



The Federation of Motor Sports Clubs of India

**2022 FMSCI General Prescriptions applicable to all
Navigational Road Adventure Events for Closed and Closed
Invitation Categories.**

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GENERAL PRESCRIPTIONS APPLICABLE NAVIGATIONAL ADVENTURE EVENTS

1. GENERAL CONDITIONS

The word “Navigational Adventure” includes Activity based Challenges , Physical / Aptitude Tasks / Activities , Exploratory drives , Treasure Hunts and other Challenges , keeping the basic essence of Time Speed Distance at the core.

“A competition, in which participants use navigation to arrive at a point/s determined beforehand and which may include additional non-speed competition/s or tests.”

The FMSCI Championships, Challenges, Cups, Series, Trophies, League etc. are the property of the FMSCI and cannot be used for any events covered by this document.

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

A Navigational Adventure Event is a NON-SPEED competition.

Principally, its designed to encourage competitors in road registered vehicles into motor sport, complying with public roads laws, therefore, not requiring special vehicle preparation or expertise.

The competition should consist on a controlled itinerary, with navigation points properly defined by the organizer on a typically known as “Road book”, with all relevant aspects of the itinerary to be followed by competitors.

The competition may include Activities in conjunction with the TSD sections (Example: analytical test, observation test, regularity test, identification/treasure hunt, ability / physical test etc.)

Each Driver/Crew/Vehicle competing in a Navigational Road Event must comply with all relevant traffic regulations at all times and respect the rights of other road users, paying particular attention to obstruction of other vehicles, noise and legal speed limits.

Traffic regulations at all times take precedence over Event Regulations.

1.1 APPLICATION

1.1.1 Only the FMSCI may grant waivers to these regulations. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the 2022 FIA International Sporting Code (Code). Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

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

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

1.2 OFFICIAL LANGUAGE

For all FMSCI runs, the official language is English

1.3 INTERPRETATION

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

1.4 DATE OF APPLICATION

These regulations come into force on **1st October 2022**

2. DEFINITIONS

2.1 BULLETIN

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

2.2 COMMUNICATION

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

2.3 TIME CONTROL & CONTROL AREA

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

- The Secret Time Control (STC) is identified by a Red clock face control Board.
- The Self Time Control (SFTC) is identified by a Yellow clock face control Board.
- The Disclosed Time Control (DTC) is identified by a Green clock face control Board.
- Virtual Time Control (VTC) is identified with a Black Clock Face (Optional) (Mobile App based or Tracking Log based) can be used with a maximum of 10 such controls per 100 Kms. and wherein at the point of logging the time the speeds are within a band of minimum of 30 KMPH and maximum of 45 KMPH. It will be advisable to keep signage for easy identification of the VTC. The same would be used to time on a whole minute only i.e seconds would be truncated.
- The Activity Control (AC) is identified by Capital A in Black on White Background
- In case of a physical marked control, a distance of 20 meters (in straight line only) on either side of a control is defined as control area.

Keeping the basic essence of Time Speed Distance at the core additional activities are to be added. The same will be integrated with the Navigational Adventure. The successful completion of such Activity task may carry reward/ penalty points which will count towards the final classification, The rules of such Activities has to be defined by the organizer in the SR.

2.4 CREW

A crew is made up to 4 persons on board of each car nominated as driver (1st Crew) and navigator (2nd Crew), Participant 1 (3rd Crew), Participant 2 (4th Crew) . Each one of the Crews intending to drive in the event must hold an FMSCI driver's competition license, which is valid for the event. The Driver (1st Crew here) assumes the entrant's responsibility from completion of entry formalities of the Event and must hold a FMSCI driver's competition license. However, at the discretion of the organizer and subject to conditions implemented additional crew as passengers may be on board (in case the car capacity allows for the same. Seat belts are mandatory for all crew members. Any crew member less than 16 years of age should have the parents/ guardian sign an indemnity and must be accompanied by them in person.

In case 2-wheeler maximum crew of 2 is allowed and persons intending to ride in the event must hold an FMSCI driver's competition license, which is valid for the event. Helmets and basic safety gear is mandatory for both crew members.

2.5 DECISION

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

- 2.6 END OF THE EVENT
The event ends upon completion of Prize distribution ceremony. The competition element of the run finishes at the final time control.
- 2.7 LEG
Each part of the run separated by an overnight halt/ Parc Fermé.
- 2.8 NEUTRALISATION
Time during which the crews are stopped by the organizers for whatever reason where Parc Fermé rules apply
- 2.9 PARC FERME'
An area in which repairs or outside assistance is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorized officials are admitted.
- 2.10 RE-GROUP
A stop scheduled by the organizers under Parc Fermé or Holding Park conditions having a Time Control at the entrance and exit to enable the schedule to be followed and / or to regroup the cars still in the run. The stopping time may vary from crew to crew. Early check-in is permitted in to the re-group.
- 2.11 SECTION OF THE RUN
Each part of the event separated by re-groups.
- 2.12 FREE ZONES
A section mentioned in the speed chart where there will be no time controls. These are to facilitate smooth movement of the event, especially in crowded areas adhering all traffic rules and till:
- 1 Km before and **after** a guarded level crossing
 - 20 meters before/after any road junction (**except in sanitized zones indicated in Road book**)
200 meters before/after any road junction in National/State
500 meters after Expressways.
 - There shall be no DTC/STC within 200 meters before/after any free zone
- 2.13 ADDITIONAL TRIP METER
Any gadget other than what comes as originally equipment fitted/carried in the car to gauge distance.
- 2.14 SERVICE
Any work on a competing car except where limited in these regulations.
- 2.15 START OF THE EVENT
The event starts from the day of administrative checks. The competition element of the run starts at the first-time control.

2.16 TIME CARD

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

2.17 ACTIVITIES

Activity could be defined as any such event which can be competitively performed by the competitors of all age groups & genders & which can be scored,
The Activities need to be non-motorsport.

Some examples for the sake of uniformity still optional are as under.

2.17.1 Treasure Hunt: Locating some landmark / package / person etc. based on some clues given to competitors.

2.17.2 Mental Skills: Answering a set of General Knowledge questions/ Riddles/ Crossword etc.

2.17.3 Physical Skills: It can be in a form of various physical activities like athletics / track events / obstacle courses etc.

The above need to be tabulated as per tabulation prescribed in the GP and waiver or other method needs to be documented and approved by FMSCI in the Event SR. The essence being learnings which can be enjoyed by all age groups and genders participating. Interpretation of such rules would be left to the STEWARD of the meeting alone and his decision shall be final and binding.

3. ABBREVIATION

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

4. OFFICIALS & DELEGATES**4.1 STEWARDS**

The panel of Stewards of the Meeting (the Stewards) of closed invitation events shall always comprise of 1 (one) member. This member shall be appointed by the FMSCI. This member may be proposed by the Club organizing the run for acceptance by the FMSCI. There must be a permanent communication link between the Stewards and the Clerk of the Course.

4.2 COMPETITORS' RELATIONS OFFICER (CRO)

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

4.3 SCRUTINEER

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

5. ELIGIBLE VEHICLES**5.1 ELIGIBLE VEHICLES**

Non-commercial 4-wheel / 2-wheeler vehicles other than trucks, buses & ATVs having a valid registration in India (RTO) may participate.

8. EVENT CHARACTERISTICS

8.1 DURATION

The maximum scheduled duration of a day should not exceed 06 hours driving time for any crew. A maximum total time of 2 hours for regrouping may be added to this total.

(The said total running time of 08 hours should be between sun rise and sun set or sun set & sunrise in entirety. However, stoppage time can be a mixture of day/night)

8.1.1 FORMAT

Time Speed & Distance (TSD) will run on a **non-cumulative**, format. Other Activities as specified in 2.17.1 will run as per the rules of the specific activity which may be framed by the organizers.

8.2 SPEED RESTRICTIONS

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

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

8.2.3 Mandatory 10 minutes dead time to be incorporated (by the organizer) in the running time at every manned railway level crossing. This dead time should be incorporated in the road book /speed chart given to the competitors. The road book should have an integrated speed chart to be followed.

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

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

8.2.6 However FMSCI on special cases may consider of having controls at National/State Highways only, subject to speeds are as per article 8.2.1 and position of the said controls are cleared by FMSCI Steward. Such considerations shall in no way be in case of Expressways.

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

8.3 ADDITIONAL TRIP METER

Usage of additional trip meter and or other navigational gadgets as stated in article 2.13 is permitted. There are no penalty factors applicable for such usage.

8.4 TITLE & LOGO

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

9. STANDARD DOCUMENTS AND SCHEDULES

9.1 FMSCI STANDARDISED DOCUMENTS

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

- Supplementary Regulations (Digital / Printed format)
- Bulletins (Digital/ Printed format)
- Road Book (Printed format) Additional Road Books in Printed format may be given). Roads books may be given in Digital Format also but Printed format will be preferred
- Speed Chart (Printed / format) -To be part of the road book. Digital Format in case the Road Book is in Digital Format
- Time card (Printed Format)
- Activity Control Chart (Printed Format)
- Entry Form (Digital / Printed format)
- Entry List, Starting list & Results (Digital / Printed format)
- Documents which are published digitally shall not be amended once published on organizers website unless amendments are highlighted. Any documents which require approval from FMSCI shall not be amended without approval of the FMSCI.

9.2 ROADBOOK

All the crews will receive a road book containing a detailed description of the compulsory itinerary minimum 10 (ten) minutes before his/her individual start. This itinerary and the road direction diagram must be followed. Any deviation will be reported to the Stewards. In Case the Road Book is Electronic the same should be shared with the participant 10 (ten) minutes before his/her individual start.

9.3 TIME CARD AND OTHER ACTIVITY ENDORSEMENT

9.3.1 Each crew is responsible for

- Its timecard
- Submitting the time card at Controls
- Any entries made on time card and its accuracy
- Any Other entries on cards issued for tasks or documentation of any other activity scoring counting towards the results.

Therefore, it is upon the crew to submit its time card/activity cards to the marshals at the Time / Activity Control and to check that the time/ activity details are correctly entered.

9.3.2 The marshal is the only person allowed to make entries on time card in case of manual TCs and or make any task evaluations.

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

10. INSURANCE

10.1 DESCRIPTION OF INSURANCE COVER

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

10.2 PUBLIC LIABILITY COVER

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

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

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

11. CAR IDENTIFICATION

11.1 COMPETITION NUMBERS AND ADVERTISING (OPTIONAL)

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

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

11.2 DOOR PANELS (OPTIONAL)

11.2.1 Two front door panels indicating a Competition No and event logo minimum 6 inch * 6 inch on both front doors. 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).. The remainder of this door panel is reserved for the organizers.

11.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front.

11.3 FRONT PLATE (MANDATORY)

One plate fitting into minimum 6 inch * 6 inch which shall include at least the competition number and full name of the event.

11.4 RESTRICTIONS ON ADVERTISING

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

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

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

11.5 ORGANIZERS' OPTIONAL ADVERTISING

11.5.1 The organizer may require competitors to carry optional advertising. If a competitor declines to carry this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to INR 5,000/=

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

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

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

11.6 DRIVER'S AND CO-DRIVER'S NAMES - REAR SIDE WINDOWS (OPTIONAL)

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

The names must be:

- In Helvetica upper case for the initials and first letter of each name and the remainder in lower case.
- In white on a clear background.
- 6 cm high and with a stroke width of 1 cm.
- Name of all crew members with Drivers name at first in both sides of the car.

12. DRIVING CONDUCT

12.1 GENERAL RULES

12.1.1 Crews must always behave in a sporting manner

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

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

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

12.2 EXCESSIVE SPEED DURING RUN

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

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

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

12.3 TRAFFIC LAWS

- 12.3.1 Throughout the event, the crew must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of the Course.
- 12.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the event, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 12.3.3 Instead of penalizing the driver who committed offence Police may nevertheless request the organizers to impose penalties as set out in the Supplementary Regulations of the event subject to the following:
- That the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
 - That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise.
 - That the facts are not open to various interpretations.

12.4 TRAFFIC LAWS OTHER THAN SPEEDING

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

13. SAFETY

- i. Wearing of Helmets (minimum ISI) is highly recommended & it is mandatory especially for competitors in cars with roll cage (without proper padding).
- ii. Minimum 2 points Seat belts for all crew members are mandatory. (4 points for cars with Roll cage)
- iii. All participants must be seated in seats, which face forward only.
- iv. The bench type sideways seats may be retained but must not be occupied.
- v. Any competitor who is deemed unfit for reasons of health or consumption of/under the influence of alcohol or drugs shall be EXCLUDED.
- vi. Soft top vehicles are allowed subject to all crews needing to wear ISI Helmets.
- vii. All electrical components of the vehicle must be working and the vehicle should be road worthy.
- viii. First Aid Box must be carried in the competing vehicle. (Ref. Appendix II-10)
- ix. Mud flaps are compulsory.
- x. Further, all competing vehicles must comply with Article 7* (Fire Extinguisher, Dry Powder 2kgs.), 9 (2 Nos. Rear View Mirrors), 10 (Towing Eye).. *
- xi. In case the Rally runs in day night situation, additional lights and navigation lamps are highly recommended.
- xii. OE / VO silencer box is mandatory. Modification of exhaust manifold till catalytic converter only is permitted. After pre-event scrutiny the Scrutineer shall further do mandatory checks at the start of each leg. Cars found violating this regulation anytime/anywhere during the event shall be disqualified. If required "Add time" as per article 17.4 shall be applicable.
- xiii. Fitment of gadgets of any form above 8 inches in front windshield is not permitted. (if found during

- running of the event shall be disqualified)
- xiv. The use of tinted glass and/or safety film is permitted in side and rear windows. In such case the crews as well as the contents in the car must be visible from a distance of 5 meters.
 - xv. Competitors may carry mobile phones for Safety/ Rally app/ calculation purpose. The same should not be used by any Crew for any reason other than safety reasons, using any mobile device for calling may be sanctioned with disqualification. However, for Navigational events where a penalty factor is in force as per article 8.3 the organizers may warrant mobiles and other such devices to be kept in sealed situation, the procedure for the same should be mentioned in the SR.
 - xvi. Using mobile based timing app may be allowed if it is permitted by the organizer and approved by FMSCI.
 - xvii. Fitment of Sump guard is highly recommended.

14. ENTRIES

ENTRY PROCEDURE

14.1 NUMBER OF ENTRIES

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

14.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

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

14.3 AMENDMENTS ON THE ENTRY FORM

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

14.4 ASN AUTHORISATIONS

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

14.5 CHANGE OF ENTRANT AND / OR CREW MEMBERS

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

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

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

All changes are subject to payment of an additional fees of ₹500/-

14.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

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

14.7 ENTRY CLOSING DATES

Closing dates for entries in each individual event must be respected. . The specific regulations concerning the event will have to be respected. Exceptionally the FMSCI may authorize late entries.

14.8 ENTRY FEES

14.8.1 Acceptance of an Entry form

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

14.8.2 Refund of Entry Fees

Entry fees will be refunded in full

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

14.8.3 Partial refund of entry fees

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

14.9 CATEGORIES

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

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

15. SCRUTINEERING CHECKS

15.1 BEFORE THE START

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

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

15.2 TIME TABLE

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

15.3 DURING THE EVENT

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

15A. Compulsory Drivers Briefing

Before start of every run, a briefing will take place. Venue and time shall be specified in SR. It will be conducted by the Clerk of the Course or his deputy. Changes, if applicable, of the briefing time/venue will also be published on the Official Notice Board. Attendance of at least one member of each participating crew is compulsory and will be checked by means of an attendance register / sheet.

On failing to attend the briefing by both crews, participants shall have to pay a fine upto ₹5000. Stewards' decision on this shall be final. Upon payment of the said fine the said participants shall get a so-called individual briefing as it is mandatory, especially on safety and other important information. This briefing will always take place latest until 22:00 hrs. the day before the start of Leg 1 of the event. All verbal instructions towards changes/additions given if any need to be informed by way of a bulletin.

16. CONTROLS

16.1 SIGNAGE OF CONTROLS

Secret TC	– Red Clock Face
Self TC	– Yellow Clock Face
Disclosed TC	– Green Clock Face
Passage Control	– Blue Stamp
Activity Control	- Capital A in Black on White Background

16.2 CONTROL OPERATION TIME

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

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

16.2.2 Unless the Clerk of the Course decided otherwise, they will cease to operate 30 minutes after the due time of arrival of the last competing car, but will wait in position till the official route closing car reaches the point.

16.2.3 Activity controls may be numbered for e.g. A1, A2 and might require disembarkation from your vehicles for doing the activities.

16.3 CONTROL AREA

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

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

16.4 MARSHAL'S INSTRUCTIONS

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

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

16.5 ONBOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

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

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

16.6 CONTROLS & CONTROL PROCEDURE

There will be **6 types** of controls: DISCLOSED TIME CONTROL (DTC), SECRET TIME CONTROL (STC), SELF TIME CONTROL (SFTC) and PASSAGE CONTROL (PC), (VTC) Virtual time Control, ACTIVITY CONTROL (AC)..

For the TSD part, the event will run “**Non-Cumulative**” on **Time/Speed/Distance** format. The check-out time from every DTC/STC only shall be minimum **1 minutes PLUS** to the check-in time at that control. The Check IN to Check OUT dead time for the event should be mentioned in the SR. Whereas for calculation/ tabulation purpose only, check-in time shall be the check-out time from SFTC. If RE START is given at any DTC/STC then the RE START time given shall be the start time from that DTC/STC **only**. Whereas the check-out time from every SFTC shall be the same as the check-in time entered. In Case of Virtual Time Controls the In to Out time difference could be 0 Seconds.

Check In Time --- Restart Time (Say 60 seconds dead time for the event)

e.g., 1

INTIME	OUT-TIME to be considered
--------	---------------------------

11:07:00	- 11:08:00
----------	------------

In Case Restart time is given as **11:09:00** --Then Consider Restart Time as OUT Time.

e.g., 2

INTIME	OUT-TIME to be considered
--------	---------------------------

11:59:00	- 12:00:00
----------	------------

In Case Restart time is given as **12:02:00** -- Then Consider Restart Time as OUT Time.

Check in Time --- Restart Time (Say 60 seconds to be added)

13:07:00 --- 13:08:00 -- if Restart time given is 13:09:00 -- Then Restart time – 13:09:00 14:08:00 ---

14:09:00 -- if Restart time given is 14:10:00 -- Then Restart time – 14:10:00

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

16.6.1 DISCLOSED Time Control

A Board with a GREEN face clock will be placed on the left-hand side of the road to indicate the control. **Control board pole shall be reference of control line.** Each Competitor will stop at this Disclosed Time Controls (DTC) and present the Time Card to the Marshal for entering the time of arrival along with his/her signature. However, if they do stop beyond the Control Area Appendix II9(c) shall apply. This time of arrival will also be noted on the Marshal's Card and signed by the Competitor. As tabulation shall be done based on Marshall's card, the competitor before signing, at every control, must ensure that the Marshal (except at passage controls) had endorsed the correct check-in time therein. Any dispute thereafter shall not be entertained by any means whatsoever. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR. The time recorded will be the time the competitor hands over his/her time card to post Marshall. Stopping before DTC is permitted. Early check-in to the extent of max 2 Minutes is permitted. The time will be recorded to the minute, e.g., 11 Hrs. 37 Mins. **These controls shall be disclosed in the Road Book.**

16.6.2 SECRET Time Control

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

16.6.3 SELF Time Control

A Board with a YELLOW face clock will be placed on the left-hand side of the road. **Control board poles shall be the reference point of control line.** Competitors may stop at these Self Time Controls (SFTC). Competitor's need to ascertain the Official Distance of the said **SFTC** and note down his/her time of arrival as per the Speed chart in the **first available blank column of the Time Card. Failing to do so will be treated as missing the control.** Time once entered any addition / alteration in any manner thereafter will lead to disqualification. However, electronic/ app-based time endorsement can also be used. In that case, the endorsement procedure will be described in the SR.

16.6.4 PASSAGE CONTROLS

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

NOTE:

- Absence of competitors' signature in Marshall time card shall be treated as missing a control.
- Under the pain of DISQUALIFICATION, copying or taking photographs of endorsements in

Marshall Card, correction of time endorsement in Competitors' time card without counter signature of the Marshall is strictly prohibited.

- Upon endorsement/operational delay due to marshal error, minimum Dead Time of **120 seconds** shall be given to the said competitor which is to be added with his/her own running time apart standard procedures.

16.6.5 VIRTUAL TIME CONTROL

At These Controls, Identification signs are OPTIONAL. Here the time endorsement may only be electronic/ app-based time only. In that case, the endorsement procedure will be described in the SR. A Secondary GPS log may be admissible for verification in case the App based timing has major variations and or failure. The secondary GPS may be provided by the organiser and or self-installed by the participants. Only one such log should be maintained and might be considered per participant team.

16.6.6 ACTIVITY CONTROL

Activity Controls can have any activities in specifically marked , identified areas to conduct controlled activities in the form of physical , mental , treasure hunt etc. , other than any motor sport activity . As detailed in 2.17.

The various types of Activity Controls can be the following.

16.6.6.1 KEY CONTROL:

For solving various clues or mystery of general knowledge questions which could be related to the events cause or even otherwise on tourism, history, mental aptitude to test the know general knowledge as well as mental awareness & alertness of the competitors. The questions may have relevance about the area in which the event is being held. Not more than 5 controls of this type can be set per event.

16.6.6.2 TREASURE CONTROL:

Such Controls can be based on city exploration, general knowledge, historical expedition, food exploration, local specialty exploration etc. Not more than 5 controls of this type can be set per event.

16.6.6.3 BONUS CONTROL:

These types of control could be optional to attempt. Completing such activity would give the competitor some additional points benefit. Not more than 5 controls of this type can be set per event.

Notwithstanding what is proposed as Activity Controls, the organizer may have any other form of Activity for which Tabulation has to be done as per format given in Appendix II- 14.

16.7 LIFELINE (OPTIONAL)

On ground of safety in case of any delay for whatsoever reason, he/she may add 5 minutes to the start time of their previous STC/DTC and check-in to the next TC considering the said new start time. This is to avoid over speeding. The same must be **endorsed** by the marshal at the next time control.
Failing to do so will disallow the Life-line taken.

NOTE: life line may be used only once during the event

16.8 LATENESS

- 16.8.1 Maximum Permitted Lateness:
Lateness exceeding 30 minutes at Secret/Disclosed Time Control or up to a total lateness of 60 minutes in the entire day/leg whichever comes into effect earlier.
- Only the Stewards are empowered to increase this in case of force-majeure.
- 16.8.2 Notification of Lateness
Disqualification for exceeding the maximum permitted lateness may only be announced at the time of posting of provisional results.
- 16.9 REGROUPING CONTROLS
- 16.9.1 Procedure at entry to a regroup
- On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car immediately and directly to the Parc Fermé' where engines must be stopped and the crew must leave the Parc Fermé'
 - All crews must be prepared to be present for up to 5 minutes in an autograph zone, organized adjacent to the TC and accessible to public
 - When a regroup does not exceed 15 minutes, crews may remain on board in this regroup.
- 16.9.2 Procedure at the exit from a regroup
After a regrouping during a leg, the cars shall restart in the order of arrival at the regroup.

17. PARC FERME' - RULES

- 17.1 APPLICATION
- 17.1.1 Cars are subject to Parc Fermé' rules
- 17.1.2 From the moment they enter a regrouping park or an end-of-day park, until they leave it
- 17.1.3 From the moment they enter a control area until they leave it
- 17.1.4 From the moment they reach the end of the event until the Stewards have authorized the opening of the Parc Fermé'
- 17.2 PERSONNEL ALLOWED IN THE PARC FERME'
- 17.2.1 As soon as they have parked their car in the Parc Fermé', the drivers must stop the engine. Nobody, except crews & officials of the rally carrying out a specific function, is allowed in the Parc Fermé'.
- 17.3 PUSHING A CAR IN PARC FERME'
- Only the officials on duty and / or the members of the crew are authorized to push a competing car inside a Parc Fermé'.
- 17.4 CHECKS
- Cars may be checked for various reasons like safety, fitting of navigational equipment, carrying unauthorized equipment stated in the Supplementary Regulations etc. These checks may be carried out at any location on course including time controls by the scrutinizer, control marshals and/or senior officials of the event or within the Parc Fermé' by the Scrutinizers. If the checks are carried out at a Time Control **or anywhere en route the competitor will be given "Add Time" of 2minutes.**

17.5 REPAIRS IN PARC FERME

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

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

18. STARTS AND RESTARTS

18.1 CURTAIN RAISER / INTERESTING ACTIVITY OF MOTORSPORTS

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

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

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

18.2 START AREA

18.2.1 Event Start:

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

18.2.2 Start control:

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

START ORDERS AND INTERVALS

18.2.3 Start order of Leg1

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

18.2.4 Starting order for the subsequent legs

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

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

19. SERVICE

19.1 PERFORMING OF SERVICE

- 19.1.1 From the first TC onwards, service of a competing car may be carried except on “No Service” designated areas.
- 19.1.2 While taking service, obstruction in any way whatsoever cannot be caused to fellow competitors.
- 19.1.3 Other than off the road, **Red Triangle** must be kept on the left-hand side of the road at least 50 meters before the place of service being carried out. Breach of this regulation shall ENTAIL DISQUALIFICATION.

19.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

- 19.2.1 Team personnel/service crew or any team conveyance can follow the event route, 10 minutes after flagging off of the last car. Traveling from the opposite direction anywhere whatsoever is strictly prohibited.
(All officials shall have the right to detain vehicle of any type in the event route suspected of passing information to competitors)

20. RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

20.1 ESTABLISHED RESULTS

The results are established by adding together all time penalties of the TSD part and converting the position to POINTS and then adding with penalties for Activities expressed in points .

20.2 PUBLICATION OF RESULTS

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

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

20.3 DEAD HEAT IN An EVENT

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

20.4 FAIR AND IMPARTIAL COVERAGE

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

20.5 PROMOTIONAL RESULTS

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

20.6 MINUTES AND CLOSING REPORT

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

21. PROTESTS

21.1 LODGING A PROTEST OR APPEAL

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

21.2 PROTEST FEES

As per FMSCI Schedule of Fees for the year.

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

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

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

22. PRIZE GIVING

22.2 EVENT PRIZE GIVINGS

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

APPENDIX I: EVENT CONTROL SIGNAGE (Minimum 24 inches X 24 inches)

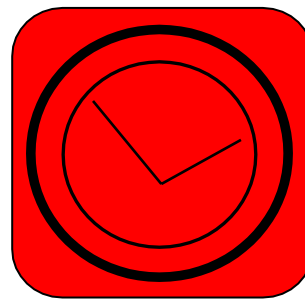
DISCLOSED TIME CONTROL



SELF TIME CONTROL



SECRET TIME CONTROL

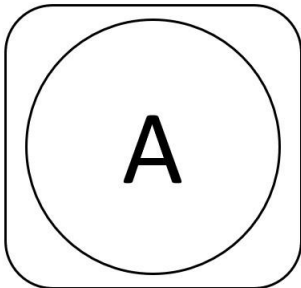


PASSAGE CONTROL



ACTIVITY CONTROL

ACTIVITY CONTROL



Control boards/ Other Control Boards must be placed on the Left-hand side of the road in the direction of the event.

The sign shall be as per the sizes mentioned and the Control boards cannot be put on any other place than the ground like, trees, car boot, lamp post etc.

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

APPENDIX II: FMSCI STANDARDIZED DOCUMENTS

Appendix II – 1 Supplementary Regulations

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

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

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

The supplementary regulations must be in A4 or A5 format shall appear on the official event website at

least 2 weeks before start of Leg 1 of the event.

Printed / digital versions must be distributed to all competitors and event officials.

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

CONTENT INDEX OF SUPPLEMENTARY REGULATIONS

1. Introduction

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

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

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

Total distance of the Run.

2. Organization

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

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

- Publication of supplementary regulations
- Closure date of early entries (if applicable)
- Closure date of standard entries
- Closure date of Late entries
- Publication date of entry list
- Rally HQ opening/closing
- Official Notice Board –location
- Collection of material and documents
- Administrative checks
- Opening of media center and media accreditation
- Scrutineering – sealing & marking of components
- Drivers' briefing
- Pre-event Press Conference (If applicable)
- First Stewards' meeting
- Curtain raiser (if any)

- Start of Run, leg1/2/3 (as applicable) place and time
- Finish of Run, leg 1/2/3 (as applicable) place and time
- Publication of start lists for subsequent Legs (if applicable)
- Publication time of Provisional results
- Final Steward meet
- Podium Ceremony/ Prize-giving
- Post-event Press Conference

4. Entries

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

5. Insurance

During running of the event only Organisers holding a valid 2022 FMSCI Permit for an event are covered for:

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

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. Administrative Checks

Documents to be presented:

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

8. Time table

1. Scrutineering, Sealing and Marking
 - Scrutineering venue and time table
 - Special national requirements
2. Other procedures
 - Ceremonial start/Curtain raiser procedure and order
 - Finish procedure (only if different from the Regulations)
 - Permitted early check-in
 - Any special procedures/activities including the organisers' promotional activities
 - Official time used during the event
3. Official's ponchos (OPTIONAL)
 - Chief Marshal: Dark Blue with white TEXT
 - Marshal: Green with white TEXT
 - Competitor Relations Officer: Red with black TEXT
 - Scrutineer: Black with white TEXT
 - Safety Officer: Orange with black TEXT
 - Medical: White with Red TEXT
 - Media: Green /Yellow
4. Prizes
 - a. Organisers purview.
5. Tabulation Rules for Other Controls:
 - a. Use of Other Controls may count towards point / time which may accrue towards the final results / classification.
 - b. The weightage and penalty of each of the other controls need to be specified in the penalties section.
 - c. Final result may be the sum total of the penalties accrued.
 - d. TSD activities need to be a minimum of 30% of the activity control share and a maximum of 70%.
 - e. No Intellectual Property Right can be exercised by any club on a particular way of design or running or format of these events. The same remains co shared with FMSCI and it may share it with other clubs' organiser for the general growth of the sport
6. **LODGING A PROTEST OR APPEAL**
 - a. All protests and / or appeals must be lodged in accordance with the stipulations of Articles 13 and 14 of the Code.

7. **PROTEST FEES**

As per FMSCI Schedule of Fees for the year.

If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the Supplementary Regulations of the run – or will be specified

by the Stewards upon a proposal of the FMSCI Technical Delegate / Chief Scrutineer.

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

(Article 13.4.2 of sporting code)

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

8. APPEALS

As per FMSCI Schedule of Fees for the year

- 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 decisions pronounced on them by the Stewards of the meeting. They must, however under pain of forfeiture of their right to appeal, notify the Stewards of the Meeting in writing within one hour of the publication of the decision, of their intention to appeal along with a fee as per FMSCI schedule of Fees for the year.
- The right to bring an appeal to the FMSCI expires 96 hours after the date of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.
- All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- The confirmation of an appeal to the FMSCI must be accompanied by an additional fee as per FMSCI Schedule of Fees for the year.
- This fee becomes due from the moment the appellant notifies the Steward of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.
- If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld.

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

Appendix II - 2 Names and photographs of CRO's

CRO DETAILS

PHOTO

NAME

M: +91

E:

Will be present at:

Pre-Event Scrutiny
In –between Breaks

Secretariat
at the Finish

Start of the Event
Prize Distribution

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

FMSCI

Appendix II – 3 BULLETINS

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

- By the organizers, up to the commencement of pre-event scrutinizing with the approval of the FMSCI. Exceptionally, modifications to the itinerary as approved at the time of Permit issue, may be made by the organizer. Nevertheless, such modifications must be advised to FMSCI
- OR
- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of posting Provisional Final Classification may be issued by the Clerk of the course.
- Bulletins must be numbered and dated. They shall be printed on yellow paper /digitally circulated with yellow background 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 event.
- A bulletin may only be published after approval of the FMSCI or being approved by the Stewards of the meeting (wherever applicable).

Appendix II – 4 SPEED CHART

Name of the Event:

Date

SPEED CHART

The Speed Chart is to be handed over at least **120** seconds before his/her start time of the Run/Leg.

Additional Speed Chart may **be issued (max 2 times per leg/day)** at any point in the event route.

Mandatory Receipt of the said Speed Chart needs to be signed by the competitor. Mandatory 120 seconds add Time has to be given in case of the said additional speed chart is given at a point other than PC, DTC & STC. Speed to be in KMPH / Time in Minutes Only.

Start ODO. (Reading in KM)	Finish ODO. (Reading in KM)	Speed (in KMPH) / Time (in Minutes)
00.0	21.5	45Minutes
21.5	34.6	26 KMPH
34.6	40.5	37 KMPH
40.5	53.1	42 KMPH
53.1	57.6	25 Minutes
57.6	62.9	19 KMPH
62.9	98.2	39 KMPH
98.2	105.2	26 KMPH
105.2	136.0	55Minutes

NOTE:

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

- Fractional speeds to be avoided for simplicity of learning
- Fractional ODOS may be used, limited to one decimal only.
- Time in case given for free zones / regroupes / lunch breaks, should only be in rounded minutes..
- The speed chart may be integrated to the road book and may not be given as a separate document.

Appendix II – 5 TIME CHART

1. GENERAL

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

2. DESIGN

See following sample.

NEED TO REDESIGN FOR TASK BASED STOPS

COMP.NO.						LEG	
		NAME OF EVENT					
C NO.	START/CHECK-IN-TIME		RE-START TIME /FINISH TIME (IF ANY)		Other Controls	SIGN/REMARKS	
	Hour	Minute	Hour	Minute	Points/Remarks		

Appendix II – 6 ROAD BOOK

1. GENERAL REQUIREMENTS

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

2. ROAD BOOK MUST CONTAIN

- List of petrol pumps recommended by organizers to use/ Hospitals en route / medical centers / Authorized service centers of various car manufacturers / District or Local Police stations en route / Towing services en-route
- Telephone numbers of event HQ and emergency services
- A page of all the symbols used must appear in the front of roadbook.
- Instructions for trip meter calibration may be included.

3. USEFUL INFORMATION IN ROADBOOK:

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

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

Distance to go educational institutions T Junction

Big speed breakers Start/End of
hill section Crowded areas
Forests Diversions Toll Plaza
Under pass

- Bridges & culverts more than 50 meters long must be mentioned.
- River bed/crossings, open field or any such area where there is no visible road marking, the passage needs to be properly demarked by way of flags/bunting on both sides.
- Any other information which the organizer needs required.

4. FINAL PAGES

Other requirements:

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

5. CHANGES

In case of a change in road book (e.g., with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A4 to be inserted into the roadbook.

Appendix II – 7 ENTRY FORM

Event Sponsors Logo	NAME OF THE EVENT Date VENUE	FMSCI Logo

ENTRY FORM	FIRST DRIVER (CREW 1)	Crew 2	Crew 3	Crew 4
Team Name				
Surname				
First (given) Name				
Place				
Blood Group				
Date of birth				
Communication Address				
Telephone (business)				
Telephone (private)				
Mobile				
Fax No.				
Email address				
FMSCI Comp. License No.				
PAN				
Driving License No.				
VEHICLE DETAILS				
MAKE		REGISTRATION No.		
MODEL		CC		
MANUFACTURING YEAR		CHASSIS No.		
CATEGORY		ENGINE No.		

--

OTHERS		
NAME OF TUNER		
?	ADDITIONAL NAVIGATIONAL GADGETS	ORIGINAL METER

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

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

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

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

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

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

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

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

PLACE & DATE

--	--	--

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

Name and address of the witness:

Media	Kit	Driver Crew 1	Crew 2
Name	TO ADD ADDITIONAL CREW		
Place			
Date of birth			
Team			
Debut			
Wins			
Special moment			
Website			
Career Highlights			
CURRENT YEAR			
2020			
2021			
Career Summary			
Hobby			
Future plans			
Signature			

Appendix II – 8 ENTRY LIST & START OVER

ENTRY LIST

Upon closing of entries, the organizer:

Publish the Draft Entry List on the event website with a footnote 'Subject to FMSCI approval'

The Draft Entry List shall include:

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

START ORDER

Introduction:

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

CURTAIN RAISER / CEREMONIAL START & LEGS/ SECTIONS

Start order for the Ceremonial Start

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

Start order for Leg 1/ SECTION 1

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

Start order for Leg 2 (if applicable) /SECTION 2

- Produced based on the provisional results of Leg
- Signed by Clerk of the Course at Stewards meeting after Leg 1 & published at time given in the Supplementary Regulations
- Give start times to all competitor

APPENDIX II – 9 FIRST AID BOX

List of Mandatory First Aid box items:

Alcohol Prep 5no	-- Band Aid (Spot, square, standard) 5 strips each
Roller Bandage 10 cm 1no	-- Roller Bandage 5 cm
Surgical Gauze (Sterile)1packet	-- Cotton Wool 25 gm
Dettol/Savlon 50 ml1bottle	-- Micropore 1" - 1 packet
Betadine / Soframycin Ointment - 1 no. --	ORS 5 packets
Renicol / Ciprofloxacin eye drop 1Phial --	Tablet Crocin 4 Tabs
Tablet Famocid (20 mg) 4 tabs(Famotidine) --	Tablet PFT/ Gelusil 4 Tabs (Antacid) Tablet Domstal 4tabs
(Domperidone)	-- Voveran Emulgel / Volini Gel 1 tube
Safety Match Box1 no	-- Safety Pin 6large
Razor Blade 1no	-- Candle 1no

APPENDIX II- 10 SCRUTINY SHEET (To be on board during the entire event)

SCRUTINY CHECK SHEET	
(NAME OF EVENT)	
(COMP NO.)	
COMPETITOR DETAILS:	
NAME OF ENTRANT	
NAME OF DRIVER/RIDER	
NAME OF Co-DRIVER/RIDER	
VEHICLE DETAILS:	
REG. NO.	
COLOUR.	
ENGINE NO.	
CHASSIS NO.	
MAKE.	MODEL.
SPECIAL COVER INSURANCE:	
ISSUED BY:	
VALIDITY	
FROM -	
TILL -	
SIGNATURE	
DRIVER/RIDER	DATE:
SCRUTINEER	DATE:
PLACE:	
CHECK LIST4W	
ELECTRICAL:	
HEAD LIGHT	BACK LIGHT
SIDE LIGHT	BRAKE LIGHT
INDICATORS	EXTRALIGHT NOS.
REVERSE LIGHT	CIRCUIT BREAKER
HAZARD	HORN
WIND SCREEN WASHER	WIPER
TECHNICAL:	

TYRES	SPARE TYRE NOS.
SPARE TYRE/JACK CLAMP/MOUNT	FOOT BRAKE
HAND BRAKE	BATTERY CLAMP
OTHERS:	
SEAT	SEAT BELT
MUD FLAP	FIRE EXTINGUISHER/MOUNT

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

- **Helmet**

A safety helmet is not compulsory.

Drivers in open cars must wear a full-face helmet either with a visor or goggles. The helmet shall be either FIA-approved, Snell-approved or complying with motorbike road legal certification. Glass lenses are not permitted.

- **Clothing**

Short sleeve shirt and short pants are acceptable. Clothing of flammable synthetic material, such as nylon, is not acceptable. Flame-retardant overalls and underwear complying with one of the FIA standards are recommended.

- **Shoes**

Enclosed shoes compulsory (bare feet, thongs (flip flops) or sandals not permitted). Shoes with leather uppers that cover the foot or shoes which have a leather upper but which includes elasticized ankle regions (e.g. elastic-sided work boots) are compulsory.

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

ADDITIONAL SAFETY & OTHER INFORMATION FOR 2W

SAFETY:

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

LIFELINE: Applicable as 4W.

COMPETITION NUMBER PLATES:

Please refer to 2W racing technical GP

NOTE:

Please do replace:

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

ABBREVIATION:

FIM	---	Federation Internationale deMotocyclisme
-----	-----	--

APPENDIX II- 11 SAFETY QUESTIONNAIRE

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

SAFETY QUESTIONNAIRE

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

SIGNATURE OF COC

SIGNATURE OF CMO
.....

Date:

Date:

APPENDIX II- 12 TABULATION & PENALTIES**AT DTC/STC/SFTC ADDITIONAL PENALTIES OUTLINE NEEDED FOR TASKS**

a)	For every minute late	1 minute penalty
b)	For every minute early	2 minute penalty
c)**	Stopping/waiting/idling/zigzagging/reversing/u-turning/jammed rotation of wheels	
	Within sight of STC Marshall (post control in case of DTC)	5 minutes each
d)	Missing a STC/DTC/SFTC	30 Minutes per control
e)	Lateness exceeding at DTC/STC	
	i) Events below 250 Kms per Day/Leg by 60 minutes	MPL
f)	Over speeding	
	i) 1 st over speeding offence	Rs 5,000/- penalty
	ii) 2 nd over speeding offence	Rs 10,000/- penalty
	iii) 3 rd over speeding Offence	REPORT TO STEWARDS /DISQUALIFICATION
g)	Missing a Passage Control	45 Minutes
h)	Not Attending Drivers' Briefing (By both crews)	REPORT TO STEWARDS (Ref: Art 15A)
i)	Failure to pass Pre-event scrutiny of vehicle	START REFUSED
j)	Nonattendance at Prize Distribution Ceremony	REPORT TO STEWARDS
k)	Nonattendance at ceremonial start/curtain raiser	REPORT TO STEWARDS
l)	Arguing with Official	REPORT TO STEWARDS
m)	Violation of Article 13 & 19	DISQUALIFICATION
n)	Not wearing Seat Belts & Helmets (in designated zones)	
	i) 1 st infringement	Rs 5,000/-
	ii) 2 nd infringement	DISQUALIFICATION
o)	Late at Parc Ferme Closing	REPORT TO STEWARDS
p)	Missing Time Card	DISQUALIFICATION
q)	Over speeding / Accident at NO CHECK ZONES*	DISQUALIFICATION /SANCTION
r)	Use of Mobile phone for making call by any crew member while driving.	DISQUALIFICATION
s)	Re-entering control area from any direction	
	i) 1 st & 2 nd offence	5 minutes each
	ii) 3 rd offence	DISQUALIFICATION
t)	Violation of Article 12.1.4	DISQUALIFICATION
u)	Tampering of official document	DISQUALIFICATION
v)	Failure to keep scrutiny sheet/sticker on board during the event	DISQUALIFICATION

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

**** This penalty may be endorsed both in Marshal sheet and Competitor's card(in case possible). This penalty is not applicable if a competing vehicle is in free zone. Can be applied by a observing marshal in case of virtual or app based TC timings.No protest against the Judge of fact would be accepted.**

FMSCI

NOTE:

- Decision of The Judges of Fact (All Officials) shall be final and no protest on the above shall be entertained. In case of issues with virtual timed events , a mechanism to ascertain the most fair time would be arrived at by the COC to the satisfaction of the participants. Any further protests would be addressed by the steward.
- Penalties for any other offence which is not covered in this SR shall be decided by the Stewards.
- Events will run in minutes please note the following:
 - 1) Time will be recorded in Minutes e.g. 07 hrs 15 minutes 01 to 59 seconds will be recorded as 07 hrs 15minutes.
 - 2) Re start from STC shall be in next higher minutes e.g. 07 Hrs 15 minutes 01 to 59 seconds will be 07 hrs 16minut

APPENDIX II- 13 TABULATION

NAVIGATION TABULATION

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

RESULTS

EACH LEG / SECTION OF THE RUN (except the final Leg)

Partial Unofficial Classification after Leg 'x'

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

Final Leg of the Run

Provisional Final Classification

- Includes all competitors who have completed the Run
- Signed by the clerk of the course at final stewards' meeting and published at time in supplementary regulations
- Subject to stewards' decision for car No....'

Official Final Classification

Includes all competitors who have started the event

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

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

NOTE:

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

NAVIGATION CONTROLS

The position in TSD part for the event to be converted to points as per Table 1.0 .Once position is converted to points then additional point scoring for each activity controls to be supplemented.
The position to Points table for position is as under.

Table 1.0

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

ACTIVITY CONTROLS

The AC's will have Points which will be given in the manner as per the format of Table 2 for such Controls wherein the quantum of the penalty can judge based on the quality of the task performed.

In case of such AC's wherein only reporting/solving will required a maximum of up to 5 points can be given. In case the task cannot be reported or solved then 0 points will be awarded while missing the task will entail negative marking of - 2 points.

The points for Activity controls would be in a range of 5 points for Excellent to 1 for Very Poor while Non attempt or missing an Activity will get the competitor negative points ie -2.

Table 2.0

<u>Rating</u>	<u>Points</u>
Excellent	5
Good	4
Fair	3
Poor	2
Very Poor	1

No Attempt / Missing an Activity

-2

NOTE :

1. In Case speed can be monitored of all participants then speed based penalties for safety may also be incorporated in terms of loss of points or addition of time to the base time based tabulation.
2. Participation and combined fun is the primary focus , with special focus to discipline , conduct , teamwork and sportsmanship being the key BUILDING BLOCKS.
3. Minimum 5 & a maximum of 10 Time Controls with Roadbook aggregating at least 30 % of the event distance traveled should be built in the event to ensure basic TSD understanding and promotion .
4. The TCs could be virtual or physical . Physical TC's would necessarily require TC boards to be placed whereas in case of Virtual TC's a TC Board should be preferably placed for easy identification of the Virtual TC but the same is not mandatory.
5. The cumulative penalty of 00:20:00 minutes from Navigation Controls in the Sample Tabulation below has to be converted to points for the top 15 rank holders as per provisions of Table 1.0 of this appendix.

SAMPLE TABULATION . - Comp No X

TC	Type	Arrival Time	Ideal Time	Penalty	Points	Remarks
Control 00	TC	10:00:00	00:00:00	00:00:00		Navigational
Control 01	TC	10:03:00	00:02:00	00:01:00		Navigational
Control 02	TC	10:07:00	00:05:00	00:02:00		Navigational
Control 03	TC	10:10:00	00:03:00	00:00:00		Navigational
Control 04	TC	MISSED	00:15:00	00:15:00		Navigational
Control 05	TC	11:00:00	00:00:00	00:00:00		Navigational
Control 06	ACTIVITY CTL : KEY			5		Excellent
Control 07	ACTIVITY CTL TREASURE			5		Visited
Control 08	ACTIVITY CTL : BONUS			0		Missed
Control 09	ACTIVITY CTL : PHYSICAL			-2		No attempt

TOTAL POINTS : Position points (based on position for cumulative time penalties of the TSD portion as defined in Table 1.0 of this appendix) + 5 (control 06 score) +5(control 07 score) +0 (control 08 score) -2(control 09 score) = This total will decide the tabulation of above competitor.

FMSCI