORDER OF LEG 1

The starting order for leg 1 is as follows

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

### 41.4 STARTING ORDER FOR THE SUBSEQUENT LEGS

The start order for subsequent Legs shall be based on the classification according to stage times at the finish of the final special stage of the previous Leg, excluding any time penalties and any super special stage if run at the end of the Leg. For the purpose of enhancing live TV coverage, the championship promoter may request the running order of the cars to be changed for Super Special Stage at the end of a Leg.

### 41.5 START INTERVAL

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

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## CONTROLS

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## 42. CONTROLS – GENERAL REQUIREMENTS

### 42.1 SIGNAGE OF CONTROLS

All control and zones, i.e. passage and time controls, start and finish of special stages including stop controls, regrouping areas, refuelling zones, tyre marking zones and media zones ~~All controls, i.e. passage and time controls, start and finish of special stages, regrouping~~ shall be indicated by means of FMSCI-approved standardised signs

complying with the drawings and distances in Appendix I and be indicated in the road book.

**42.2 PROTECTIVE BARRIERS**

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

**42.3 STOPPING TIME IN CONTROL AREAS**

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

**42.4 READINESS TO WORK**

**42.4.1** Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.

**42.4.2** Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus maximum permitted lateness time after the due time of arrival of the last competing car.

**42.5 SEQUENCE OF CONTROLS AND DIRECTION**

**42.5.1** Crews must check-in in the correct sequence and in the direction of the rally route.

**42.5.2** It is prohibited to re-enter a control area.

**42.6 MARSHALS' INSTRUCTIONS**

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

**42.6.2** All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

**42.7 MEDIA ZONE (WHEN APPLICABLE)**

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

## 42.8 ON-BOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

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

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

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

## 43. 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.

## 44. TIME CONTROLS

### 44.1 OPERATION

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

### 44.2 CHECK-IN PROCEDURE

**44.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.

**44.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason orto drive at an abnormally slow speed.

**44.2.3** The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.

**44.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

**44.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.

**44.2.6** The target check-in time is the time obtained by adding the target time to the special stage start time or the previous TC time, these times being expressed to the minute.

**44.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.

**44.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.

**44.2.9** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

**44.2.10** Any difference between the actual check-in time and the target check-in time shall be penalized as follows:

a) For late arrival: 10 seconds per minute or fraction of a minute.
b) For early arrival: 1 minute per minute or fraction of a minute.

**44.2.11** Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty.

**44.2.12** If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.

**44.2.13** At the discretion of the clerk of the course, a crew which has been penalized for early arrival may be neutralized for the amount of time necessary for it to leave the time originally envisaged.

## 44.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

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

**44.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.

**44.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.

**44.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crews will start the special stage according to the procedure laid down in these regulations.

**44.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.

**44.3.5** The stage start time shall then be the start time for the following road section.

## 45. MAXIMUM PERMITTED LATENESS

### 45.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a Leg of the rally will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival as per Art. 44.2.10.a) shall be that for 30 minutes lateness. . The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

### 45.2 EARLY ARRIVAL

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

### 45.3 NOTIFICATION OF LATENESS

Disqualification for exceeding the maximum permitted lateness under Article 45.1 may only be announced at the end of a section.

## 46. REGROUPING CONTROLS

### 46.1 PROCEDURE AT ENTRY TO A REGROUP

**46.1.1** On arrival at regrouping controls, crews will receive instructions concerning their starting time. They must then drive their car immediately and directly to the Parc Fermé where engines must be stopped and the crew must leave the Parc Fermé.

**46.1.2** All crews must be prepared to be present for up to 5 minutes in an autograph zone, organised adjacent to the TC and accessible to public.

**46.2 PROCEDURE AT THE EXIT FROM A REGROUP**

Except after an overnight regroup and before the start of the Power Stage (if applicable), the cars shall restart in the order of arrival at the regroup. However, for any reason, the Clerk of the Course may, with the knowledge of the Stewards, order any car to be repositioned.~~After a regrouping during a Leg, the cars shall restart in the order of arrival at the regroup.~~

## SPECIAL STAGES

**47. SPECIAL STAGES GENERAL**

**47.1 TIMING**

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

**48. SPECIAL STAGE START**

**48.1 START POINT**

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

**48.2 START PROCEDURE**

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

**48.2.2** There must be a permanent start line (also on gravel and snow) and the jump start photocell should be 50 cm after the start line.

**48.2.3** After the actual start time has been written on the time card, the time card should be given back to the crew as soon as possible.

**48.2.4** When the car arrives at the start line, the front of the car should be positioned behind a stick placed by the marshal to define the exact start position. One minute before the start time, but not before the car has stopped in its exact position, the marshal shall remove the stick and the crew shall refer to the automatic countdown clock. Any

subsequent change of the car's position until its start time is not permitted and will be reported to the stewards.

**48.3 MANUAL START PROCEDURE**

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

**48.4 DELAYED START THROUGH FAULT OF CREW**

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

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

**48.4.3** Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place. This car will be allowed to re-start on the next day as per Art. 54 of these Regulations.

**48.5 DELAY OF A SPECIAL STAGE**

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

**48.6 FALSE START**

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

1st offence: 10 seconds.
2nd offence: 1 minute.
3rd offence: 3 minutes.
Further offences: at the Stewards' discretion.

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

## 49. SPECIAL STAGE FINISH

### 49.1 FINISH LINE

Special stages must end in a flying finish which should be located at a point where cars an be expected to go slower and at least at 200 m before the stop line. The area between the Flying Finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the Stewards. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

### 49.2 STOP POINT

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

## 50. POWER STAGE

Applicable only in WRC

## 51. SUPER SPECIAL STAGES

### 51.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

**51.1.1** When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

**51.1.2** The inclusion of a super special stage in the rally itinerary is optional.

### 51.2 RUNNING OF A SUPER SPECIAL STAGE

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

**51.3 SAFETY**

**51.3.1** A system of Red Flags deployed by marshals or Red Lights must be positioned to signal competitors to stop or slow. Article 53.5.

**51.3.2** To ensure safety, the car of a competitor who fails to complete the stage may be transported by the organisers to the end of the stage or to a safe location for evacuation.

**52. INTERRUPTION OF A SPECIAL STAGE**

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the clerk of course a time which is judged the fairest. A corresponding notification will be published by the Clerk of the Course. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

**53. COMPETITOR SAFETY**

**53.1 EQUIPMENT OF THE CREWS**

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

**53.2 EQUIPMENT OF THE CARS**

**53.2.1** In case a Safety Emergency console (Tracking System) is provided by the organiser, the system must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

**53.2.2 SOS / OK SIGNS**

Each competing car shall carry a laminated red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm X 29.7 cm (A3). The sign must be placed in the car and be readily accessible for both drivers.

**53.2.3** Each competing car must carry a red reflective triangle.

**53.3 INCIDENT ON A SPECIAL STAGE**

**53.3.1** In the case of an accident where urgent medical attention is required, the following applies

- The SOS switch on the emergency console must be activated as soon as possible (if applicable)

- When possible the red“SOS” sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
- The red reflective triangle must be placed in a conspicuous position on the same side of the road as the car by the member of the crew at least 50 meters before the car’s position, in order to ward following drivers even if the car is off the road.

**53.3.2** Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident where both crew members are seen inside or outside the car , shall immediately and without exception stop to render assistance unless they see the OK sign. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will receive a suitable time according to Art 52.

**53.3.3** In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies

- -The OK switch on the emergency console must be activated within one minute (if applicable)
- -The Green “OK” sign must be immediately be displayed to the following cars and to any helicopter attempting to assist.

If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews.

**53.3.4** Should the emergency console display show the SOS, the OK or Hazard signal, then this signal is the equivalent to the display of the SOS/OK board or the red reflective triangle

**53.3.5** Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- an arm and thumb up to indicate “OK”
- crossed arms above the head to indicate “SOS”.

**53.3.6** Any crew which is able but fails to comply with the above rules will be reported by the clerk of the course to the stewards.

**53.3.7** The road book shall contain a page giving the accident procedure.

**53.3.8** Any crew retiring from a rally must report such final retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards' discretion.

**53. 4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER**

If a crew is involved in an accident in which a member of the public sustains physical injury, the car must stop immediately, and the procedure as laid down in Article 53.3.1 must be followed.

**53.5 USE OF RED FLAGS**

**53.5.1 ELECTRONIC RED FLAGS (IF APPLICABLE)**

Electronic red flags will be used in all competing cars. When activated from rally control, the screen of the Emergency Console will turn red and show the message "RED FLAG". Crews must immediately confirm the electronic Red Flag by pressing the button "ACKNOWLEDGE" and proceed as specified in Art. 53.5.3.

**53.5.2 RED FLAGS AT RADIO POINTS**

The Red Flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket of the colour stipulated in Appendix III, Article1. 5 and on which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident. A Red Flag must be available at each stage radio point(situated at approximately 5 km intervals).No flag other than the Red Flag may be deployed at any point in a special stage.

**53.5.3 MEANINGS OF A RED FLAG**

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first,, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

**53.5.4** A crew which has been shown the Red Flag will be given a notional time for the stage as stated in Art. 52.

**53.5.5** If different signalling systems (e.g. flashing lights) are used in super special stages, full details must be included in the supplementary regulations.

**53.5.6** If a stage is interrupted or stopped and the crews are required to pass through the special stage, a Red Flag must be displayed at the start to inform the drivers how they must proceed.

**53.5.7 RED FLAG POINTS DURING RECONNAISSANCE**

During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.

## 54. RE-START AFTER RETIREMENT

### 54.1 GENERAL

**54.1.1** Unless stated differently in the rally Supplementary Regulations, a crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup unless they confirm otherwise with the Clerk of the Course by completing of the form located in the rear of the road book (‘final retirement’) and lodging it with the organiser as soon as possible and, if feasible, before the publication of the re-start list.

**54.1.2** After the Clerk of the Course has been informed of a retirement, the crew must hand in their time card. When retirement is on a special stage or at a stop control, that stage time will not be recorded and Art. 54.2 shall be applied.

**54.1.3** In the case of exceeding the maximum permitted lateness under Art. 45 of these regulations, the competitor concerned will be allowed to re-start after the next

overnight regroup. The time penalty will be applied as per Art. 54.2 from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

**54.1.4** Any crew which has retired from a section on the last day of the rally will not be classified.

**54.1.5** Any crew which deliberately retires with the perceived intention of gaining an advantage will be judged by the Stewards, who may not permit the crew to re-start. The Stewards may apply sanctions against the Competitor and/or crew concerned in accordance with Article 11.9 of the Code.

**54.2 PENALTIES**

**54.2.1** For all crews which re-start a time penalty will be applied. For every stage or super special stage missed, this time penalty will be 10 minutes.

**54.2.2** This time penalty will be added to the fastest time of any driver for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

**54.2.3** Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have retired on that last special stage or super special stage.

If a crew such affected has set the fastest time of its class on that last stage, its own time will be taken into consideration for the application of the time penalty.

**55. REPAIRS PRIOR TO A RE-START**

**55.1 SERVICE LOCATION AND TIME ALLOWED**

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

**55.2 SCRUTINEERING OF REPAIRED CARS**

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

## 56. SERVICING – GENERAL CONDITIONS

### 56.1 PERFORMING OF SERVICE

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

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

### 56.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

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

- In service parks and in remote service zones (RSZ)
- In refuel zones
- In tyre fitting zones
- For one team member per car in official car wash areas
- Where permitted by bulletin
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to usethe same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

**56.2.2** **a)** The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted:

- in tyre fitting zones, in light fitting zones from the personnel authorised in the zone only,
- in service parks, remote service zones and regroups or whilst the cars are in a media zones

**b)** When a regroup is located close to the service park and whilst crew member are waiting to check in at the end of a road section, crew members are allowed to go to their service bays after having fulfilled their media obligations.

**56.2.3** Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

## 57. SERVICE PARKS

### 57.1 GENERAL

Throughout the rally there shall be one main service park, Organisers may, however submit to the FMSCI and justification to support relocation during a rally, Each Competitor is responsible to protect its service bay with a ground sheet.

### 57.2 SERVICE PARK SCHEDULE

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

**57.2.1** 15 minutes before the first SS of each Leg following an overnight regroup.

- Not mandatory for Leg 1 except after a competitive element of the rally and an overnight Parc Ferme'.
- Technical checks may be carried out within the Parc Fermé.

**57.2.2** **3**0 minutes between two groups of stages.

- Optional of remote service zone(s) is/are used.

Preceded by 3 minutes technical zone which may be within regroup.

**57.2.3** 45 minutes or 45 minutes flexi service at the end of each section before overnight regroup except after the final section of rally.

- 10 minute technical checks to be carried out in Parc Ferme

**57.2.4** 10 minutes service prior to the finish of the rally at organiser's discretion. May be preceded by a 10 minute technical zone which may be within a regroup.

### 57.3 SERVICE PARK IDENTIFICATION

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

### 57.4 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 30kph, or less when specified in the supplementary regulations.Failure to comply with this limit shall result in a penalty applied by the clerk of the course as follows: Rs 5,000/- per kilometre per hour over the speed limit. Any such application of the regulations by the Clerk of the Course will be notified by him to the competitor concerned.

**57.5 EXTERNAL ASSISTANCE**

Inside the service park, it is permitted for officials / marshals and / or team personnel to tow, transport or push a car.

**57.6 LAYOUT OF SERVICE PARKS**

**57.6.1** The organisers must allocate a Service Park Zone (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry service or auxiliary plates.

**57.6.2** Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to Service Park. These vehicles will be allocated an Auxiliary plate.

**58. EMPTYING THE TANK AND/OR REFILLING THE TANK IN THE SERVICE PARK**

When necessary as part of service, (i.echanging of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

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

**59. FLEXISERVICE**

**59.1 GENERAL**

Flexi-servicing of 45' shall permit the removal of the competing cars from a Parc Fermé to an adjacent service park, with common entry and exit time controls. Any variations must be published in the rally supplementary regulations. Technical checks lasting 10 minutes must be included in the Parc Ferme before the flexi-service taking place before an overnight regroup.The operational window of flexi-servicing time starting from the arrival of the first car into the Parc Fermé is left to the discretion of the organiser but must be declared on the rally itinerary.

**59.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES**

**59.2.1** For the operation of 45' flexi-servicing, crews will enter the parc fermé. Crews may then either enter the service park or leave their car in the parc fermé

~~For the operation of 45' flexi-servicing, crews will enter the Parc Fermé. Should a car be unable to be restarted and driven under its own power from the Parc Ferme to the service area before the flexi service, the marshals and / or team personnel shall be permitted to push or tow the car to its dedicated service bay.~~

**59.2.2** The competing car may be driven by an authorised representative of the entrant only once from the Parc Fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties, ~~Crews may then either enter the service park or leave their car in the Parc Fermé.~~

**59.2.3** Should a car be unable to be restarted and driven under its own power from the Parc Ferme to the service area before the flexi service, the marshals and / or team personnel shall be permitted to push or tow the car to its dedicated service bay.~~The competing car may be driven by an authorised representative of the entrant only once from the Parc Fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties,~~

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

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

## 60. REMOTE SERVICE ZONES (RSZ)

### 60.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under Article 60.3.
- May be preceded by a 3-minute technical zone before the entrance time control.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as in Article 60.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in towns or centres of population.

### 60.2 NUMBER OF TEAM PERSONNEL

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

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

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

**60.2.3** No team personnel other than those permitted under Art.60.2.1 / 60.2.3 / 60.3.3 may be in the zone.

## 60.3 ELIGIBLE EQUIPMENT AND TOOLS

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

**60.3.2** Ground sheets must be used.

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

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

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

## 60.4 REMOTE SERVICE ZONE (RSZ) VEHICLE PASS

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

**60.5 TYRE FITTING ZONE (TFZ)**

At each tyre fitting zone:

- A time control at its entrance and exit must be defined.
- The target time for the TFZ shall be 15 minutes
- No work is allowed within the marked zone other than for the crew alone to change the wheels, and only using equipment carried on board the competing car. An extra car jack may be brought by a team member.
- No team personnel may be present in the zone other than as allowed by Art. 60.4.
- It is compulsory for all cars to pass through the tyre fitting zone and to stop at the tyre marking zone even if wheels are not changed.
- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.

The transportation of the tyres to the TFZ will be specified in the supplementary regulations of each rally.

## FUEL – REFUELING

**61. REFUELING AND PROCEDURES**

**61.1 LOCATION**

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

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

**61.1.2** Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than three different RZ's between two overnight regroups, one being at service park, may be scheduled.

**61.1.3** The entry and exit of refuel zones shall be marked by the blue can or pump symbol except commercial filling stations.

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

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

## 61.2 PROCEDURE IN RZ

**61.2.1** Only actions inside an RZ directly involved in the refueling of the competing vehicle are permitted.

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

**61.2.3** In order to access the RZ, all personnel involved in refuelling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and balaclava.~~The relevant personnel must be wearing clothing which will provide adequate protection against fire.~~

**61.2.4** NOT APPLICABLE

**61.2.5** The responsibility for refueling is incumbent on the competitor alone.

**61.2.6** Engines must be switched off throughout the refueling operation.

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

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

**61.2.9** A car may be pushed out of the RZ by the crew, the two team members and/or officials without incurring a penalty.

## 61.3 PROCEDURE AT COMMERCIAL FILLING STATIONS

**61.3.1** Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from organiser distribution points, marked in the road book. This fuel must be dispensed directly into the tank of the competing car.

**61.3.2** The crew must use solely the equipment on board and only the pumps with no external physical assistance.

**61.3.3** Cars equipped only with FIA-specified refuel couplings and using fuel from commercial fillings stations must transport the adaptor in the car and show it at pre-rally scrutineering.

**62. FUEL USE**

NOT APPLICABLE

## PARC FERME

**63. RULES OF PARC FERMÉ**

**63.1 APPLICATION**

Cars are subject to Parc Fermé rules:

**63.1.1** From the moment they enter a regrouping park or an end-of-Day park, until they leave it.

**63.1.2** From the moment they enter and /or check in at a control area until they leave it.

**63.1.3** From the moment they reach the end of the competitive element of the rally until the Stewards have authorised the opening of the Parc Fermé.

**63.2 PERSONNEL ALLOWED IN THE PARC FERMÉ**

**63.2.1** As soon as they have parked their car in the Parc Fermé, the drivers must stop the engine and the crew must leave the Parc Fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the Parc Fermé.

**63.2.2** Crews may enter Parc Fermé 10 minutes before their starting time.

**63.3 PUSHING A CAR IN THE PARC FERMÉ**

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

**63.4 CAR COVERS**

Car covers may not be used.

**63.5 REPAIRS IN PARC FERME**

**63.5.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the FMSCI Technical Delegate / chief scrutineer and in presence of a scrutineer the car may be repaired in the Parc Ferme. One crew / team member will be allowed to repair, in conformity with Appendix J or exchange FIA / FMSCI homologated safety items which are included in a technical list and mounted on the car. (e.g. seat belt, extinguisher . . .)

**63.5.2** Under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

**63.5.3** If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under the relevant regulations.

**63.6 FUEL CUT-OFF SYSTEM ACTIVATION**

Only applicable in WRC

**63.7 PARC FERME AFTER THE END OF THE RALLY**

Tracking system devices and on-board cameras provided by the Promoter or the Organiser may be removed in the Parc Ferme' only with the agreement of the FMSCI Technical Delegate and under the control of the marshals.

## RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

**64. RALLY RESULTS**

**64.1 ESTABLISHING RESULTS**

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

**64.2 PUBLICATION OF RESULTS**

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

**64.2.1** Unofficial Classifications: classifications distributed by the organiser during the rally

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

**64.2.3** Provisional Classification: classification published by the organiser at the end of the rally.

**64.2.4** Final Classification: classification approved by the Stewards.

**64.2.5** In the event of a start list and / or the provisional classification being delayed, a new time must be advised by a Communication by the clerk of the course on the Official Notice board(s).

**64.3 DEAD HEAT IN A LEG OR CHAMPIONSHIP RALLY**

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

**64.3.2** In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This principle can be applied at any time during the rally.

**64.4 FAIR AND IMPARTIAL COVERAGE**

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

**64.5 PROMOTIONAL RESULTS**

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

**65. PROTESTS AND APPEALS**

**65.1 LODGING A PROTEST OR APPEAL**

All protests and/or appeals must be lodged in accordance with Articles 13, and 15 of the Code and where applicable, with the FIA Judicial and Disciplinary Rules.

**65.2 PROTEST DEPOSIT**

**65.2.1** For National Championship, the protest deposit is Rs.18,000/- + 18% GST. Total Rs.21,240/-. For Challenge, Cups & Series, the protest deposit is Rs.12,000/= + 18% GST. Total Rs.14,160/=. The deposit must be paid in cash or by bank transfer.~~The protest~~

~~deposit is Rs.18,000/- + 18% GST. Total Rs.21,240/- must be paid in cash or bank transfer.~~

**65.2.2** If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.

**65.2.3** The relevant bank account details are:
AS STIPULATED BY THE ORGANIZERS IN THE SRS. The reason for the transfer must be clearly indicated.

**65.2.4** If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the de-posit will be returned by the FMSCI upon receipt of the relevant Stewards' decision.

**65.3 ADDITIONAL DEPOSIT**

65.3.1 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. This additional deposit must be paid in cash or bank transfer within one hour to the organiser, otherwise the protest will be deemed inadmissible.

**65.3.2 COST ALLOCATION**

The expenses incurred in the work and in transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If judged partially founded, the additional deposit may be returned in parts.

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

**65.4 EXPENSES**

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

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

**65.5 APPEALS**

Appeal Fees : Rs.96,000/= + 18% GST. Total Rs.113,280/=

Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 15.1 of the Code.

Competitors have the right to appeal against a sentence or other decision pronounced on them by the Stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the meeting in writing within one hour of the publication of the decision, of their intention to appeal.

The right to bring an appeal to the FMSCI expires 96 hours from the moment the stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the stewards within one hour of the publication of the decision.

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 a fee of Rs.96,000/- +18% GST. Total Rs.113,280/=.

This fee becomes due from the moment the appellant notifies the Stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.

If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.

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

## 66. RALLY PRIZE-GIVINGS

### 66.1 PODIUM CEREMONY

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

### 66.2 PRIZE-GIVING

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

## 67. ANNUAL FMSCI PRIZE-GIVING

### 67.1 ATTENDANCE REQUIREMENTS

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

### 67.2 ABSENCE

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

## APPENDICES

Appendix I Control Signs
Appendix II Standard Documents
Appendix III Safety in Rallies
Appendix IV Tyres Regulations
Appendix V Not applicable
Appendix VI Not applicable
Appendix VII Not applicable
Appendix VIII Not applicable
Appendix IX Not applicable

| | DOCUMENT | AVAILABILITY |
|---|---|---|
| **1** | Supplementary regulations | Website + (printed optional) |
| **2** | Bulletins | Website + (printed optional) |
| **3** | Rally Guide (1 and/or 2) | Website + (printed optional) |
| **4** | Itinerary | Website + printed (with supplementary regs) |

| | | |
|---|---|---|
| **5** | Road book | Printed |
| **6** | Time card | Printed |
| **7** | Standard entry form | Website + printed (with supplementary regs) |
| **8** | Entry Lists | Website + (printed optional) |
| **9** | Start lists & Results at the rally | (Website optional) + printed |
| **10** | Media Safety Book (optional) | Website + (printed optional) |

The following additional documents are required, but are of free format:

- Safety plan
- Maps
- Programmes
- Organization handbooks
- Internal documents

| | |
|---|---|
| **APPENDIX III** | **SAFETY IN RALLIES** |
| **APPENDIX IV** | **PODIUM CEREMONY** |
| **APPENDIX V** | **TYRES REGULATIONS** |
| **APPENDIX VI** | **ENTRY FEES , ADMINISTRATIVE** |

**APPENDIX VII and VIII Not Applicable**

**APPENDIX IX : ORGANISATIONAL REQUIREMENT SPECIFICATION**

(for organizers' only – no regulatory value for competitors)

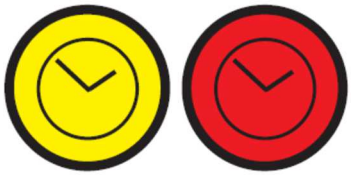
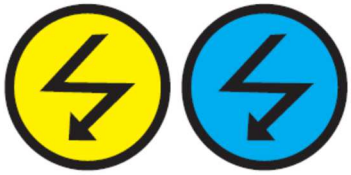
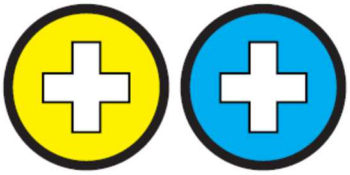
## APPENDIX I RALLY CONTROL SIGNS

### 1. ZONES DE CONTROLE — 1. CONTROL ZONES

| CONTROL TYPE<br>*TYPE DE CONTRÔLE* | CONTROL ZONE (diameter of signs: about 70cm)<br>*ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)* | | | |
|---|---|---|---|---|
| Direction of travel<br>*Sens du parcours* | ⇨ | ⇨ | | ⇨ |
| | YELLOW SIGNS - Zone entry<br>*PANNEAUX JAUNES - Début de zone* | RED SIGNS - Compulsory stop<br>*PANNEAUX ROUGES - Arrêt obligatoire* | | BEIGE SIGNS - End of zone<br>*PANNEAUX BEIGES - Fin de zone* |
| PASSAGE CONTROL<br>*CONTRÔLE DE PASSAGE* | ← 25 m min → | ← 25 m → | | |
| TIME CONTROL<br>*CONTRÔLE HORAIRE* | ← 25 m min → | ← 25 m → | | |
| TC AT SERVICE PARK ENTRANCE<br>*CH ENTREE DU PARC D'ASSISTANCE* | ← 5 m → | ← 5 m → | | |
| TC AT SERVICE PARK EXIT<br>*CH SORTIE DU PARC D'ASSISTANCE* | ← 5 m → | ← 5 m → | Usually leads to RZ and/or TZ<br>*Mène généralement à une zone de ravitaillement et/ou une zone pneumatiques.* | |
| TIME CONTROL AND SS START<br>*CH ET DEPART D'ES* | ← 25 m min → | ← 50-200 m → | ← 25 m → | |
| END OF SS<br>*FIN D'ES* | ← 100 m →<br>ADVANCE INDICATION<br>*AVERTISSEUR* | ← min. 200m →<br>FLYING FINISH LINE<br>*LIGNE D'ARRIVEE* | STOP ← 25 m →<br>STOP CONTROL<br>*CONTRÔLE STOP* | |

| OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm)<br>*AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)* | | | | |
|---|---|---|---|---|
| | WHITE SYMBOL ON YELLOW BACKGROUND<br>*SYMBOLE BLANC SUR FOND JAUNE* | WHITE OR BLACK SYMBOL ON A BLUE BACKGROUND<br>*SYMBOLE BLANC OU NOIR SUR FOND BLEU* | | |
| TYRE MARKING / CHECKING<br>*MARQUAGE / VERIFICATION DES PNEUS* | | | One sign for all tyre operations<br>*Un panneau pour toutes les opérations liées aux pneus* | |
| REFUEL ZONE<br>*ZONE DE RAVITAILLEMENT* | | | One sign for all refuel operations<br>*Un panneau pour toutes les opérations liées aux ravitaillements* | |
| SERVICE ZONES<br>*ZONES DE SERVICE* | | | One sign for service operations<br>*Un panneau pour toutes les opérations liées aux assistances* | |
| MEDIA ZONES<br>*ZONES MEDIAS* | | | One sign for media zones<br>*Un panneau pour les zones réservées aux médias* | |
| RADIO POINT<br>*POINT RADIO* | ← 100 m →<br>WARNING SIGN<br>*AVERTISSEUR* | | Radio point<br>*Point radio* | |
| MEDICAL VEHICLE POINT<br>*VEHICULE MEDICAL* | ← 100 m →<br>WARNING SIGN<br>*AVERTISSEUR* | | Medical Vehicle point<br>*Véhicule médical* | |

Distances shall be respected as near as practically possible

| | | |
|---|---|---|
| **TIME CONTROL**<br>***CONTRÔLE HORAIRE***<br>  <br>Color of control area entry: **YELLOW**<br>Color of control: **RED**<br>*Couleur de début de zone :* **JAUNE**<br>*Couleur du contrôle :* ***ROUGE*** | **SS START**<br>***DEPART D'ES***<br> <br>Color: **RED**<br>*Couleur :* ***ROUGE*** | **FLYING FINISH LINE**<br>***LIGNE D'ARRIVEE LANCEE***<br> <br>Color of control area entry: **YELLOW**<br>Color of control: **RED**<br>*Couleur de début de zone :* **JAUNE**<br>*Couleur du contrôle :* ***ROUGE*** |
| **STOP CONTROL**<br>***CONTRÔLE STOP***<br> <br>Color: **RED**<br>*Couleur :* ***ROUGE*** | **PASSAGE CONTROL**<br>***CONTRÔLE DE PASSAGE***<br> <br>Color of control area entry: **YELLOW**<br>Color of control: **RED**<br>*Couleur de début de zone :* **JAUNE**<br>*Couleur du contrôle :* ***ROUGE*** | **BEGIN OF MEDIA ZONE**<br>***DEBUT DE LA ZONE MEDIAS***<br> <br>Color: **BLUE**<br>*Couleur :* ***BLEU*** |
| **BEGIN OF SERVICE ZONE**<br>***DEBUT DE LA ZONE D'ASSISTANCE***<br> <br>Color: **BLUE**<br>*Couleur :* ***BLEU*** | **BEGIN OF TYRE MARKING/CHECKING ZONE**<br>***DEBUT DE LA ZONE MARQUAGE/ VERIFICATION PNEUS***<br> <br>Color: **BLUE**<br>*Couleur :* ***BLEU*** | **BEGIN OF REFUEL ZONE**<br>***DEBUT DE LA ZONE DE RAVITAILLEMENT***<br> <br>Color: **BLUE**<br>*Couleur :* ***BLEU*** |
| **RADIO POINT**<br>***POINT RADIO***<br>  <br>Color of the warning: **YELLOW**<br>Color of the point: **BLUE**<br>*Couleur de l'avertisseur :* **JAUNE**<br>*Couleur du point :* ***BLEU*** | **MEDICAL VEHICLE POINT**<br>***VEHICULE MEDICAL***<br>  <br>Color of the warning: **YELLOW**<br>Color of the point: **BLUE**<br>*Couleur de l'avertisseur :* **JAUNE**<br>*Couleur du point :* ***BLEU*** | **END OF AREA**<br>***FIN DE LA ZONE***<br> <br>Color: **BEIGE**<br>*Couleur :* ***BEIGE*** |

## APPENDIX II - STANDARD DOCUMENTS

### Appendix II -1 - SUPPLEMENTARY REGULATIONS

Each rally must produce supplementary regulations (Article 20 of the Code).

An electronic version of the supplementary regulations must reach the FMSCI at least 2 months before day 1 of the event.

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

The supplementary regulations must appear on the official rally website according to the FMSCI Rally GP, at least 1 month before Leg 1 of the event.

If the organiser does not plan to print the Supplementary Regulations, this should be mentioned in the document. It is recommended to distribute printed copies to rally officials.

**CONTENT OF THE SUPPLEMENTARY REGULATIONS**

**INDEX**

**1. Introduction**

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

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

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

**1.2** Road surface

Special Stages
Super Special Stage

**1.3** Overall SS distance and total distance of the itinerary

SS Distance
SSS Distance

Liaison Distance
Total Distance

**2. Organisation**

**2.1** FMSCI titles for which the rally counts
**2.2** Permit numbers
**2.3** Organiser's name, address and contact details
**2.4** Organisation committee
**2.5** Stewards of the Meeting
**2.6** FMSCI Delegates & Observer
**2.7** Senior officials
**2.8** HQ location and contact details (tel. & fax.)

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

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

**4. Entries**

**4.1** Closing date for Standard entries

Closing date for Late entries

**4.2** Entry procedure

**4.3** Number of entrants accepted and classes

**4.4** Entry fees- Standard and Late

**4.5** Payment details (including details of any applicable taxes)

**4.6** Refunds

## 5. Insurance

Organisers holding a valid 2020FMSCI 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.

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 NEW INDIA INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT. IF THEY HAVE MORE THAN

100 OFFICIALS & ALSO REQUIRE DOOR TO DOOR COVERAGE PLEASE CONTACT: S.MANIKANDAN@STENHOUSE.IN

## 6. Advertising and Identification

## 7. Tyres

**7.1** Tyres specified for use during the rally

**7.2** Tyres for use on reconnaissance – if necessary

## 8. Fuel

## 9. Reconnaissance

**9.1** Procedure for registration

**9.2** Specific and/or national restrictions – speed limit on the special stages

## 10. Administrative Checks

**10.1** Documents to be presented:

- Entrants license / FMSCI registration no. (if any)
- Driver and Co-driver competition licenses
- Driver's& Co-driver's valid driving license
- P. A. Policies of driver & co-driver
- Driver and Co-driver PAN Card Copy
- Completion of all details on the entry form

- Car Rally insurance cover certificate
- Car insurance &registration papers
- Indemnity of carrying all papers (Refer INRC specific regulations)

**10.2** Timetable

## 11. Scrutineering, Sealing and Marking

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

## 12. Other procedures

**12.1** Ceremonial start procedure and order
**12.2** Finish procedure (only if different from the Regulations)
**12.3** Permitted early check-in
**12.4** Super special stage procedure and running order (if applicable)
**12.5** Any special procedures / activities including the organisers' promotional activities
**12.6** Official time used during the rally
**12.7** Rate per Sq.Ft. for Service Park, if organizers tent is required

## 13. Identification of Officials

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

## 14. Prizes

## 15. Final Checks

**15.1** Final checks – who is to attend from teams, and location
**15.2** Protest fees
**15.3** Appeal fees

**Appendix 1 Itinerary**

**Appendix 2 Reconnaissance schedule**

**Appendix 3 Names and photographs of CRO's and their itinerary**

**Appendices 4, 5, 6, 7, etc**.

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

## Appendix II - 2 BULLETINS

Bulletins are defined in Article 2.1

They may be issued either:

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

OR

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

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

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

The entrants (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

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

## Appendix II - 3 RALLY GUIDE

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

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

| | | | |
|---|---|---|---|
| **11** | **Hotel / accommodation reservation** | | |
| | List of hotels | - | x |
| | Contact details for reservation | - | x |
| **12** | **Reconnaissance** | | |
| | GPS tracking (start nos, collection ) | x | X |
| **13** | **Scrutineering, sealing and marking** | | |
| | Date, place and time-windows (individual times in bulletin) | x | x |
| | Preparation to be made before the car is brought to scrutineering | - | x |
| | Collection / return points for safety tracking system | x | x |
| | Final scrutineering | x | x |
| **14** | **Shakedown** | | |
| | General info & times (location, stage length, distance to service park, etc.) | x | x |
| **15** | **Start procedure** | | |
| | Programme and instructions | x | x |
| **16** | **Finish procedure** | | |
| | Programme and instructions | x | x |
| **17** | **PR activities** | | |
| | Rally shows etc. | - | x |
| **18** | **Media** | | |
| | Contact before the rally | - | x |
| | Accreditation procedure / criteria and deadline | - | x |
| | Accreditation desk - location and opening hours | - | x |
| | Media room - location and opening hours | - | x |
| | Press conference - time and location | x | x |
| | Teams' media contacts | - | x |
| | Expected media coverage (TV & Radio, times, channels and frequencies) | - | x |
| **19** | **Passes and plates** | | |
| | Description of the various passes and plates - which pass allows access where | - | x |
| **20** | **Medical and Safety Service** | | |
| | Emergency number | - | x |
| | Telephone numbers for: | - | x |
| | * Hospitals in the area | - | x |
| | * Police | - | x |
| | * Towing service | - | x |
| | * Pharmacies | - | x |

| | | | |
|---|---|---|---|
| **21** | **List of useful facts and services** | | |
| | Climate | - | x |
| | Time zone | - | x |
| | Currency | - | x |
| | Hire car companies | - | x |
| | Airline companies and airports | - | X |
| | Copy service | - | X |
| | Mobile phone (Rental and service) | - | X |
| | Security companies | - | X |
| | Taxis | - | X |

| Art No | Headings & Sub heading | SR | RG |
|---|---|---|---|
| **APPENDICES** | | **SR** | **RG** |
| Note: Format of Appendices is at the discretion of the organiser. | | | |
| **Headings** | | | |
| **Itineraries** | | | |
| All legs | | x | x |
| Itinerary compared with previous years | | - | x |
| Recce schedule | | x | x |
| **Maps (A4 format)** | | | |
| Overview Maps (each **Leg**) | | - | x |
| Special stage maps and recce maps | | - | (optional) |
| Shakedown map, (if applicable) | | - | x |
| Relevant cities / towns (showing HQ, service park, hospitals etc.) | | - | x |
| **Road books or regional maps, town maps, diagrams to explain how to travel** | | | |
| From Airport to HQ (or road connections) | | | |
| Between HQ and service park | | - | x |
| From service park to shakedown | | - | x |
| From shakedown to service park | | - | x |
| Between HQ and scrutineering | | - | x |
| Between service park and scrutineering | | - | x |
| Between service park and remote/ additional refuel zones (if any) | | - | x |
| Between service park and remote service zone (if any) | | -- | x |
| Between service park and tyre fitting zone (if any) | | - | X |
| Between service park and light fitting zone (if any) | | - | X |
| Between HQ and media centre (if applicable) | | - | X |
| **Drawings and layouts** | | | |
| Scrutineering & noise check area | | - | x |
| Safety box installation | | - | x |
| Remote service Zone (if applicable) | | - | x |
| Rally HQ | | - | x |
| Starting area | | - | x |
| Finish Area | | - | x |
| Service park drawing | | - | x |
| **Organisers may consider use of forms for the following** | | | |
| Hotel / accommodation reservation | | | |
| Service park facilities | | | |
| Media accreditation | | | |
| Recce registration | | | |
| Additional material order | | | |
| Two-way radio form (if applicable) | | | |
| Customs clearance form (if applicable) | | | |
| **Check list for Service Park** | | | |
| TC in / TC out (with numbers) | | | |

| |
|---|
| Parc Ferme |
| Technical Zone |
| Tyre marking Zone |
| Refuel area (if not remote) |
| Environmental requirements |
| Service vehicles in and out of SP |
| Position for emergency service, fire brigade, medical centre, etc. |
| Auxiliary parking areas |
| Press and VIP parking areas |
| Spectator parking |
| Rally office / information centre |
| Public toilets |
| Water supply |
| Rubbish area (s) |
| Helicopter pad |

## Appendix II - 4 ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY

### 4.1 FREE PRACTICE (FP) / QUALIFYING STAGE (QS) / SHAKEDOWN (WHEN APPLICABLE)

The schedule for the Free Practice before QS must ideally be incorporated within a 2 hours window and must appear in the program of the Rally.

**Free practice / Qualifying** — **Tursday 20 June 2019**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **TCFP** | **Start of Free Practice** | | | | | ***08:00*** |
| | **FREE PRACTICE CLOSES AT 10:00** | | | | | |
| **TCQS** | | | | | | ***10:30*** |
| **RZQS** | **Refuel for Qualifying Stage** | | | | | |
| ***QS*** | ***Qualifying Stage*** | ***3.86*** | | | | ***10:38*** |
| TCPF | Parc fermé **IN** (early check-in permitted) | | 6.50 | 10:36 | 00:18 | ***10:56*** |
| **Start order selection at xxxx (give location)** | | | | | **12:00** | |

Qualifying

**Shakedown** — **Thursday 20 June 2019**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| | **(Anytown Pavilion)** | | | | | |
| | Shakedown Start | | 3.55 | 3.55 | | 16:00 |
| ***SD*** | ***Shakedown Stage*** | ***3.48*** | | | | |
| | (Anytown Pavilion) | | 6.50 | 9.98 | | |
| **Totals** | | **3.48** | **10.05** | **13.53** | | |

Shakedown

## 4.2 SSS TO THE START OF THE RALLY

**Start (Section 1)** — **Thursday 20 June 2019**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **0** | **Start (Anytown Pavilion)** | | | | | **18:15** |
| **RZ** | Refuel - All competitors | | | | | |
| **1** | Distance to next refuel | (2.06) | (24.98) | (27.04) | | |
| 1 | | | 10.49 | 10.49 | 00:25 | 18:40 |
| ***SS1*** | ***SSS Trotting Track 1*** | ***2.06*** | | | | ***19:00*** |
| 1A | Parc fermé **IN** | | 14.49 | 16.55 | 00:30 | 19:30 |

Section 1

**Overnight regroup**

**Re-Start (Sections 2, 3, 4…)** — **Friday 21 June 2019**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| 1B | Parc fermé **OUT** - Service **IN** | | | | | 06:00 |
| | **Service A - Anytown Pavilion** | **(2.06)** | **(24.98)** | **(27.04)** | **00:15** | |
| 1C | Service **OUT** | | | | | 06:15 |
| **RZ** | Refuel - All competitors | | | | | |
| **2** | Distance to next refuel | (50.68) | (99.16) | (149.84) | | |

Section 2

NOTES

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

## 4.3 TYPICAL SERVICE DURING A DAY

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

Section 4

5

**NOTES :**

In the example, technical checks are carried out within the REGROUP (Article 2.1.6) . When there is no regroup involved, there should be a 10 minute Technical Zone before the Service Park entrance.

## 4.4 REMOTE SERVICE AND REFUEL

**Start (Sections 1, 2...)** **Friday 21 June 2019**

| TC | LOCATION | SS dist. | Liaison dist. | Total dist. | Target time | First car due |
|---|---|---|---|---|---|---|
| **0** | **Start - Skrunda** | | | | | **06:00** |
| **RZ** | Refuel - City | | | | | |
| **1** | Distance to next refuel | | (136.00) | (136.00) | | |
| **RZ** | Remote refuel (FIA fuel) | | [136.00] | | | |
| **2** | Distance to next refuel | (65.15) | (61.46) | (126.61) | | |
| 1 | | | 165.00 | 165.00 | 03:22 | 09:22 |
| ***SS1*** | ***Talsi 1*** | ***32.14*** | | | | ***09:25*** |
| 2 | | | 3.17 | 35.31 | 00:38 | |
| ***SS2*** | ***Pampal 1*** | ***5.13*** | | | | ***10:06*** |
| 3 | | | 5.79 | 10.92 | 00:15 | |
| ***SS3*** | ***Roja 1*** | ***27.88*** | | | | ***10:24*** |
| **RZ** | Remote refuel (FIA fuel) | | [23.50] | | | |
| **3** | Distance to next refuel | (0.00) | (57.03) | (57.03) | | |
| 3A | Regroup & Technical Zone **IN** | | 53.50 | 81.38 | 01:33 | 11:57 |
| 3B | Regroup & Technical Zone **OUT** - Service **IN** | | 0.03 | 0.03 | 00:10 | 12:07 |
| | **Remote Service A - Dundaga** | **(65.15)** | **(227.49)** | **(292.64)** | **00:15** | |
| 3C | Remote Service **OUT** | | | | | 12:22 |
| **RZ** | Remote refuel (FIA fuel) | | [27.00] | | | |
| **4** | Distance to next refuel | (65.15) | (61.46) | (126.61) | | |

Section 1

Section 2

**NOTES**

- "RZ2" means the area reserved for FIA fuel users only.
- See Article 61.1.2 on the number of Refuelling zones per day.
- For the procedure in and the setup of a remote service please refer to Article 60.

## 4.5 TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

| | | | | | | |
|---|---|---|---|---|---|---|
| ***SS13*** | ***Vesuvius 2*** | ***22.80*** | | | | ***16:35*** |
| 13A | Parc Fermé & Technical Zone **IN** | | 50.68 | 73.48 | 01:25 | 18:00 |
| 13B | Parc Fermé **OUT** - Flexi Service **IN** | | | | 00:10 (min) | |
| | **Flexi Service F (Football Stadium)** | **(72.59)** | **(161.06)** | **(233.65)** | **00:45** | |
| 13C | Flexi Service **OUT** - Parc Fermé **IN** | | | | | |
| | All cars must be returned to Parc Fermé no later than | | | | | 21:00 |
| | **Saturday totals** | **145.18** | **322.12** | **467.30** | | |

Section 5

**NOTES**

The method of calculating the flexi-service window in which all cars must be returned to parc fermé is: the scheduled time due of the last competitor at Service IN + 30’ maximum lateness + 45’ service time + 15’ "safety net".

## 4.6 TYPICAL END OF THE DAY

| | | | | | | |
|---|---|---|---|---|---|---|
| 17B | Regroup **OUT** | | | | | 11:45 |
| 18 | | | 14.12 | 14.12 | 00:17 | 12:02 |
| ***SS18*** | ***Roja 2 (Power Stage)*** | ***7.25*** | | | | ***12:05*** |
| 18A | Technical Zone **IN** | | 65.13 | 81.38 | 01:15* | 13:20 |
| 18B | Technical Zone **OUT** - Service **IN** | | | | 00:10 | 13:30 |
| | **Service J (Football Stadium)** | **(79.97)** | **(188.53)** | **(268.50)** | **00:10** | |
| 18C | Service **OUT** - Finish - Holding **IN** | | | | | 13:40 |
| | Podium | | | | | 14:00 |
| | **Sunday totals** | **79.97** | **188.53** | **268.50** | | |

Section 9

| TOTALS OF THE RALLY | | | | |
|---|---|---|---|---|
| | **SS** | **Liaison** | **Total** | **%**** |
| Friday 18 October<br>Sections 1, 2 | 136.21 | 292.98 | 429.19 | 31,70% |
| Saturday 20 October<br>Sections 3, 4, 5 | 145.18 | 322.12 | 467.30 | 31,10% |
| Sunday 21 October<br>Section 6 | 79.97 | 188.53 | 268.50 | 29,80% |
| **Total - 18 SS** | **361.36** | **803.63** | **1164.99** | **31,00%** |

**NOTES**

* Allow for extra time in road section for any TV presentation at end of stage.

** % = the percentage of the total distance of special stages.

A table as above should conclude the final itinerary page.

## Appendix II – 5 ROAD BOOK

1. GENERAL REQUIREMENTS

- The Road book must be distributed according to the FMSCI General Prescriptions.
- There may be one book for the entire rally or a different book for each Leg. If a different daily book is used, there should be an obvious method of distinguishing it.
- The road book shall be A5 size and bound on the left hand side with metal or other strong binding capable of 360° opening.
- Printing should be double sided with paper of 90 gsm or greater
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by shading of direction column (see example)
- The time allowed for each section shall be expressed in hours and minutes.
- There shall be no more than six instructions per page (In case of six instructions per page header shall be smaller as in the example)
- All road book pages shall be numbered to have the possibility of checking the completeness of the book.

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

3. INSTRUCTION PAGES
- When a rally route is duplicated (i.e. 2 identical loops) organisers are encouraged to economies by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. If there is any variation between two passages, there should be no common set of route instructions.
- Each road book should include at least one service park plan. Repeated plans of service park layouts for each visit are not necessary. However, plans are important when there is change of TC locations.
- Layout plans of Remote Service, Tyre and / or Light fitting zones and Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park, are recommended.

- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).
- When the partial distance between two junctions is less than 200 meters, the horizontal line between the boxes is not needed EXCEPT between TC and SS start (see example).
- Individual stage maps shall include:
    - A scale
    - The direction North
    - Reconnaissance route
    - Alternative route
    - Location of start/finish and all emergency vehicle points.
- The GPS location of the start and finish of each special stage and of the regroups and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379'.
- Photographs or diagrams of control locations may be included.
- The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be the outside edge i.e. opposite the bound edge of the page. The number should appear only on pages relating to the special stage.
- All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- Road numbers shall be included where relevant.
- A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.
- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The distance between TC and SS start must be placed in the information box (see example)

4 FINAL PAGES

- Alternative routes may be included as a section at the end of the road book on a paper with different colour.
- Other requirements:
    - Final Retirement form
    - Enquiry form

5 CHANGES

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

6 OTHER USEFUL INFORMATION

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

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

**Example:**

Liaison information

SS Number

SS information

Total KM from TC to TC

Scheduled Time

TC 7/11 Hermeskeil
TC 8/12 Neunkirchen

DISTANCE: 41,51 km
DAY: 2
SECTION: 3/4
AVERAGE: 62,27 km/h
TIME ALLOWED: 40 min

| DISTANCE TOTAL | DISTANCE PARTIAL | DIRECTION | INFORMATION | DISTANCE REGRESS. |
|---|---|---|---|---|
| 38,48 | 3,21 | 41 | Selbach<br>Gemeinde Nohfelden<br>Landkreis St. Wendel | 3,03 |
| 39,23 | 0,75 | 42 | Nohfelden 10 km<br>Bostalsee<br>St. Wendel 14km<br>Oberthal 6km<br>Tholey 7km | 2,28 |
| 40,53 | 1,30 | 43 | Neuenkirchen/Nahe<br>Gemeinde Nohfelden<br>Landkreis St. Wendel | 0,98 |
| 41,10 | 0,57 | 44 | (Hirschfelderweg)<br>Eiweiler 4 km | 0,41 |
| 41,51 | 0,41 | 45 | TC 8/12<br>NEUNKIRCHEN | 0,00 |

(0,05)

Distance to start

PAGE 2-24

TC 8/12 Neunkirchen
TC 9/13 Freisen

DISTANCE: 24,00 km
DAY: 2
SECTION: 3/4
SPECIAL STAGE: 8/12
ST. WENDELER LAND 1/2 16,95 km
RECORD / REVISED ROUTE
TIME ALLOWED: 30 min

| | DISTANCE TOTAL | DISTANCE PARTIAL | DIRECTION | INFORMATION | DISTANCE REGRESS. |
|---|---|---|---|---|---|
| 1<br>2 | 15,88 | 0,90 | 28 1,07 | 2007<br>Asphalt<br>Gravel | 8,12 |
| | 16,52 | 0,64 | 29 0,43 | 2007<br>KMs to Stage Finish | 7,48 |
| | 16,91 | 0,39 | 30 0,04 | 30<br>Detailed Photo<br>Delete line ≤200 m | 7,09 |
| 8 | 16,95 | 0,04 | 31 0,00 | 2007<br>FINISH/ZIEL<br>SS/WP 8/12<br>ST. WENDELER LAND 1/2<br>16,95 km | 7,05 |
| | 17,19 | 0,24 | 32 | 2007<br>STOP<br>HF 6<br>N - 49° 33'14,0"<br>E - 07° 09'46,5" | 6,81 |

Turn quickly the page over ≤200 m

TURN QUICKLY !!

PAGE 2-34

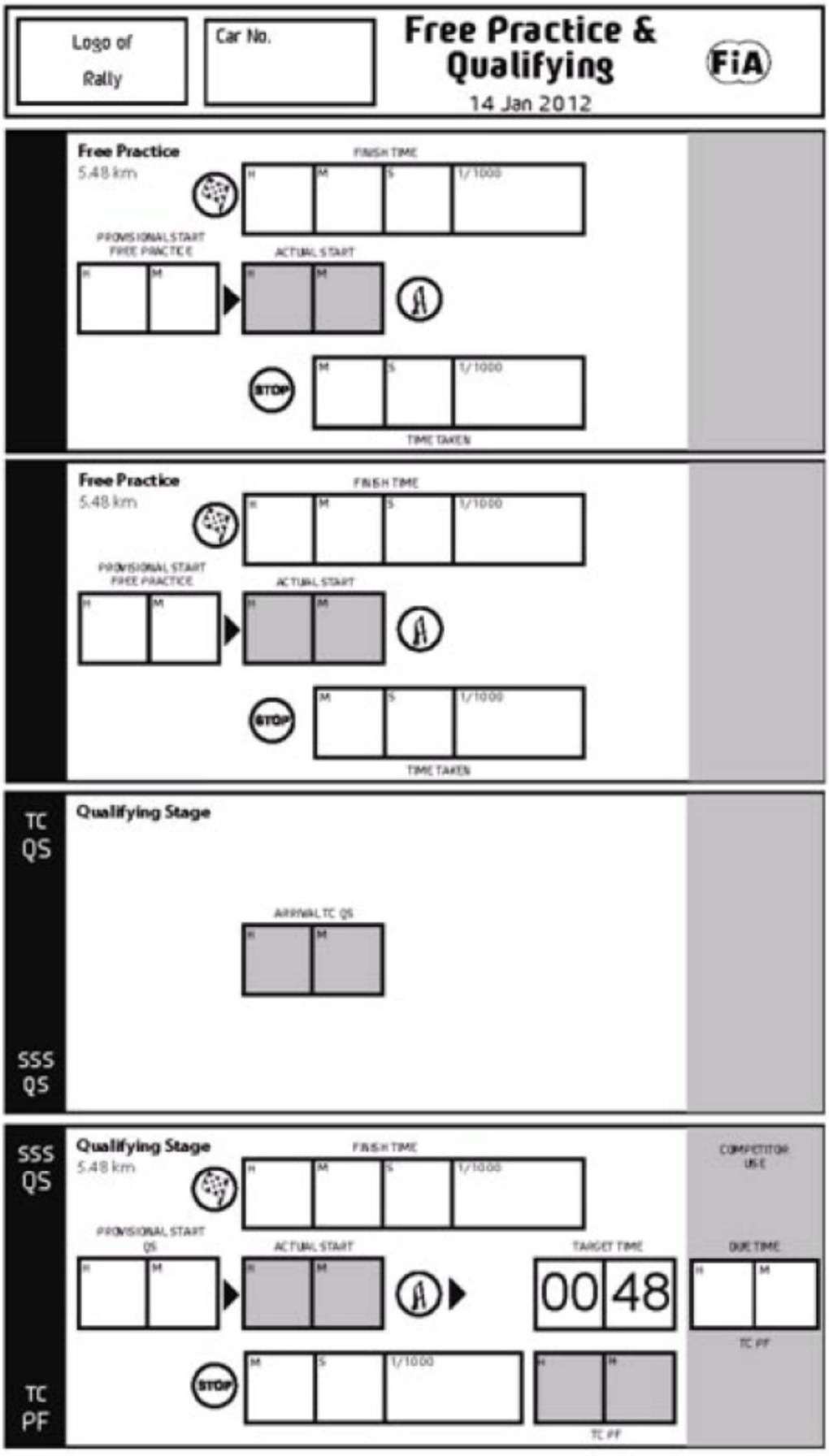
## Appendix II – 6 : Standard FMSCI Time Cards

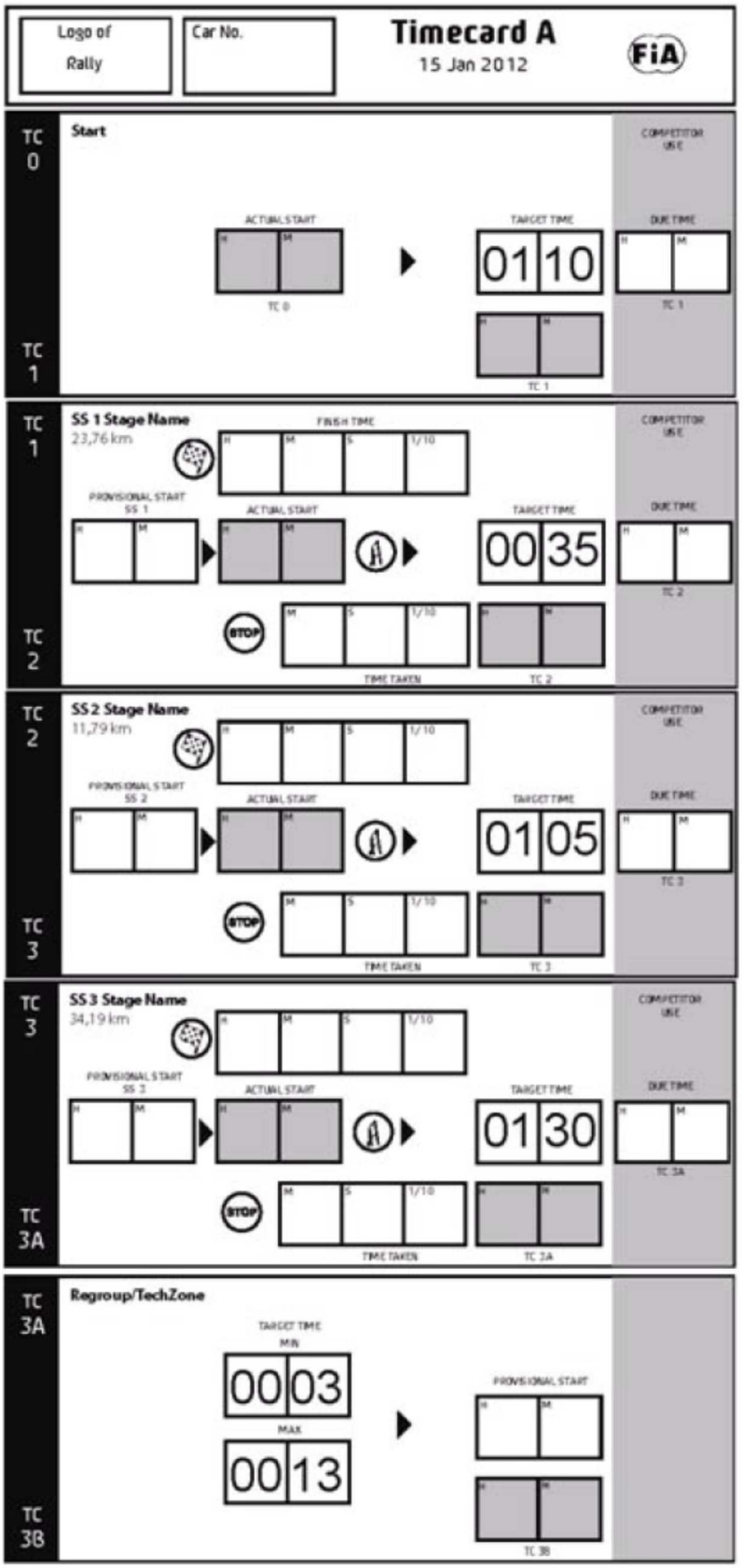
**GENERAL**

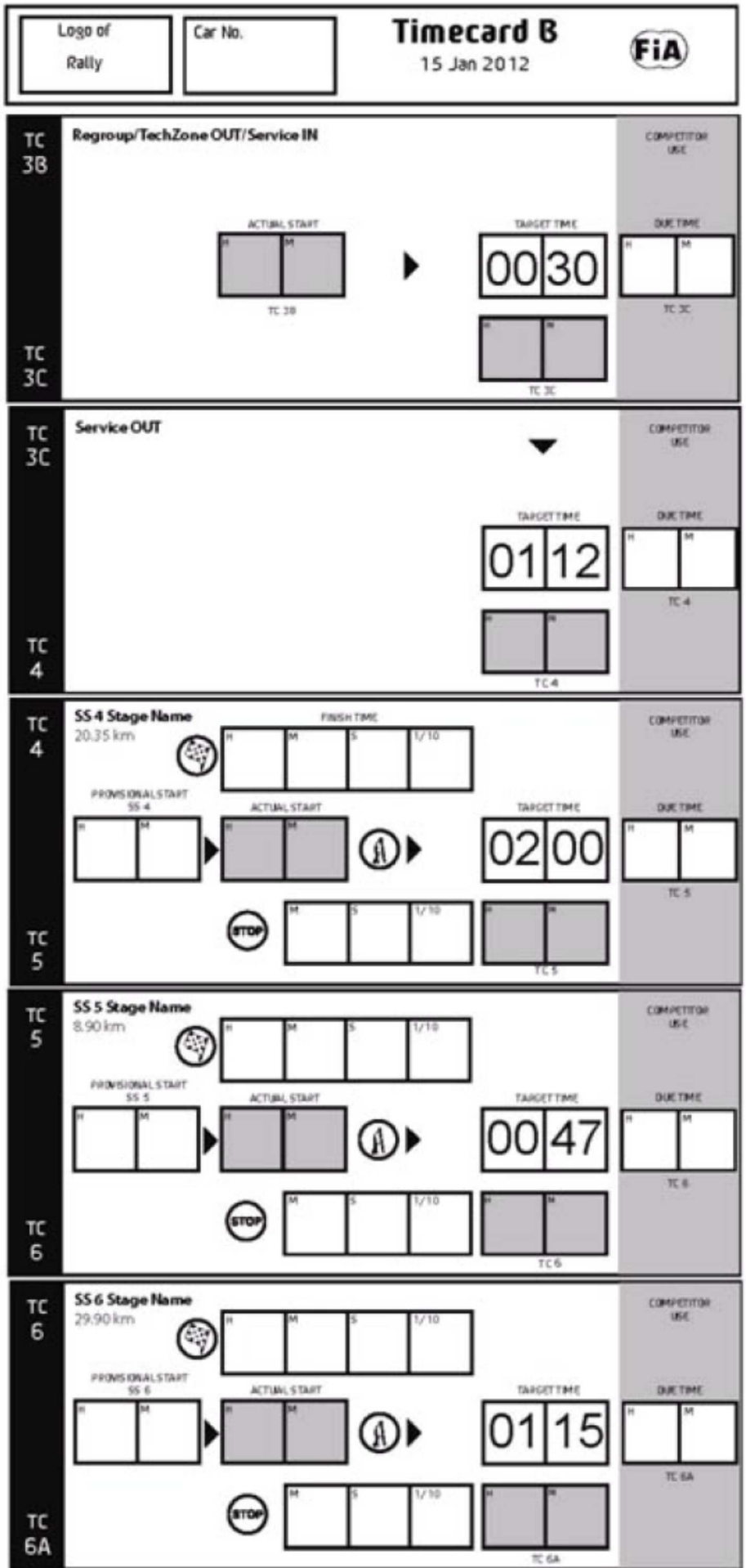
- A separate time card must be issued at least for each section of each Leg.
- The target time for covering the distance of a road section must appear on the time card.
- Hours and minutes must always be shown as: 00.01 - 24.00, only the minutes which have elapsed will be counted.
- Time cards should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

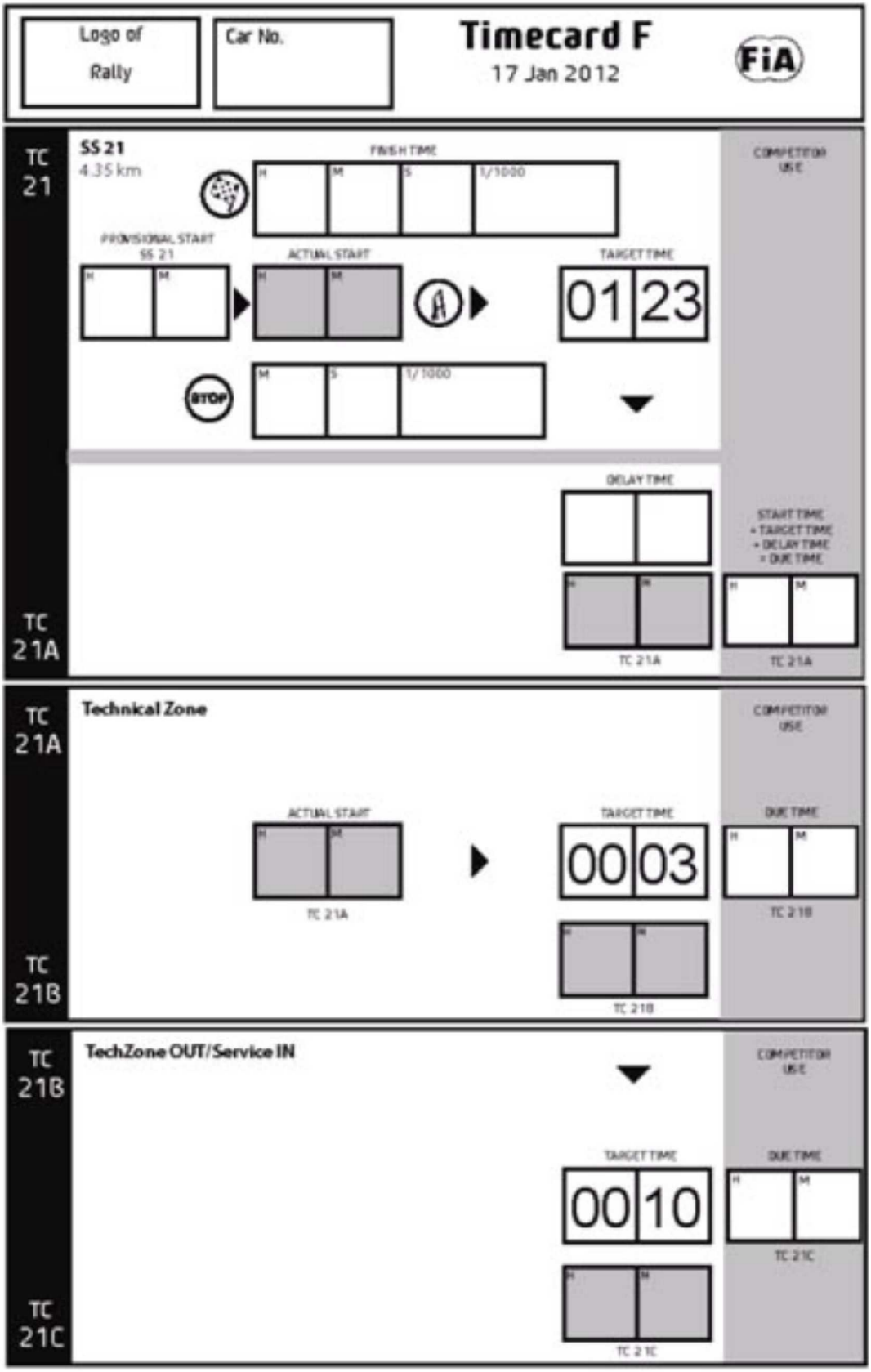
**DESIGN**

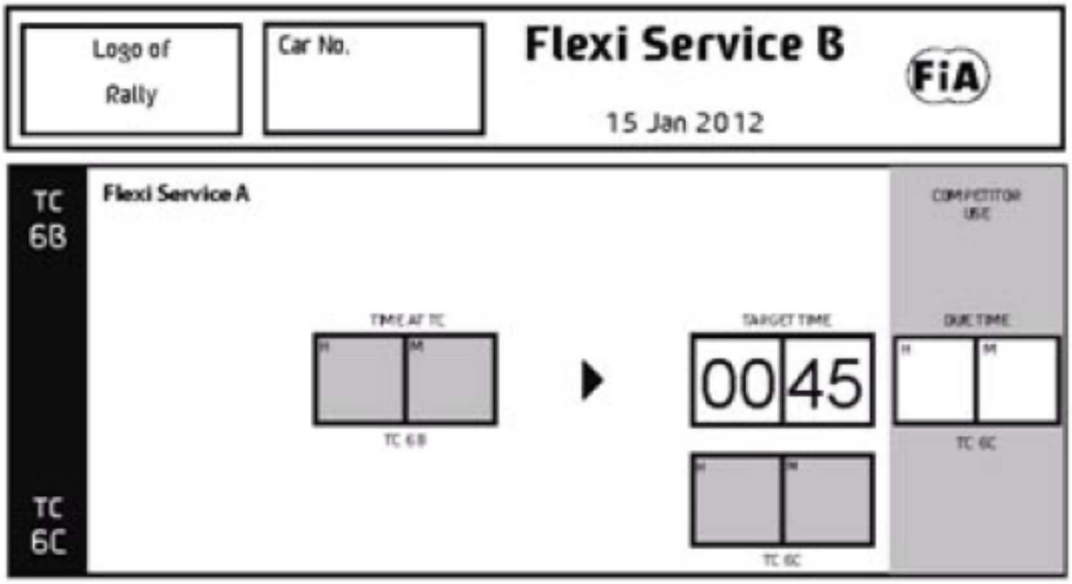
- See following sample.
- Centre column is for completion by officials and right hand column for completion by competitors.
- Previous Car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the 'provisional start time' box.
- Size: 9.9 cm x 21 cm (to print 3 time cards from an A4 sheet) or 11 cm x 18.5 cm
- Boxes size: 1 cm
- The card should be at least 300gsm card or 270µm polyester paper (for poor weather conditions). Note that polyester paper, although waterproof, cannot be easily folded. An alternative is to produce a time card with cover – i.e. a card of 22 x 18.5 cm folded, that has a cover to protect the written area.
- When many TC's are involved, reverse side printing or use of a side by side (and folded inwards) design may be used.
- The printing colour is free. For example, an organiser may use a sponsor's colour, or a different colour for each section or simply grey and black.

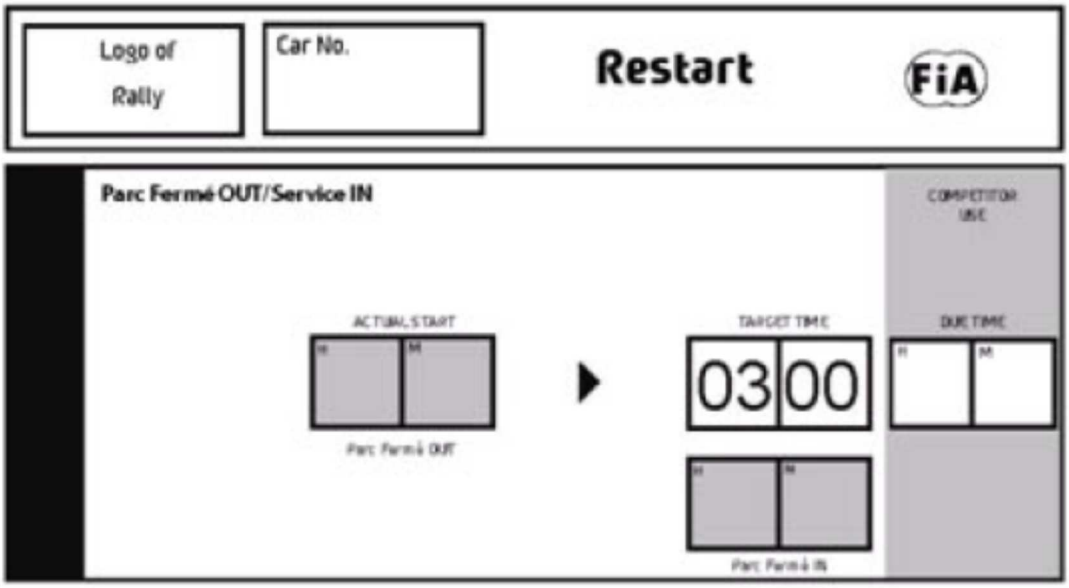

Logo of Rally
Car No.
Free Practice & Qualifying
14 Jan 2012
FIA
Free Practice
5.48 km
FINISH TIME
H
M
S
1/1000
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
Free Practice
5.48 km
FINISH TIME
PROVISIONAL START FREE PRACTICE
ACTUAL START
STOP
TIME TAKEN
TC
QS
Qualifying Stage
ARRIVAL TC QS
SSS
QS
SSS
QS
Qualifying Stage
5.48 km
FINISH TIME
COMPETITOR USE
PROVISIONAL START QS
ACTUAL START
TARGET TIME
00 48
DUE TIME
TC PF
STOP
TC PF
TC
PF


Logo of Rally
Car No.
Timecard A
15 Jan 2012
FIA
TC 0
Start
ACTUAL START
TARGET TIME
01 10
COMPETITOR USE
DUE TIME
TC 1
TC 1
SS 1 Stage Name
23,76 km
FINISH TIME
PROVISIONAL START SS 1
ACTUAL START
TARGET TIME
00 35
DUE TIME
TC 2
STOP
TIME TAKEN
TC 2
TC 2
SS 2 Stage Name
11,79 km
PROVISIONAL START SS 2
ACTUAL START
TARGET TIME
01 05
DUE TIME
TC 3
STOP
TIME TAKEN
TC 3
TC 3
SS 3 Stage Name
34,19 km
PROVISIONAL START SS 3
ACTUAL START
TARGET TIME
01 30
DUE TIME
TC 3A
STOP
TIME TAKEN
TC 3A
TC 3A
Regroup/TechZone
TARGET TIME
MIN
00 03
MAX
00 13
PROVISIONAL START
TC 3B
TC 3B


Logo of Rally
Car No.
Timecard B
15 Jan 2012
FIA
TC 3B
Regroup/TechZone OUT/Service IN
ACTUAL START
TARGET TIME
00 30
DUE TIME
TC 3B
TC 3C
TC 3C
TC 3C
Service OUT
TARGET TIME
01 12
DUE TIME
TC 4
TC 4
TC 4
SS 4 Stage Name
20.35 km
FINISH TIME
PROVISIONAL START SS 4
ACTUAL START
TARGET TIME
02 00
DUE TIME
TC 5
STOP
TC 5
TC 5
SS 5 Stage Name
8.90 km
PROVISIONAL START SS 5
ACTUAL START
TARGET TIME
00 47
DUE TIME
TC 6
STOP
TC 6
TC 6
SS 6 Stage Name
29.90 km
PROVISIONAL START SS 6
ACTUAL START
TARGET TIME
01 15
DUE TIME
TC 6A
STOP
TC 6A
TC 6A


Logo of Rally
Car No.
Timecard F
17 Jan 2012
FIA
TC 21
SS 21
4.35 km
FINISH TIME
H
M
S
1/1000
COMPETITOR USE
PROVISIONAL START SS 21
ACTUAL START
TARGET TIME
01 23
STOP
DELAY TIME
START TIME + TARGET TIME + DELAY TIME = DUE TIME
TC 21A
TC 21A
TC 21A
Technical Zone
ACTUAL START
TARGET TIME
00 03
DUE TIME
TC 21A
TC 21B
TC 21B
TC 21B
TechZone OUT/Service IN
TARGET TIME
00 10
DUE TIME
TC 21C
TC 21C
TC 21C


Logo of Rally
Car No.
Flexi Service B
FIA
15 Jan 2012
TC 6B
Flexi Service A
TIME AT TC
TARGET TIME
00 45
DUE TIME
TC 6B
TC 6C
TC 6C


Logo of Rally
Car No.
Restart
FIA
Parc Fermé OUT/Service IN
ACTUAL START
TARGET TIME
03 00
DUE TIME
Parc Fermé OUT
Parc Fermé IN

## APPENDIX II – 7 : Standard Entry Form

Name of the Event

Date, Venue

Logos

Round xx of XXX Championship

| ENTRY FORM | ENTRANT | FIRST DRIVER | CO-DRIVER |
|---|---|---|---|
| Team Name | | | |
| Surname | | | |
| First (given) name | | | |
| Place | | | |
| Blood Group | | | |
| Date of birth | | | |
| Communication Address | | | |
| Telephone (business) | | | |
| Telephone (private) | | | |
| Mobile | | | |
| Fax No. | | | |
| Email address | | | |
| FMSCI Comp. Lic. No. | | | |
| PAN | | | |
| FMSCI xxx Reg.No. | | | |
| Driving License No. | | | |

| PA Policy Details | Policy No. | Amount | Issued by | Valid From | Valid till |
|---|---|---|---|---|---|
| Driver | | | | | |
| Co-Driver | | | | | |

**DETAILS OF THE CAR**

| | | | |
|---|---|---|---|
| Make | | Registration No. | |
| Model | | CC | |

| | | | |
|---|---|---|---|
| Year of Manufacture | | Chassis No. | |
| Group / Class | | Engine No. | |
| Homologation No. | | Predominant Color | |

| **Special Rally Cover Insurance** | | | |
|---|---|---|---|
| NUMBER | COMPANY | VALID FROM | VALID TILL |
| Name of Tuner | | | |

For official use

Name or logo of Sponsor logos

| **Standard Entry Fees** | | | |
|---|---|---|---|
| **Sl.** | **Class** | **Entry Fee (with Optional Advtg)** | **Entry Fee (without Optional Advtg)** |
| 1 | | | |
| 2 | | | |
| 3 | | | |

Team Entrant Manufacturer Rs.35,000/= per car (Additional up to3 cars)

Late Entry Fees Rs.10,000/=

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

| **Seeding Information** | | | | |
|---|---|---|---|---|
| FIA Seed, Mention Year : | ☐ FIA Priority A | ☐ FIA Priority B | ☐ FMSCI A Seed | ☐ FMSCI B Seed |

## Indemnity & Declaration

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

I have read the Regulations issued for this event and agree to be bound by them. In consideration of the acceptance of this entry, I agree to save harmless and keep indemnified the Government, the FMSCI, the Organisers, the FIA and their officials, the Sponsors, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property traversed by this event, from and against all actions, claims, cost, expenses and demands in respect of death or injury to myself or any other person or persons or loss or damage to any property including the car concerned in this event and test, if any or otherwise howsoever and not withstanding that the same may have been contributed or occasioned by the negligence of the Organiser and their official, agents, representatives, employees and all persons assisting them in this event. The indemnity shall be binding on my heirs, executors and legal representatives. I/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 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 Co-Driver |

Name and address of the witness :

| Media Information Kit | Driver | Co-Driver |
|---|---|---|
| Name | | |
| Place | | |
| Date of birth | | |
| Team | | |
| Championship Titles | | |
| INRC/IRC Debut | | |
| INRC / IRC wins | | |
| Website | | |
| **Career Highlights** | | |
| 2021~~0~~ | | |
| ~~2019~~2020 | | |
| ~~2018~~2019 | | |
| ~~2017~~2018 | | |

| | | |
|---|---|---|
| Career Summary | | |
| Fav.Motorsport Icon | | |
| Hobby | | |
| Signature | | |

## Appendix II - 8 START LISTS & RESULTS AT THE RALLY

**Introduction:**

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

**CEREMONIAL START &LEG 1/SECTION 1**

**Start list for the Ceremonial Start**

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

or

**Start list for Leg 1 / Section 1 (SSS)**

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

and/or

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

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

**EACH LEG OF THE RALLY (except the final Leg)**

**Unofficial classification after final SS (not including SSS)**

- Produced for examination by the Stewards Unsigned.

**Start list for the following Leg**

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

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

**Partial Unofficial Classification after Leg 'x'**

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

**FINAL LEG OF THE RALLY**

**Provisional Classification**

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

**Official Classification**

**Includes all competitors who have started rally. (all competitors who have completed the rally, all retired competitors – marked with "ret", all ~~excluded~~ disqualified competitors marked with "~~exc~~dql")**

- Signed by the Stewards and published after the protest time, if final scrutineering is NOT completed.
  - "Subject to result of Final scrutineering"
- Signed by the Stewards and published when final scrutineering is completed.

  - 'Subject to the results of routine fuel analysis for the following cars:…' (should fuel results not be available at the event)
  - 'Subject to further checks to be carried out by the FMSCI for car No….'
  - 'Subject to Stewards' decision for car No...'
  - 'Subject to any potential appeal by the entrant of car No… against the decision pronounced by the Stewards'
  - 'Subject to the results of a complete engine inspection for car No…'
  - Subject to the result of anti-doping test for following crews…

## Appendix II – 9 : Entry List

DRAFT ENTRY LIST

Upon closing of entries, the organiser:

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

The Draft Entry List shall include:

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

ENTRY LIST IN SEEDED ORDER

Production of the entry list in seeded order is left to the organiser and the Stewards. It does not have to be sent to the FMSCI for approval. The start order of Priority drivers is detailed in Article 41. The order of non-Priority drivers is left to the organiser.

## Appendix III : SAFETY IN RALLIES

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

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

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

### 1. GENERAL SAFETY

1.1 **Safety Plan**

A safety plan must be drawn up and include:

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

1.1.2 The names of the various people in charge;

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

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

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

1.1.4 The full itinerary with detailed road sections;

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

a. The Exact Location of all marshal posts, emergency vehicles and radio points by means of an accurate map. All GPS references used in the event must be exposed in the form of Degrees, Minutes and Decimals of Minutes, e.g. 139° 36.379'.

b. Zones, which are considered by the organisers as open to the public, all other areas being considered prohibited to the public.

c. Measures to be taken for the safety of the crews.

d. Measures to be taken for the safety of the officials of the event.

e. The procedure for tracking competitor vehicles.

f. Actions to be taken in the event of a missing crew.

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

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

**1.2 Chief Safety Officer**

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

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

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

**1.3 Special Stage Safety Officer**

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

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

**1.4 Control**

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

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

1.5 Officials and marshals

Organisers should ensure that, in performing their duties, officials are not required to place themselves in danger.
It is the organiser's responsibility to ensure that officials are adequately trained in this regard.
The personnel should wear identifying tabards. The recommended colours are:

Safety Marshals: Orange
Safety Officer: Orange with white stripe and text
Post Chief: Blue with white stripe and text
Media: Green

Stage Commander: Red with text
Competitor Relations Officer: Red jacket or red tabard
Medical: White
Radio: Yellow with blue mark
Scrutineer: Black

## 2. SAFETY OF THE PUBLIC

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

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

### 2.1 Educational film (recommended for all events)

2.1.1 In the form of a commercial spot,

2.1.2 30-second duration.

2.1.3 With commentary by a leading driver or drivers, in one or more language(s) applicable to the area of the event.

2.1.4 Should not show accidents.

2.1.5 Should be broadcast several times.

### 2.2 Special Stage recommendations

2.2.1 The design of each event should take into account spectator considerations unique to the area in which the event is taking place.

2.2.2 Special stages should be situated and scheduled to discourage movement of spectators between them.

2.2.3 Reconnaissance by crews is considered a safety factor.

2.2.4 Should a special stage be delayed or cancelled for safety reasons this will not be penalized in the observers' report (unless due to problems created by, or not properly anticipated by, the Organisers).

2.2.5 Cars (referred to as course information cars) equipped with public address systems must traverse each stage approximately one hour before the road closure cars (zero cars) to warn spectators and ensure that any who are in prohibited areas are removed from those areas. This operation may be repeated several times if necessary.

## 2.3 Control of Spectators

2.3.1 The Organisers, with the assistance where necessary of the public order authorities must use their reasonable endeavors to limit access of the public to clearly defined zones, all other areas being regarded as prohibited to the public.

2.3.2 The public must be prevented from moving along the road of the special stage whilst the stage is open for competition (after the 0 car and before the last car).

2.3.3 Safety instructions must be distributed to the public at all access points.

2.3.4 Marshals or public order authorities (police, military etc.) must be present in sufficient numbers to ensure public safety during the special stage.
Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket.

## 2.4 Re-fueling and Servicing

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

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

## 2.5 Accident Reporting

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

## 2.6 Accident investigations

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

## 2.7 Course Cars

2.7.1 Each Organiser must use at least two course cars numbered 00 and 0 (“Zero cars”).

2.7.2 Each car must have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word **SAFETY** with the numbers 00 or 0, and be equipped with warning roof lights and a siren. The 0 car may be equipped with a video camera to record the condition on every Special stage during the passage of this car.

2.7.3 The drivers and co-drivers of the zero cars must have considerable rally experience, **be fully conversant with all relevant regulations and the safety plan and must keep the clerk of the course fully informed at all times** concerning the conditions along the route. No driver who has retired from the rally may drive a course car. The clerk of the course should take note of the recommendations of the zero car drivers in order to ensure that a special stage is cancelled if dangerous conditions exist. Zero cars should also check time clocks and have time cards correctly completed.

2.7.4 "Course Information Cars" equipped with public address systems must traverse all special stages approximately 45 minutes to 1 hour before the start of the first car to warn spectators and ensure that any who are in dangerous places are removed from those areas. The operation may be repeated several times if necessary.

2.7.5 Each Organiser must use a course-opening car (Sweeper Car) to pass through each special stage after the last competitor. These cars must carry a panel as detailed in Article 2.7.2 showing a chequered flag.

**2.8 Safety on Road Sections**

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

**2.9 Information**

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

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

## 3. SAFETY OF THE COMPETING CREWS

**3.1 Safety Services**

3.1.1 **At the start of each special stage:**
In compliance with FIA Appendix H 9.2 and 9.4 and with any vehicles having unimpeded access to the stage:

- 1 medical first intervention vehicle
- 1 doctor qualified in resuscitation;
- 1 paramedic specialized in resuscitation

- 1 **Trauma** care ambulance
- Two 4 kg fire extinguishers with a trained operator;
- suitable communications equipment to maintain contact with HQ;

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

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

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

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

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

Such safety points shall involve:

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

Extrication Equipment
Minimum one extrication equipment per event is mandatory to be placed at strategic location and to be mentioned in the safety plan

**MANDATORY EQUIPMENT ON BOARD OF TECHNICAL FIV (moves with Medical FIV)**

a. Complete extrication equipment (includes Power supply unit)
b. Trained extrication persons
c. A Radio transmitter/receiver
d. Two 4 Kg fire extinguishers (dry chemical powder type)
e. Adequate drinking water.

**3.1.3** At the stop point of each special stage:

a) 2 (minimum) 4 kg fire extinguishers.
b) Red Flag
c) An FIV Kit consisting minimum of
   (i) Tow chain/ Thick Nylon rope (20 feet)
   (ii) One Crowbar 4 feet in length
   (iii) One large Hammer
   (iv) One Metal cutting shears
   (v) One Cutting pliers
   (vi) One Spanner for battery terminal
   (vii) Water
   (viii) Chisel
   (ix) Seat Belt Cutter
   (x) First Aid Kit
      i. Stethoscope
      ii. Gauze
      iii. Band Aid
      iv. Tincture Iodine
      v. Disposable syringes and needles
      vi. Hydrogen Peroxide
      vii. Cotton
      viii. Anti-Allergic drugs- Avil, Decadrom
      ix. Xylocaine injection
      x. Suturing Kit

**3.1.4** Either,

a) In the service park or a central location less than 15 km by road from the special stages concerned

**OR**

b) at the start of the special stage:

- 1 standardized ambulance equipped for resuscitation (see Appendix H 5.3.4).
- 1 breakdown vehicle.
- Suitable communications equipment to maintain contact with HQ.

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

3.1.5 It is recommended that a rescue ambulance helicopter when the time required for transferring a casualty by road between the furthermost point of the special stage and the hospital is greater than 1 hour and 30 minutes (Appendix H 5.3.7) should be considered.

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

a) the medical team as specified in Appendix H 5.3.2,
b) the medical equipment as specified in Appendix H 5.3.3,

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

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

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

**First Intervention Vehicle**

**DUTIES**

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

**CREW ON BOARD**

An experienced driver
A Doctor skilled in resuscitation
A helper to assist in Fire fighting and or extrication.

**MANDATORY EQUIPMENT ON BOARD**

1. A Radio transmitter/receiver
2. Two 4 Kg fire extinguishers (dry chemical powder type)
3. Tow chain/ Thick Nylon rope (20 feet)
4. One Crowbar 4 feet in Length
5. One large Hammer
6. One Metal cutting shears
7. One Cutting pliers
8. One Spanner for battery terminal
9. Water
10. Chisel
11. Seat belt cutter
12. First Aid Kit

    a. Stethoscope

b. Gauze
c. Band Aid
d. Tincture Iodine
e. Disposable syringes and needles
f. Hydrogen Peroxide
g. Cotton
h. Anti-Allergic drugs- Avil, Decadrom
i. Xylocaine injection
j. Suturing Kit

**3.2 Preventative Measures (Signaling and road markings)**

3.2.1 Roads and access roads leading to stages must be closed to traffic. This must be done in the following manner:

(a) major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, police or other authority
(b) short no-through roads (e.g. to farms etc.) must be blocked or taped, with a notice that may be affixed to the barrier or tape advising of the conduct of the event and the danger of entry**.**

3.2.2 It shall be the responsibility of the zero cars to check that the appropriate closure method is in place and to immediately advice the rally HQ (rally control) of any omissions, which must be rectified prior to the commencement of the special stage.

3.2.3 Marshals' posts will be positioned along the course so as to:

- keep the public outside prohibited areas by means of boards, barriers or ropes, whistles and loudspeakers
- as far as possible, warn crews of any obstructions in the special stage, through the use of red flags

**3.2.4** Should the use of red flags be required, the following procedure is to be adopted;

3.2.4.1 A red flag must be available at each stage radio point (situated at approximately 5 km intervals)

3.2.4.2 The red flag will be displayed to crews only on the instructions of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive yellow jacket on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the Stewards by the clerk of the course.

3.2.4.3 On passing a displayed red flag the driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

3.2.4.4 A crew which has been shown the red flag will be given notional time for the stage according to the procedures laid down in Article 39

3.2.4.5 No flag other than the red flag may be deployed at any point in a special stage.

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

**3.3 Supervision**

3.3.1 A radio network (set up approximately every 3/4 km) unique to each special stage must be established to allow the vehicles to be tracked and the running of the rally to be supervised.

3.3.2 Each radio point shall be identified in the road book and by a sign at least 55 cm. in diameter, bearing the radio point symbol. The radio point sign symbol must be in black on a blue background.

3.3.3 In addition there should be a warning sign 100 m prior to the SOS radio point.

3.3.4 Any ambulance within a stage should be located at a radio point. An additional sign (green or red cross) should be located beneath the radio point sign at this point.

3.3.5 The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart must be used either on the special stage by the special stage safety officer or at rally headquarters.

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

**3.4 Road book**

3.4.1 Deleted

3.4.2 Each road book shall contain a separate page preceding the itinerary page in which the accident procedure will be set down. (Refer to example sheet)

3.4.3 All competitors are obliged without exception to comply with the requirement of General Prescriptions Article 53 Competitor Safety.

3.4.4 All competitors are to be reminded of this regulation by the issuing of a written notice to each crew member at documentation.

3.4.5 Any crew which is able to, but fails to comply with this rule may be penalized by the Stewards in accordance with the International/FMSCI Sporting Code.

***EXAMPLE***

***Accident and Safety Procedure***

1. All competitors must be conversant with FMSCI General Prescriptions Article 53 Competitor Safety and Appendix II-5 Road Book

2. When a red “SOS” is displayed it is **MANDATORY** to stop and assist the crew requiring help. You are responsible to help the injured and make sure that safety services are mobilized as quickly as possible.
3. The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.
4. The next car must take the following information to NEXT radio post which may be the finish control:

   - Competition number of the crew involved
   - If and how many crew members or spectators are injured
   - If any crew member or spectator are trapped in or outside the car
   - Location of the accident, i.e. the closest road book junction or kilometer post
   - Any other vital information, i.e. fire, water.

5. The following cars must stop if the red “SOS” is displayed.

6. All competitors stopped in a stage must place their red triangle at least 50 meters before where the car is stopped even if the car is clear of the road.

7. The event emergency telephone number is:…… (organiser to detail)

8. If you retire you must inform the organisers:
   Telephone number …… (organiser to detail).

9. All competitors retiring from the event are obliged to hand in their time card to the nearest control points as soon as possible.

***This page to be inserted in road book***

**3.5 Evacuation**

3.5.1 Evacuation routes must be planned for each special stage. They must be clearly shown in the safety plan (by a map or diagram).

3.5.2 Emergency services of all hospitals near the route must be on standby.

## 4. SAFETY OF THE OFFICIALS

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

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

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

## 5. MEDICAL INTERVENTION VEHICLES (Ambulances)

For all disciplines on track and road and for cross-country, their purpose is to transport a doctor qualified in resuscitation to the site of an accident within as short a time as possible. They may have a single medical

use (best solution for circuits) or a mixed medical use equipped for extrication, disincarceration and/or firefighting. Above all, the vehicle must be adapted to the terrain and to the type of competition. All Medical intervention vehicles must be fitted with an efficient communications system, able to transmit and receive messages, and with the following equipment on board (this list is not restrictive):

**i) Airway:**

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

**ii) Cervical spine:**
• adult rigid cervical collar x 2,
• a spinal immobiliser device of a type recommended by the FIA (if no extrication team present).

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

**iv) Dressings:**
• selection of dressings, including 10 large field dressings,
• burns dressing (e.g. Water Gel pack).

**v) Drugs:**
• resuscitation drugs used in the country concerned.

As an indication, the following substances are recommended:

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

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

**IV drugs:**

• atropine,
• midazolam,
• hypnomidate,
• ketamine,
• succinylcholine,
• metoclopramide,
• prednisone,
• epinephrine,
• tramadole,
• diazepam,
Atomiser:
• terbutalin,
• nitroglycerine,

**IV fluids:**
• ringer-Lactate.

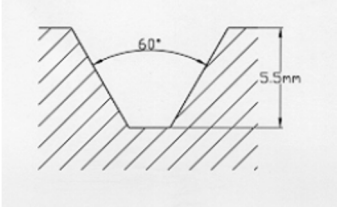
**vi) Miscellaneous:**
• scissors, or other implement, to cut through harnesses and overalls,
• survival cover,
• piece of black "photographer's" type material to permit correct intubation in bright light (recommended),
• sterile and non-sterile gloves.
• for cross-country rallies, a casualty immobilizer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

## APPENDIX IV : TYRE REGULATIONS

Not applicable for INRC.

**1. Definition of moulded tyres**

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




| | Length X Width | Surface | 17 % rate |
|---|---|---|---|
| 9" | 170X140 | 23800 | 4046 |
| 8.5" | 161X140 | 22540 | 3832 |
| 8" | 148X140 | 20720 | 3522 |
| 7.5" | 142X140 | 19880 | 3380 |
| 7" | 133X140 | 18620 | 3165 |
| 6.5" | 124X140 | 17360 | 2951 |

1.2 The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.

1.3 The sum of the width of the grooves encountered by a radial line must be at least 16 mm.

1.4 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

**2. Tyre homologation**

2.1 At least two weeks before the start of a rally, the tyre supplier must present to the FMSCI a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FMSCI homologation. Once obtained, the homologation remains valid, with no expiry date.

2.2 The FMSCI will issue a form for each tread pattern, with a calculation of all the different parameters.

2.3 The pattern drawing must show:
- The tread pattern
- The dimension of the smallest groove, in accordance with point 2.
- The size of the rim

- The dimensions for the purpose of determining the adequate control surface.

2.4 This article concerns only those tyres with a grooving rate of less than 25 %.

**3. During the event**

3.1 At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.

3.2 The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.

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

## SPECIFIC REGULATIONS FOR
## FMSCI Indian National Rally Championship (INRC)

## 1. GENERAL PROVISIONS

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

For ~~2021~~2022, it is made up of minimum of 4 rallies and maximum of 7 rallies. If more than 4 rallies are held N-1 count towards attribution of points, N being number of rounds held or else points of all rallies shall count towards attribution of points.

There will be one Championship for the year ~~2021~~2022:

1) Indian National Rally Championship (INRC)
   Status : National Championship

The FMSCI reserves the right to announce a sponsor name and obligations to the organizers at any time during the year.

The Championships are governed by the FIA International Sporting Code and its appendices (the Code), the FMSCI Rally General Prescriptions (the Prescriptions), the present Sporting Regulations, and the Regulations specific to Drivers, Co-Drivers and Teams Championships.

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

## 2. ELIGIBLE COMPETITORS

**INDIAN NATIONAL RALLY CHAMPIONSHIP**
FMSCI Competition License holders with points. All other ASN Competition License holders without driver points.

## 3. CLASSES

### I. INDIAN NATIONAL RALLY CHAMPIONSHIP

- Cars homologated in a year will be notified in Bulletin issued by the FMSCI and these cars can take part after 30 days from the date of homologation or as decided by the FMSCI.

**INRC**
FMSCI Homologated / TDF 2WD Group N Supercharged Cars up to 2500 cc. FMSCI Group N Regulations – Article 254
FIA Homologated 2WD Cars up to 2000 cc. Naturally aspirated only. Group N Regulations. FIA Article 254
FMSCI Homologated Cars with FMSCI R Regulations
FIA Homologated R2B / R2C Cars with FIA R2B/R2C – FIA Article 260
Compete for INRC

**INRC 2**
Up to 2050 cc Normally Aspirated
FMSCI INRC 2 Regulations
Compete for INRC 2 & INRC

**INRC 3**
Up to 2050 cc Normally Aspirated
FMSCI INRC 3 Regulations
Compete for INRC 3 & INRC
Vehicles eligible for INRC 4 are not eligible for INRC 3.

**INRC 4**
Only for Honda City VTEC, Maruti Esteem and Maruti Baleno homologated prior to 31st December 2007.
FMSCI INRC 3 Regulations.
Compete for INRC 4 and INRC

**JINRC**
Up to 2050 cc Normally Aspirated
Maximum eligible age 26 years (as on 1st Jan of the year of the Championship)
Those who have won any of the IRC / INRC / JINRC titles in the past are not eligible
FMSCI INRC 3 Regulations
Compete for JINRC, INRC 3 or INRC 4 as applicable & INRC

**INRC NR4**
Open to FIA Homologated Group N, NR4 cars which will run to FIA Group N Regulations Article 254
Compete for INRCNR4 and not classified in the INRC Classification

For all the above Championships, a minimum of 5 cars to be registered for the Championship.

**FMSCI Challenge**

**FMSCI GYPSY Challenge**

Open to Maruti Gypsy vehicles and will run as per the FMSCI Gypsy Challenge Regulations. Compete for FMSCI Gypsy Challenge and not classified in the INRC Classifications.

**FMSCI SUV Challenge**

Open to SUV vehicles produced and sold in India with Engines as supplied by the Manufacturer and will run as per the FMSCI SUV Challenge Regulations. Compete for FMSCI SUV Challenge and not classified in the INRC Classifications.

The FMSCI reserves the right to introduce any other class/es that will run as support class/es to the INRC and will not be classified in the INRC classification.

## 4. TITLES

~~2021~~ 2022 FMSCI Indian National Rally Champion Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion Co-Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion Team

~~2021~~ 2022 FMSCI Indian National Rally Champion 2 Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 2 Co-Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 2 Team

~~2021~~ 2022 FMSCI Indian National Rally Champion 3 Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 3 Co-Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 3 Team

~~2021~~ 2022 FMSCI Junior Indian National Rally Champion Driver

~~2021~~ 2022 FMSCI Indian National Rally Champion 4 Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 4 Co-Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion 4 Team

~~2021~~ 2022 FMSCI Indian National Rally Champion NR4 Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion NR4 Co-Driver
~~2021~~ 2022 FMSCI Indian National Rally Champion NR4 Team

~~2021~~ 2022 FMSCI Gypsy Challenge Winner Driver
~~2021~~ 2022 FMSCI Gypsy Challenge Winner Co-Driver
~~2021~~ 2022 FMSCI Gypsy Challenge Winner Team

2022 FMSCI SUV Challenge Winner Driver

2022 FMSCI SUV Challenge Winner Co-Driver
2022 FMSCI SUV Challenge Winner Team

## 5. CHAMPIONSHIP POINTS

### 5.1 ATTRIBUTION OF POINTS

Points will be awarded for each title in accordance with the scale given in Article 3.1.1.

### 5.2 BONUS POINTS

Bonus points will be awarded according to Article 3.1.2 of the General Prescriptions.

### 5.3 ADDITIONAL CONDITIONS TO SCORE POINTS

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

### 5.4 TEAM POINTS

For teams, the best placed 2 vehicles will be awarded points irrespective of whether the driver / co-driver is registered or not.

## 6. REGISTRATION REQUIREMENTS

Each driver, co-driver and team must register individually with the FMSCI to be eligible for any points on or prior to the start of pre-event scrutiny of Round 2.

Once registered they must take part in all the remaining rounds of the championship concerned under pain of sanctions imposed by the FMSCI unless for a force-majeure duly accepted by the FMSCI.

### 6.1 REGISTRATION FEES

| | |
|---|---|
| Driver | : NIL |
| Co-Driver | : NIL |
| Team Others | : INR ~~11800~~ 35,400 per championship (Max of 3 cars) |
| Team Manufacturer | : INR 118000 per championship (Max of 3 cars) |

**6.2 MINIMUM PARTICIPATION REQUIREMENTS**

Once registered they must take part in all the remaining rounds of the championship concerned under pain of sanctions imposed by the FMSCI unless for a force-majeure duly accepted by the FMSCI, N-1 points will be considered for the championship concerned subject to five or more rounds of the championship concerned is held.

Further to be eligible for Championship classification, a registered driver/co-driver/team must have been a starter in a minimum of four rounds of the Championship concerned

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

N-1 points will be considered for the championship concerned subject to five or more rounds of the championship concerned is held.

**6.4 NUMBER OF CHAMPIONSHIP RALLIES**

The number of Championship events is Minimum 4 which must take place in the FMSCI Region.

## 7. EVENT CHARACTERISTICS

**7.1 DURATION**

7.1.1 The maximum scheduled duration of the rally shall not exceed 12 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.

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

**Thursday*/ Friday***

Collection of materials and administrative checks.
Practice Stage on chargeable basis

**Friday*/ Saturday***

Pre Event Scrutiny
Reconnaissance
Drivers Briefing
Press Conference
1st Stewards Meeting
Shakedown /Practice stage / SSS (Leg 1 Sec 1)

**Saturday**

Leg 1 Section 2 & 3
Publication of start order after Leg 1

**Sunday**

Leg 2 Stages (Minimum of 25 % of total SS Distance)
Podium Ceremony
Post event scrutiny
Final Stewards meeting
Final classification
Closing of event

**7.2 DISTANCES**

The total distance of the special stage is set at a distance of minimum 120 kms and a maximum of 150 kms.

The minimum length of each special stage is 7.5 kms and maximum length of each special stage is 25 kms.

The maximum Special Stage distance between service parks is 60 kms.

A Special Stage may be used in its entirety a maximum of ~~four (4)~~three (3) times as long as there is no wear and tear. However, in such case at least once it has to run in reverse direction.

**7.3 TYPE OF ROAD SURFACE**

A road surface of SINGLE type (Asphalt or Dirt) with maximum allowance of 10% of dirt (for asphalt stages) or 20% asphalt (for dirt stages) is mandatory for special stages of a rally. This rule applies to entire itinerary of the rally. In the case of SSS only, a special waiver may be granted for change of road surface from that of SS.

**7.4 FMSCI INSPECTION**

7.4.1 The route of any rally new to the Championship may be inspected by the FMSCI. Thereafter, the selection of stages in future INRC rounds remains the responsibility of the organiser who may request the FMSCI to send a safety observer (at the organizer's cost).

7.4.2 Should a rally report comment adversely on the stages of an itinerary, the FMSCI may require an inspection prior to the next edition of the rally. Such inspection shall be at the organizer's expense.

7.4.3 An FMSCI inspection report or the inclusion of any stage in a Championship rally in no way guarantees or implies that a stage can be considered safe.

**7.5 MAXIMUM AVERAGE SPEED IN SPECIAL STAGES**

The maximum average speed authorized on special stage rally must not exceed 110 kph. unless certified to be safe to run at higher speeds by the route inspector. Under exceptional circumstances of the route not being previously checked, the Observer in consultation with the Clerk of the Course, may also take this decision. When the decision to permit average speeds higher than the limit is taken, the opinion of senior drivers must also be considered.

**7.6 OBSERVERS**

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

**7.7 ROAD BOOK**

The road book must be made available to all the competitors at least 2 days prior to the start of the Rally.

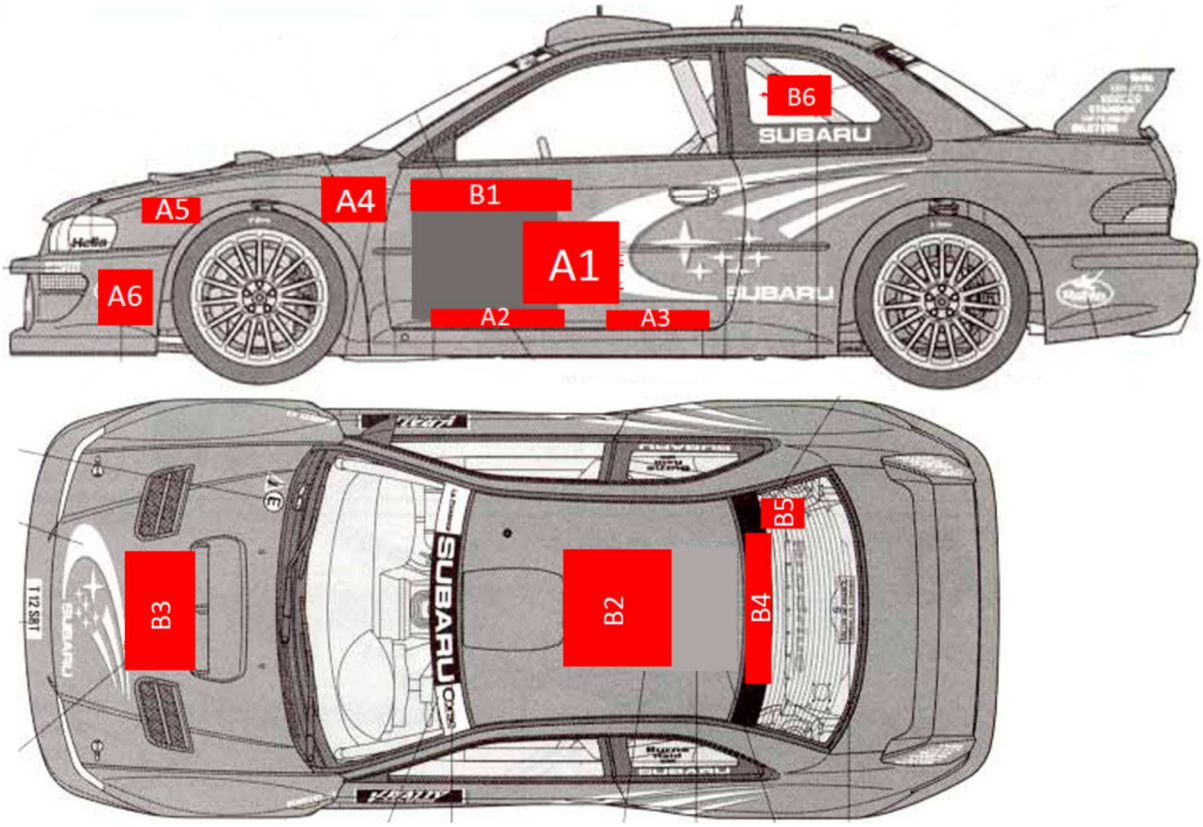
## 8. COMPETITION NUMBERS AND ADVERTISING

**8.1** 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.

**8.2 ORGANISER'S OPTIONAL ADVERTISING**

Organisers are permitted to have optional advertising as follows:

| | | |
|---|---|---|
| A1 | Event Logo | 40 cm X 40 cm |
| A2 | PROMOTER | 30 cm X 15 cm |
| A3 | PROMOTER | 30 cm X 15 cm |
| A4 | | 30 cm X 15 cm |
| A5 | | 30 cm X 15 cm |
| A6 | | 30 cm X 10 cm |




## 9. ENTRY FEES

The maximum standard entry fees per round of ~~2021~~ 2022 Championship are as follows. The late entries may be submitted two days from the close of standard entries by paying an additional entry fees of Rs.10,000/=.

| Championship | With Optional Advertisement | Without Optional advertisement |
|---|---|---|
| FMSCI INRC | Rs.37,500/= + 18% GST (Total : Rs.44,250/=) | Double the Entry Fees |
| FMSCI INRC 2 * | Rs.32,500/= + 18% GST (Total : Rs.38,350/=) | |
| FMSCI INRC 3 & JINRC * | Rs.27,500/= +18% GST (Total : Rs.32,450/=) | |
| FMSCI INRC 4 * | Rs.15,000/-= + 18% GST (Total : Rs. 17,700/=) | |
| FMSCI INRC NR4 ** | Rs. 25,000/= +18% GST (Total Rs.29,500/=) | |

| | | |
|---|---|---|
| FMSCI SUV ** | Rs.~~10~~17,000/= + 18% GST (Total Rs.~~11,800~~20,060/=) | |
| FMSCI Gypsy ** | Rs.10,000/= + 18% GST (Total Rs.11,800/=) | |

Team Entrant Manufacturer : Rs.1,00,000/= +18% GST (Rs.1,18,000) (Additional – per car)
~~Team Entrant Others : Rs.11,800/= (only for Registered Teams)~~

Manufacturer : Any Automobile / ancillary manufacturer
Team should consist of maximum of 3 cars per championship.

* Minimum 5 entries to form a class. If less than 5 entries in any round, they shall compete only for INRC and no class points shall be awarded. If the entries are less than 5 in less than 4 rounds, then there shall be no Championship award.

** Minimum 5 entries. If less than 5 entries in less than 4 rounds, then there shall be no Championship / Challenge Winner awards.

## 10.FINAL CHECKS

### 10.1 TIME AVAILABLE FOR FINAL CHECKS

The Organizers' itinerary should ensure that at least 2 hours and 30 minutes are available for post-rally scrutineering. Cars not required for Post Rally scrutineering may be released 30 minutes after the posting of Provisional Final Classification, provided no eligibility protests have been received.

### 10.2 SELECTION OF CARS

Post rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the clerk of the course technical delegate / chief scrutineer (from GP) to the Stewards or as deemed by the Technical Delegate.

## 11. SHAKEDOWN / PRACTISE STAGE

### 11.1 SHAKEDOWN REQUIREMENTS

A shakedown stage for the competitors by invitation only shall be organised with the purpose of being both a media and promotional opportunity It is recommended for the organiser to include the shakedown/practise stage in the rally program.

### 11.2 RUNNING OF SHAKEDOWN

**11.2.1** The shakedown stage shall be run as if it were a stage run during the rally and include all the appropriate safety measures.

**11.2.2** The shakedown stage may be run using a super special stage or part of a stage of the itinerary of the rally.

**11.2.3** For the application of Art. 34.2, the shakedown is considered to be part of reconnaissance.

### 11.3 DISCLAIMER

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

### 11.4 TECHNICAL REQUIREMENTS

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

### 11.5 BREAKDOWN DURING SHAKEDOWN

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

### 11.6 EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

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

### 11.7 SERVICE DURING SHAKEDOWN

Service may be carried out only in the main service park, unless otherwise permitted in the supplementary regulations of the rally.

## 12. LATENESS

### 12.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes on the target time or an accumulative lateness exceeding 30 minutes at the end of each section will result in the competitor concerned being removed from the classification by the clerk of the course.

Any competitor who has exceeded MPL in Leg 1, Art.54.1.3 of the General Prescriptions will apply.

## 13. SUPER SPECIAL STAGES (OPTIONAL)

### 13.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

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

**13.3** A separate safety plan must be submitted to the FMSCI safety delegates, if appointed, specific area must be clearly identified for use by the media.

**13.4** The roads at the starting point must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalize the length of the stage from the different starting position.

**13.5** The length of the super special stage should be between 1.5 kms and 5 kms.

**13.6** The starting order of a super special stage is entirely at the discretion of the Organisers. However, the Organisers must detail the procedure in the Supplementary Regulations.

**13.7** The use of red flag signals as detailed in Appendix I is applicable in a super special stage and these flags may be displayed at any location in the stage. If a red flag is displayed, the drivers must immediately make a significant reduction in speed. Clerk of the course may allow a crew affected by the showing a red flag to contest the super special stage again. However, if circumstances do not permit these, the clerk of the course will propose to the Stewards an allocated time. However, no crew which is totally or partially responsible for the displaying of the red flag may benefit from this concession.

**13.8** If a car fails to correctly complete a super special stage it may be removed by the Organisers to the end of super special stage. It may be repaired according to the supplementary regulations and itinerary.

**13.9** Alternatively the car will be placed on the road section after the out control of the super special stage. In either case the crew will be allotted a stage time of three minutes plus the fastest time. Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time.

In either case the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.

Any crew recording an actual time in excess of 3 minutes plus the fastest time will also be allotted a maximum time of 3 minutes plus the fastest time.

**13.10 FAILURE TO COMPLETE A SUPER SPECIAL STAGE**

If a car fails to complete a super special stage, it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 3 minutes. In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally. Any crew recording an actual time in excess of the fastest time plus 3 minutes entered will be allocated time of the fastest time plus 3 minutes. When an organiser schedules a super special stage as Section 1 of Leg 1 to open the Rally in the evening, an entrant who fails to take part in or finish that stage will be given a penalty as stated above.

## 14. SAFETY PLAN

**14.1** This plan must be submitted at least 15days before the event.

**14.2** A separate safety plan complying with the standard safety plan must be submitted to the FMSCI for the information of the Observer/Safety Delegate designated for the rally.

**14.3** To ensure safety, the car of a competitor who fails to complete the stage will be transported by the organisers to the end of the stage or to a safe location for evacuation.

## 15. CEREMONIAL START (OPTIONAL)

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

## 16. START ORDERS AND INTERVALS

**16.1 START ORDERS**

The starting order for the first two events of the championship is established on the basis of the results of the INRC 2020

a) The A Seed drivers
The overall INRC Champion 2020 will be the first car to start. The remaining A seed drivers will start on the basis of the results of the overall INRC 2020.

b) The B Seed drivers will start on the basis of the results of the overall INRC 2020

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

**16.2** For subsequent events the starting order is to be established as below on the basis of the provisional overall classification of the FMSCI INRC for Drivers ~~2021~~2022

a) The A seed drivers will start on the basis of the provisional overall classification of the FMSCI INRC for Drivers ~~2021~~2022.

It is further clarified that the Overall INRC2020 will not be the first car to start, unless he is the leader of the provisional overall classification of the FMSCI INRC for Drivers ~~2021~~2022.

b) The B seed driver will start on the basis of the provisional overall classification of the INRC ~~2021~~2022

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

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

**16.4 SCRUTINEERING OF REPAIRED CARS**

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

## 17. RE-START AFTER RETIREMENT / RALLY 2

### 17.1 GENERAL

**17.1.1** Any crew which has failed to complete a Leg can re-start the rally from the start of the next Leg. They need to inform their final retirement if they are not re-starting in writing to the clerk of the course one hour prior to the publication of the start list for the subsequent Leg. The restart competitors must have their cars rescrutineered.

**17.1.2** This shall apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards.

**17.1.3** Any competitor who re-starts will not be eligible for bonus points for the Leg in which they retired.

### 17.2 PENALITIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

**17.2.1** For every stage missed : 10 Minutes.

**17.2.2** However, should the stage that is missed be a super special stage Art ~~12~~13.10 will apply

**17.2.3** This time penalty will be added to the fastest time of any driver for each missed stage, which shall include the special stage of super special stage on which the crew has retired.

**17.2.4** Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

## 18. SERVICE PARKS

### 18.1 NUMBER OF SERVICE PARKS

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

**18.2** All services between two groups of stages shall be 30 minute flexi-service.

## 19. FLEXISERVICE - 45'

**19.1 FLEXISERVICE - 45'**

The Articles 59.1 and 59.2 of the General Prescriptions shall also apply in the case of 45' service when linked to a regroup, to provide an opportunity for team cars to service at different times.

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

## 20. RALLY RESULTS

**20.1 PROMOTION OF RESULTS**

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

## 21. PRIZE GIVING

**21.1** At the prize giving of a Championship rally, the prize winners are obliged to participate in proper attire, team uniform or smart casuals, shorts and slippers not allowed; the winners of the general classification must also participate in the other official ceremonies.

**21.2** Should prize winners fail to turn up at the prize giving, except for duly accepted force majeure situations, 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, except for duly accepted force majeure situations, the penalties shall be left to the discretion of the Organisers.

**21.3** Should any of the first three crews classified in the INRC fail to attend the annual FMSCI prize giving, except for duly accepted force majeure situation, the crew concerned will be subject to a fine of Rs.50,000/=.

**21.4** The minimum cash prizes to be offered by the Organisers of a round of the INRC is as follows:

Cash and Trophy: Per Round

| Class | First | Second | Third |
|---|---|---|---|
| INRC | 60,000 + Trophies | 40,000+ Trophies | 30,000+ Trophies |
| INRC2** | 50,000+ Trophies | 30,000+ Trophies | 20,000+ Trophies |
| INRC3** | 50,000+ Trophies | 30,000+ Trophies | 20,000+ Trophies |
| INRC4** | 40,000+ Trophies | 30,000+ Trophies | 20,000+ Trophies |
| JINRC | Trophy | Trophy | Trophy |
| NR4** | 30,000+ Trophies | 15,000+ Trophies | 10,000+ Trophies |
| Gypsy** | 20,000+ Trophies | 10,000+ Trophies | 5,000+ Trophies |
| SUV ** | 20,000+ Trophies | 10,000+ Trophies | 5,000+ Trophies |
| Total | ~~250~~270,000 | ~~155~~165,000 | ~~105~~110,000 |

| | |
|---|---|
| Tuner of FMSCI INRC WINNER | Trophy |
| Tuner of FMSCI INRC 2 WINNER | Trophy |
| Tuner of FMSCI INRC 3 WINNER | Trophy |
| Tuner of FMSCI INRC 4 WINNER | Trophy |
| Tuner of FMSCI INRC NR4 WINNER | Trophy |
| Tuner of FMSCI SUV WINNER | Trophy |
| Tune of FMSCI Gypsy Winner | Trophy |

** If less than 3 entries – only 1st Prize Trophy
** If 3 – 8 entries – only 1st and 2nd Cash Prize + Trophies
** 8 entries & above – 1st, 2nd and 3rd Cash Prize + Trophies

## APPENDIX A – ADMINISTRATIVE PROCEDURE

| Activity | From | To | Deadline |
|---|---|---|---|
| Draft Supplementary Regulations | Organiser | FMSCI & Observer | 6 weeks before day 1 of the rally |
| Draft Safety Plan | Organiser | FMSCI & Observer | 4 weeks before day 1 of the rally |
| Comment on the draft regulation & Plan | FMSCI | Organiser | 5 weeks before day 1 of the rally |
| | | | |
| Supplementary Regulations published & entries | Organiser | FMSCI / Possible entrants / Website of organiser, FMSCI | 4 weeks before day 1 of the rally |
| All permission, specially police permission in case stages are running on public road | Organiser | FMSCI Secretariat | 1 week before day 1 of the rally |
| Appointment of the Steward and observer | FMSCI | Organiser | 3 weeks before day 1 of the rally |
| Draft Itinerary & Route Map | Organiser | FMSCI Secretariat | 3 weeks before day 1 of the rally |
| Pre-event Information or Announcement | Organiser | FMSCI Secretariat media & others | 3 weeks before day 1 of the rally |
| Rally guide 1 (electronic | Organiser | FMSCI Secretariat/Website of Organiser | 6 weeks before day 1 of the rally |
| Issuing of Permit | FMSCI | Organiser | 2 weeks before day 1 of the rally |
| Road Book published | Organiser | Entrant and FMSCI Official | 3 days prior to the start of the Rally |
| Media safety book published | Organiser | Accredited Media | 1 week before Pre event Press Conference |
| Closing of entries | Organiser | | 1 week before day 1 of the rally |
| Entry list | Organiser | FMSCI | Monday before the rally |

## APPENDIX B - PODIUM CEREMONY

1. General Recommended Points

   a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' arena, placed as in the cahier des charges. The lane leading to the archway must be barricaded to prevent public access.
   b) The organisers should ensure that photographers / TV Crews can take pictures of the Podium Ceremony.
   c) All teams with a car in the top three must have a technician in attendance with the car to transport car to final inspection, if required.

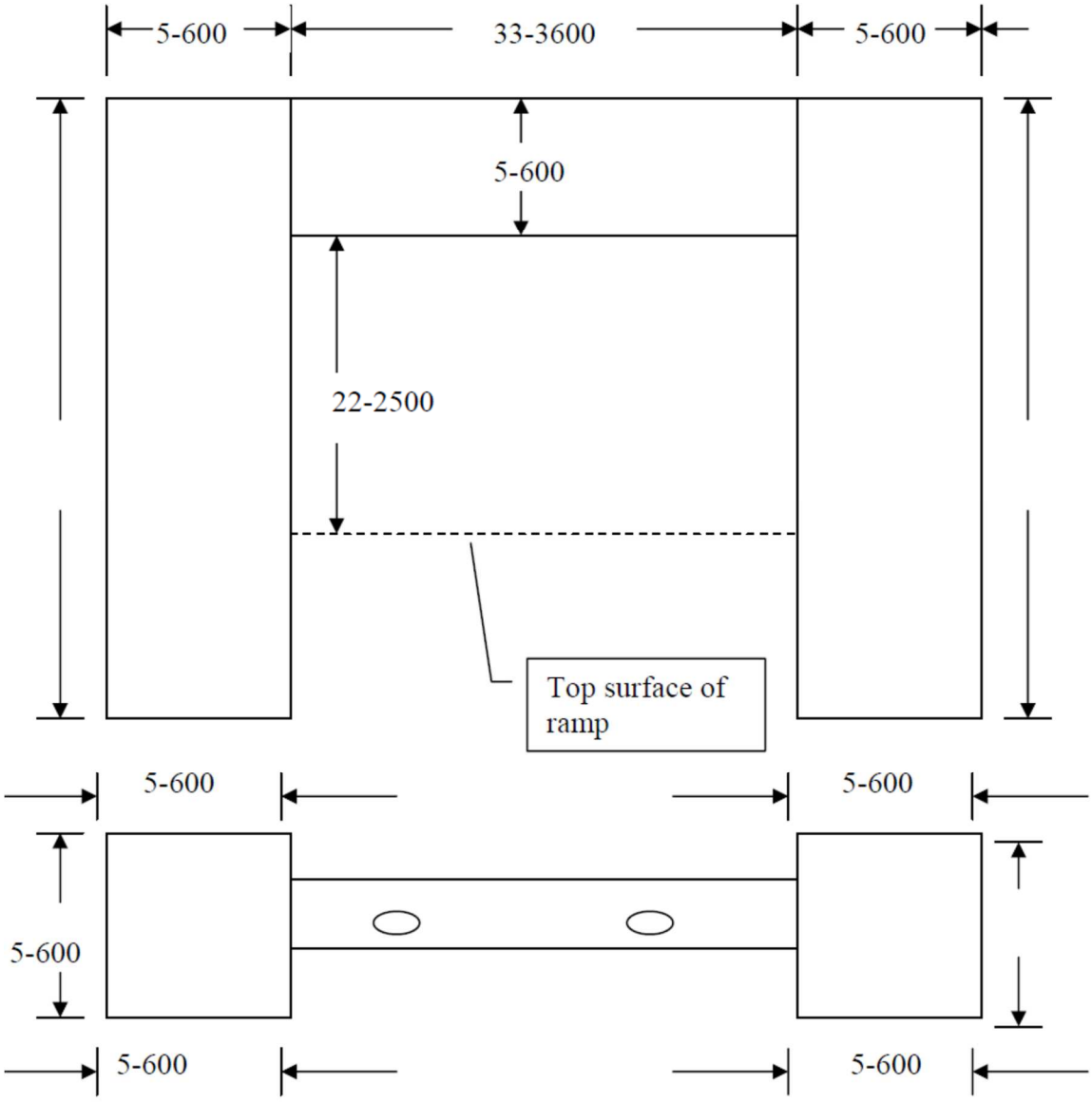
2. Procedure (all procedures should be controlled by the master of ceremonies)

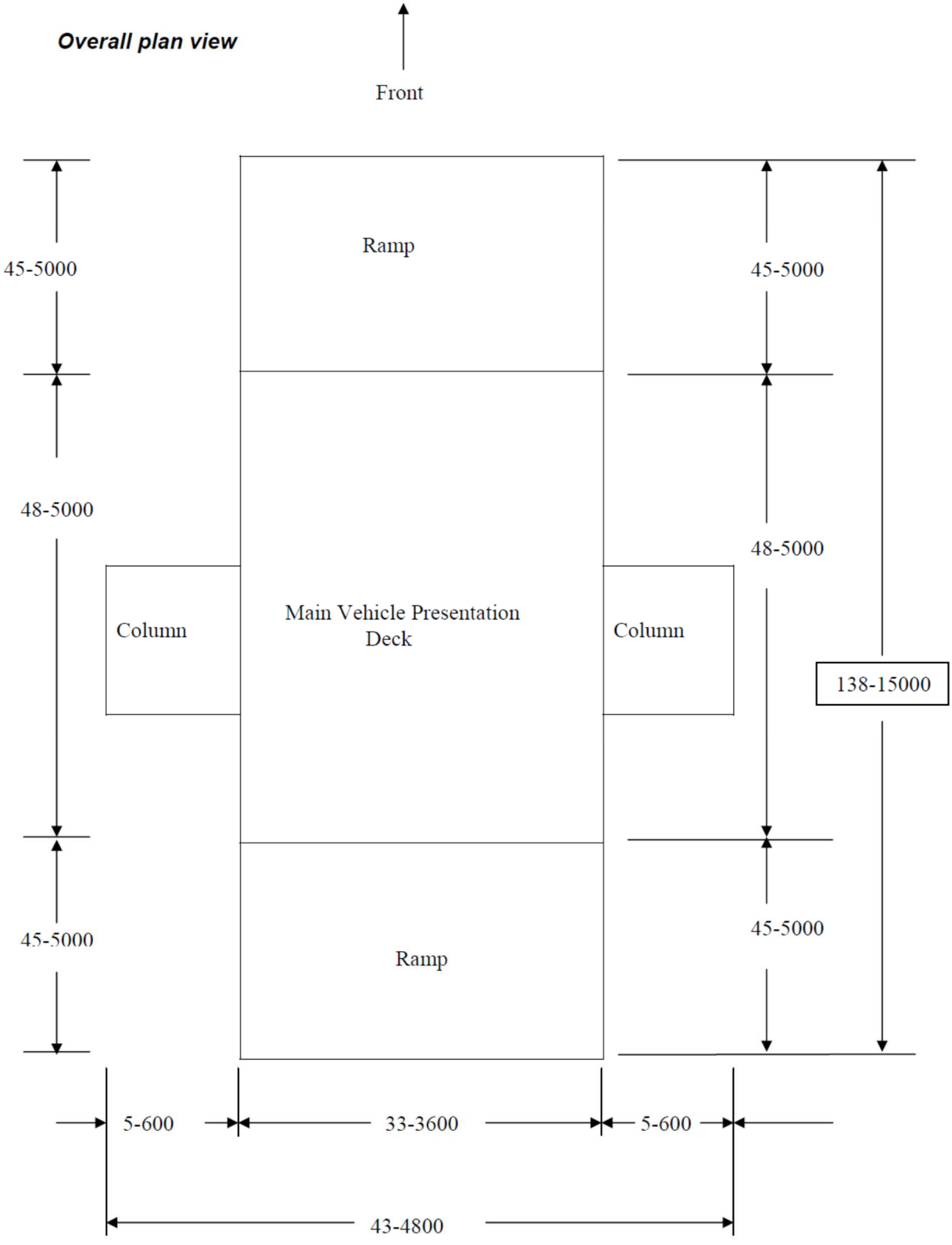
   a) The recommended finish procedure is as follows:

   - 1st car of each winning class, on to ramp, interview on ramp, nose down on ramp for photo session.
   - Podium boxes in to place.
   - 2nd & 3rd driver on to podium box
   - Presentation of trophies.
   - National anthem.
   - Champagne spray and photo shoot.
   - Provision for team photos on ramp or in adjacent area.

   b) The above procedure duplicated for all classes.

## APPENDIX C - START RAMP




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

***Overall plan view***