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

A large, faded watermark of the FMSCI logo is visible in the background, centered behind the main text.

**2023 FMSCI SPECIFIC REGULATIONS  
APPLYING TO FMSCI 2W INDIAN NATIONAL  
RALLY CHAMPIONSHIP**

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

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## 2023 (Sponsor) FMSCI INDIAN RALLY CHAMPIONSHIP (INRC) SPECIFIC REGULATIONS

The (SPONSOR) FMSCI INDIAN NATIONAL RALLY CHAMPIONSHIP – 2W

### 1. GENERAL PROVISIONS

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

For 2023, it is made up of maximum of 5 events and four (N-1) count towards attribution of points.

#### Eligible Competitors

##### Indian National Rally Championship

#### Titles:

- ~~2022 FMSCI Indian National Rally Champion Overall Rider~~
- ~~2022 FMSCI Indian National Rally Champion Team~~
- 2023 FMSCI Indian National Rally Champion Super Bike PRO EXPERT Rider
- 2023 FMSCI Indian National Rally Championship Super Bike EXPERT Rider
- ~~2023 FMSCI Indian National Rally Champion Super Sport 130 Rider~~
- 2023 FMSCI Indian National Rally Champion Super Sport 165 Rider
- ~~2023 FMSCI Indian National Rally Champion Super Sport 210 Rider~~
- 2023 FMSCI Indian National Rally Champion Super Sport 260 Rider
- 2023 FMSCI Indian National Rally Champion Super Sport 400 Rider
- 2023 FMSCI Indian National Rally Champion Super Sport 550 Rider
- ~~2023 FMSCI Indian National Rally Champion Scooter 110 Rider~~
- ~~2023 FMSCI Indian National Rally Champion Scooter 160 Rider~~
- 2023 FMSCI Indian National Rally Champion Scooter 210 Rider
- 2023 FMSCI Indian National Rally Champion Woman Rider
- 2023 FMSCI Indian National Rally Champion Super Stock upto 450 Rider

The FMSCI reserves the right to introduce a naming rights or any other sponsor at any time during the year.

The Championships are governed by the ~~FIA~~ FIM International Sporting Code and its appendices (the Code), the FMSCI 2W Rally General Prescriptions (the Prescriptions), the present Sporting Regulations, and the Regulations specific to Riders, ~~Co-Riders and Teams Championships.~~

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## 2. TITLE

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

## 3. CLASSES

Only Motorcycles are permitted.

### GROUP A

a) Class A1 Class A2 Class A3 & Class A4 (~~ONLY FOR FORGIEN BIKES~~) - Super Bike Class

- Group A,
- FMSCI license holders
- FIM / FMSCI homologated Motorcycles
- Compete for overall & A1, A2, A3, A4
- Specials / Series Production

NOTE: The FMSCI homologated Motorcycles will follow the FMSCI Group A / Safety Regulations. The FIM homologated Motorcycles will follow the FIM Technical / Safety Regulations. ~~The class will compete only for overall classification.~~

### GROUP B

Class ~~M1 to be worded as Super Sport 130~~  
M2 to be worded as **Super Sport 165**  
~~M3 to be worded as Super Sport 210~~  
M4 to be worded as **Super Sport 260**  
M5 to be worded as **Super Sport 400**  
M6 to be worded as **Super Sport 550**

Group B,  
FMSCI license holders  
FMSCI homologated Motorcycles  
Compete for INRC ~~M1~~, M2, ~~M3~~, M4, M5 & M6 class & overall.

### GROUP B

FMSCI SCOOTERS Class S1, S2 & S3

Group B,  
FMSCI License holders only  
FMSCI homologated Motorcycles prior  
Compete for INRC S1, S2, S3 & overall

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## GROUP D

FMSCI group D Super Stock 450  
Group D,  
FMSCI License holders only  
FMSCI homologated Motorcycles  
Compete for INRC Super Stock D & overall.

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

### 4. CHAMPIONSHIP POINTS

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

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

#### 4.1 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

If 4 or less rounds are held, then all rally points will be considered. If 5 or more than 5 rounds are held, then N-1 points will be taken in to account.

#### 4.2 NUMBER OF CHAMPIONSHIP RALLIES

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

### 5. EVENT CHARACTERISTICS

#### 5.1 DURATION

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

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

#### Friday

Collection of materials and administrative checks.

#### Saturday

Pre Event Scrutiny  
Reconnaissance  
Riders Briefing  
Press Conference  
1<sup>st</sup> Stewards Meeting  
SSS (Leg 1 Sec 1) Recommended

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## **Sunday**

Leg 1 Balance SS

SSS (If not run on Friday or additional run to Friday / Saturday)

Podium Ceremony

Post event press conference

Post event scrutiny Final

Stewards meeting Final

classification Closing of

event

## **5.2 DISTANCES**

The total distance of the special stages is set at a distance of minimum 60 Kms and maximum of 75 Kms.

The maximum length of each special stage is 25 kms.

~~The minimum Special Stage distance between service parks is 25 kms and the maximum is 50 km.~~

The maximum special distance between service parks is 30 Kms.

Minimum special stage distance of any Leg is 25 Kms.

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

## **5.3 TYPE OF ROAD SURFACE**

A road surface of the stages may be both asphalt and Dirt.

## **6. ROAD BOOK**

The [softcopy of the](#) road book must be made available to all the competitors, [on the day of administrative checks / scrutiny of the rally.](#)

## **7. COMPETITION NUMBERS AND ADVERTISING**

**7.1 THE 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 Motorcycles entered in the rally.

[Service vehicles may be provided identification stickers / if provided will be mandatory to display these stickers on registered service vehicles.](#)

## **7.2 ORGANISER'S OPTIONAL ADVERTISING**

**7.2.1** Organizers are permitted to have optional advertising as follows:

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

## 8. ENRTY FEES

The maximum standard entry fees per round of 2023 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.5,000/=.

Championship	With Optional Advertisement	Without Optional advertisement
Group B Motorcycles	Rs 3500.00	Rs7,000/= additional
Group A Motorcycles	Rs 5000.00	Rs 10000.00
Group D Motorcycles	Rs 2500.00	Rs 5000.00
Group B Scooter	Rs 2500.00	Rs 5000.00

Minimum 5 (Five) Motorcycles require to form class

Team Entrant Manufacturer : `20,000/- (Additional – per  
Motorcycle) Team Entrant Others : NIL (Additional – per  
Motorcycle)

Manufacturer: Any Automobile / ancillary manufacturer

Team should consist of minimum of 2 Motorcycles and maximum of 4 Motorcycles  
per championship.

The above entry free are excluding the GST

## 9. FINAL CHECKS

### TIME AVAILABLE FOR FINAL CHECKS

The Organisers itinerary should ensure that at least 1 hour and 30 minutes are available for post-rally scrutineering. Vehicles not required for Post Rally scrutineering may be released 30 minutes after the posting of Provisional Classification, provided no eligibility protests have been received. Motorcycles must be placed in a Parc fermé where they shall remain until released by the Stewards.

### SELECTION OF VEHICLES

Post rally scrutineering involving the dismantling of a vehicle may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the clerk of the course to the Stewards or as deemed by the Technical Delegate.

However at the discretion of stewards or upon the recommendation of the COC to the stewards or as deemed by the technical delegate the time allotted for post event scrutineering can be reduced if dismantling of any vehicle is not required and no eligibility protests have been received.

## 10. SUPER SPECIAL STAGES

### 10.1 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 Motorcycle starting at the same time. The organizing of a super special stage is **not** mandatory. It is recommended that organizers take efforts to have SSS with 2 Motorcycles starting at the same time.

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- 10.2** 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.
- 10.3** 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.
- 10.4** The roads at the starting point must be adjacent to one another. The same starting procedure must apply to each Motorcycle. It is further permitted to stagger the starting line for the Motorcycles to equalize the length of the stage from the different starting position.
- 10.5** The length of the super special stage should be between 1.0 km to 2 kms.
- 10.6** 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.
- 10.7** 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 Riders must immediately make a significant reduction in speed. Clerk of the course may allow a rider affected by the showing a RED flag to contest the super special stage against. However, if circumstances do not permit these refer Article 35 of GP for scratch time. ~~the clerk of the course will propose to the Stewards an allocated time.~~ However, no rider which is totally or partially responsible for the displaying of the RED flag may benefit from this concession.
- 10.8** If a Motorcycle 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.
- 10.9** Alternatively the Motorcycle will be placed on the road section after the out control of the super special stage. In either case the rider will be allotted a stage time of three minutes plus the fastest time. Any such Motorcycle 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 rider will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.

Any rider 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.

**10.10 FAILURE TO COMPLETE A SUPER SPECIAL STAGE**

If a Motorcycle fails to complete a super special stage, it will be placed at the road section after the finish control of the stage and the rider 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 rider recording and actual time in excess of the fastest time plus 3 minutes will be allocated time of the fastest time plus 3 minutes. When an organiser schedules a super special stage as Section 1 of Leg 1 to open the Rally in the evening, an entrant who fails to take part in or finish that stage will be given a penalty as stated above.



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## 10.11 SAFETY PLAN

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

## 11. CEREMONIAL START

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

## 12. START ORDERS AND INTERVALS

### 12.1 START ORDERS

The starting order for the first three events of the championship is established on the basis of the results of the INRC 2022. **Once seeding is decided , lots will be picked.**

a) The A Seed Riders.

The overall INRC Champion 2022 will be the first Motorcycle to start. The remaining A seed Riders will start on the basis of the results of the overall INRC 2022.

b) The B Seed Riders will start on the basis of the results of the overall INRC 2022.

c) All other Riders for whom starting order is left to the discretion of the Organizers.

**12.2** 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 Riders 2023

a) The seed Riders will start on the basis of the provisional overall classification of the FMSCI INRC for Riders 2023

It is further clarified that the Overall INRC Champion 2022 will not be the first Motorcycle to start, unless he is the leader of the provisional overall classification of the FMSCI INRC for Riders 2023.

b) The B seed Rider will start on the basis of the provisional overall classification of the INRC 2023

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

**12.3** All Riders at the start will have an interval between their start times of at least **2 1** 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.

### 12.4 SCRUTINEERING OF repaired Motorcycles

The Motorcycle must retain its original body shell and engine block as marked at pre-event scrutinizing. The entrant must advise the Organizers of the intention to have the Motorcycle re-scrutineered prior to the start of the Stewards’ meeting at the end of the Section which the Motorcycle has failed to finish.

## 13. SERVICE PARKS

### 13.1 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 Motorcycle in one or two locations to provide adequate service for the entire rally.

## 14. FLEXI SERVICE - 20'

### 14.1 FLEXI SERVICE - 20'

#### NOT APPLICABLE

The operational window of flexi service time, starting from the arrival of the first Motorcycle 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.

## 15. RALLY RESULTS

### 15.1 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.

## 16. PRIZE GIVING

- 16.1 At the prize giving of a Championship rally, the prize winners are obliged to participate; the winners of the general classification must also participate in the other official ceremonies.
- 16.2 Should prize winners fail to turn up at the prize giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the rider is present at the prize giving, the penalties shall be left to the discretion of the Organisers.
- 16.3 Should any of the first three riders classified in the INRC / IRC / JINRC fail to attend the annual FMSCI prize giving, the rider concerned will be subject to a fine of ` 50,000/=.
- 16.4 The minimum cash prizes to be offered by the Organisers of a round of the INRC are as follows:

Cash and Trophy: Per Round

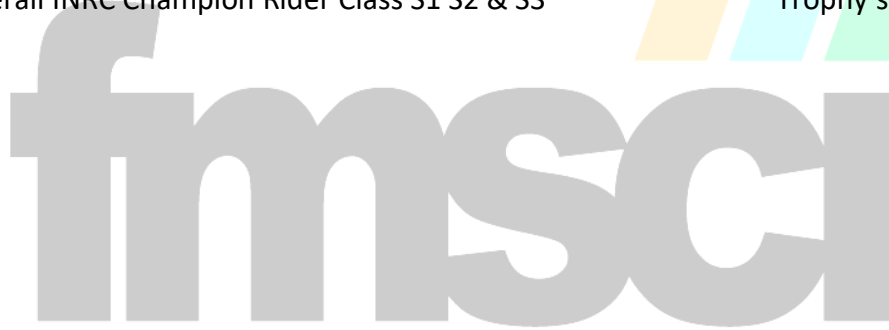
CLASS	1st	2nd	3rd
Group A Class 1, A2, A3 & A4	Rs 10000.00	Rs 7500.00	Rs 5000,00
Group B Class <del>M1</del> , M2, <del>M3</del> , M4 M5 & M6	Rs 10000.00	Rs 7500.00	Rs 5000.00
Group B Class S1 & S2	Rs 10000.00	Rs 7500.00	Rs 5000.00
Group D Class M2, M3, M4 & M5	Rs 10000.00	Rs 7500.00	Rs 5000.00

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**	Number Of Entries	: 3 : 1 <sup>st</sup> Prize Only
	Number Of Entries	: 4-8 : 1 <sup>st</sup> And 2 <sup>nd</sup> Prizes Only
	Number Of Entries	: 8 and Above : 1 <sup>st</sup> , 2 <sup>nd</sup> And 3 <sup>rd</sup> Prizes
	Tuner of M 1 M2 M3 M4 M5 & M6	Trophy
	Tuner of A1, A2 A3 & A4	Trophy
	Tuner of S1 S2 & S3	Trophy

### 16.5 CHAMPIONSHIP AWARDS : Other than Trophy

Overall INRC Champion Rider Class A1.A2, A3 & A4	Trophy 's
Overall INRC Champion Rider Class <del>M1</del> M2 <del>M3</del> M4 M5& M6	Trophy's
Overall INRC Champion Rider Class S1 S2 & S3	Trophy's



The Federation of Motor Sports Clubs of India

**Appendix A – ADMINISTRATIVE PROCEDURE****INDIAN NATIONAL RALLY CHAMPIONSHIP - APPENDIX A  
ADMINISTRATIVE PROCEDURES**

Activity	From	To	Deadline
Draft Itinerary & Route Map	Organiser	FMSCI Secretariat	45 days before Leg 1 of the rally
Pre-event Information or Announcement	Organiser	FMSCI Secretariat media & others	30 days before Leg 1 of the rally
Rally guide 1 (electronic)	Organiser	FMSCI Secretariat	<del>21 days before Leg 1 of the rally</del> NA
Appointment of the Steward and observer	FMSCI	Organiser	45 Days before Leg 1 of the rally 45 Days before Leg 1 of the rally
Draft Supplementary Regulations	Organiser	FMSCI & Observer	2 months before Leg 1 of the rally
Draft Safety Plan	Organiser	FMSCI & Observer	45 days before Leg 1 of the rally
Comment on the draft regulation & Plan	FMSCI	Organiser	1.5 months before Leg 1 of the rally
Issuing of Permit	FMSCI	Organiser	1.5 months before Leg 1 of the rally
Supplementary Regulations published & entries	Organiser	FMSCI / Possible entrants / Website of organiser, FMSCI	1 month before Leg 1 of the rally
Closing of standard entries	Organiser		5 Days before Leg 1 of the rally
Closing of late entries	Organiser		2 Days before Leg 1 of the rally
Entry list	Organiser	FMSCI	9 days before Leg 1 of the rally
Road Book published	Organiser	Entrant and FMSCI Official	Electronic/softcopy at administrative checks/scrutiny
Media safety book published	Organiser	Accredited Media	7 days before Pre event Press Conference

# ONLY AFTER PUBLICATION OF APPROVED SR CAN THE ENTRIES BE OPE

## Appendix B - PODIUM CEREMONY

### Podium ceremony if applicable

#### 1. General Points

- a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- b) The organisers should provide "Olympic style" box podiums for use by the third, second and first riders only, positioned in a way to allow photographers / TV riders to take pictures from the photographers' tower.
- c) All teams with a Motorcycle in the top three must have a technician in attendance with the Motorcycle to transport Motorcycle 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:
  - 3<sup>rd</sup> Motorcycle of each winning class, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
  - 2<sup>nd</sup> Motorcycle each winning class, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
  - 1<sup>st</sup> Motorcycle of each winning class, on to ramp, interview on ramp, nose down on ramp for photo session.
  - Podium boxes in to place.
  - Presentation of trophies.
  - National anthem.
  - Champagne spray and photo shoot.
  - Provision for team photos on ramp or in adjacent area.

- b) The above procedure duplicated for the overall first five Riders in general classification.