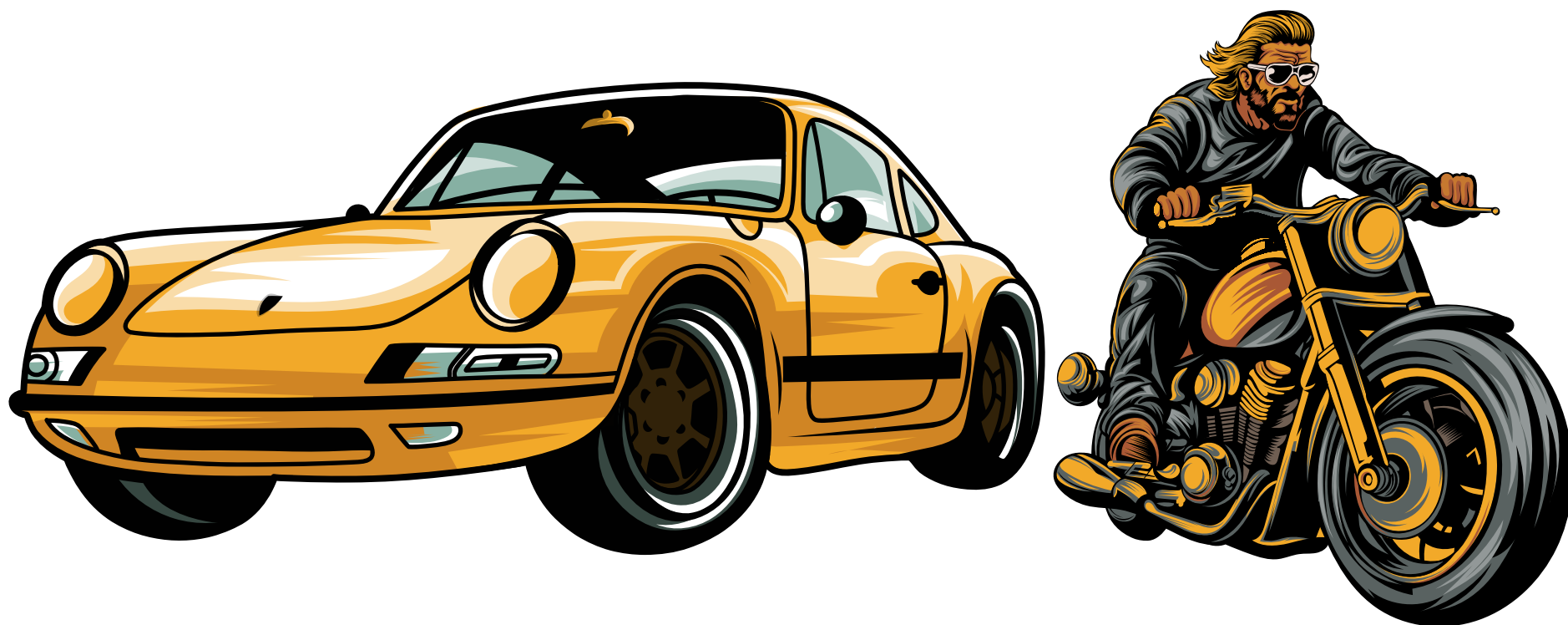


# TSD



## GRASSROOTS TOOLKIT

4W

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

2W

# TSD

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## Introduction

TSD (Time, Speed, Distance) Rally is the gateway to Motorsport. A discipline that allows entry level competitors to enter motorsports without incurring heavy investment on modifying and allows people to participate with just their street Car or Bike. All a participant requires is an ordinary street car/ Bike that's street worthy with all necessary valid documents.

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### **1. GRASSROOTS DEFINITION**

FMSCI's grassroots motorsport initiative aims to make motorsport simple, accessible, and safe, encouraging new participants while enhancing the engagement of existing enthusiasts. The Toolkit provides essential guidance to organizers, wherein, the goal is to create an enjoyable and recreational motorsport experience for all.

### **2. CREW**

Primarily, the rally crew consists of a driver and co-driver/Navigator inside the car. Their responsibilities are described by their designation itself. However, it is not mandatory that only one person should be the driver, especially in a TSD Rally. The driver's primary responsibility is to drive as per instructions from the co-driver/navigator. Apart from just driving, the driver

must also give feedback to the navigator on the route. Reason being that the navigator barely gets any time to look up from road book, calculator etc.

Navigation is an integral part of a TSD rally. The route for the course is a secret and you have to use the road book to reach the end. During the course, a speed limit is imposed in different parts, that needs to be adhered to strictly. Along the way, secret checkpoints (TC Time Control) note the time and then compute whether you are driving fast or slow. Penalty points are applied accordingly. Penalties for going faster than the stipulated time are double than going slower. The route is covered by the crew to calculate the ideal time. The penalties are minimum for times matching the ideal time.

Navigation is one component which is common amongst all forms of rallying. A series of symbols along with distance from the start and part distance from the last point instruction is denoted in the instructions. This form of route instructions is called the 'Tulip or Road book'. All rallying formats follow this system. Using this road book, the crews navigate from the start to finish.

The first column gives distance from start or cumulative distance. The second column shows the part distance from last instruction. The diagram in the third column describes the road directions to be followed and next column gives additional information. The ball at the bottom of arrow denotes where you are and arrow indicates the direction to go. There is no North, South, East or West - always the direction of your nose as you approach the instruction point. Some road books like the one in the picture below use last column to give the distance to go:

The fact is that no car odometer is accurate to the point. There is always a drift between the actual distance travelled and the distance shown on the odometer. So, one of the prime inputs needed in a TSD rally is a good odometer device that can give you the correct distance reading at all times. Special GPS Apps are available for Anderoid phones in app store. There is a saying that a road book is always correct. Despite of whatever odometer you are using, you will have to correct your drift figures with the road book figures.

An accurate clock is another essential item. Though with the advent of GPS this has become a whole lot easier.

### **3. SPEED**

Information about the speed to be observed/maintained is given at the start of the rally or at the checkpoints in between. Typically, these speeds are given with single or even double decimal digit precision. As per the TSD rules in India, average speeds in plains are kept below 45 km/h and in hills are kept below 36km/h. These are relaxed to 90% of highway speed limits (if they are higher), but no time checks are established in such zones.

The total distance of the rally is set at a maximum distance of 50 Kms. of competition zone. A Trial Tulip of minimum 5 Kms should be handed over at least 24 Hrs. before the start of the rally to check ODO / calibration.

To get the competitors confused, speed limit can be changed within zones of half a kilometre or even less. This means that they will have to do a lot of calculations to get their precise ideal time. Sometimes, the speed goal may be given in terms of time to be taken. In this case, no calculation is needed to be done, but the time needs to be observed from in between points.

#### **4. TIME CONTROL (TC)**

Time controls are points along route where each competitor's time is recorded. These are kept as surprise points and are not revealed even on the road book. Organizers try to keep these time controls at locations which can throw off the competitors. For example, a time control is likely to be placed just after a blind turn.

The intention behind this is that such a placement would not give the competitor any chance to adjust his/her speed and correct the time. If the team can see the time control from far away they can speed up or slow down to do the required correction.

The total distance of the rally is set at maximum of 50 Kms. including competition zones. A Trial Tulip of minimum 5 Kms should be handed over at least 24 Hrs. before the start of the rally to check ODO / calibration.

Time controls are marked by clock signs with a specific colour background. It is the competitors' responsibility to stop at the time control and get their time card stamped from control officials. If they fail to stop at a time control or don't spot one, it is deemed that the team has missed the time control. There are heavy penalties for each missed control and usually you cannot miss more than 2.

#### **5. VEHICLE**

5.1 Vehicles must be roadworthy and comply with local safety standards.

5.2 Each vehicle must have all valid documents (insurance, PUC certificate etc.)

#### **6. PARTICIPATION DETAILS**

##### **6.1 Requirements:**

6.1.1 A street worthy Car / Bike

6.1.2 A valid Driving License for the Driver / Rider

6.1.3 A valid License from FMSCI for Driver / Navigator

6.1.4 Proper riding gear for Riders / Navigators (applicable for 2 wheelers events only)

## **6.2 Eligibility:**

### **6.2.1 Licence:**

6.2.1.1 Applicant should be 18 years old and should have a valid Driving License for 4W.

6.2.1.3 In the case of 2W, applicants who are 16 years old can be allowed to compete if they have a valid driving license to ride gearless two-wheelers.

6.2.1.4 Navigator Licence (No Age limit) is compulsory for navigators, but should specify that "Not eligible to drive".

6.2.2 Any Participant who has participated in FMSCI sanctioned event is not eligible to participate.

6.2.3 All participants must attend a mandatory briefing before the event to review and understand the specific rules and regulations, including the imposed speed limit.

## **7. TECHNICAL INSPECTION**

7.1 All vehicles must undergo a pre-event technical inspection to ensure compliance with safety standards.

7.2 Inspection will cover essential components such as brakes, lights, tires, and safety equipment.

## **8. NAVIGATION AND TIMING**

8.1 Time-Speed-Distance (TSD) rules will be provided to participants prior to the event.

8.2 Participants are responsible for accurate navigation and maintaining prescribed average speeds.

## **9. START AND FINISH**

9.1 Participants must start and finish at designated locations within specified time windows.

9.2 Late arrivals may incur penalties & Early arrival incurs double the penalty of late arrival.

## **10. REGULATIONS**

### **10.1 Safety:**

10.1.1 Seatbelt must be worn at all times, and all safety features of the vehicle must be functional.

### **10.2 Road:**

10.2.1 Participants must adhere to all traffic rules and regulations during/ throughout the course of the event.

10.2.2 Speed limits specified for certain sections must be strictly followed.

## **11. PENALTIES**

11.1 Penalties will be imposed for violations, including late arrivals, missed checkpoints, and safety infractions.

11.2 Penalties will be calculated based on the severity of the violation.

11.3 Penalties will be imposed for any deviations from the prescribed rally route.

11.4 Each participating vehicle must display their competition numbers prominently. Failure to do so may result in penalties.

## **12. INSURANCE AND LIABILITY**

It is recommended for all participants to have personal liability insurance. The event organizers will not be held responsible for any accidents or damages incurred during the rally.

## **13. CODE OF CONDUCT**

13.1 Respect for fellow participants, event officials, and the public is mandatory.

13.2 Unsportsmanlike conduct may lead to disqualification.

## **14. ENVIRONMENTAL STEWARDSHIP**

14.1 Participants must respect the environment and local communities.

14.2 Littering or any form of environmental damage will result in penalties.

## **15. EVENT OFFICIALS' DECISION**

15.1 Decisions made by event officials are final and binding.

15.2 Participants must comply with instructions from event marshals and organizers

## **16. EVENT DISQUALIFICATION**

The organizers reserve the right to disqualify any participant for serious breaches of rules or safety concerns.

## **17. TIMING DEVICES**

Participants are required to use only the designated timing devices prescribed by the organizers. Any additional or modified timing devices are not permitted.

## **18. EMERGENCY PROTOCOLS**

Participants must familiarize themselves with emergency protocols and be prepared to assist in case of an accident or breakdown. Failure to follow emergency procedures may result in disqualification.

## **19. MEDIA AND PUBLIC RELATIONS**

Participants are encouraged to engage positively with the media and the public. Any negative behaviour that tarnishes the image of the event may lead to penalties or disqualification.

## **20. COMMUNITY OUTREACH**

Participants are encouraged to engage in community outreach activities associated with the event, fostering a positive relationship with local communities.

## **21. SPECTATOR SAFETY**

Participants must prioritize the safety of spectators, and any reckless driving that endangers spectators will result in severe penalties.

## **22. SPORTING**

Following sporting headings must be respected by the organizer while conducting the event to maintain the ethos of a professional motor racing environment:

### **22.1 Notice Board:**

A digital/analog/manual notice board should be put up by the organizer on which the names and scores of the participants will be displayed.

### **22.2 First Aid:**

It is mandatory to have a first aid kit available and a Transport Ambulance in all competitions.

A Doctor and a Paramedic is compulsory. Lady doctors recommended in case of women participants.

### **22.3 Event Officials:**

Following event officials are required to conduct this event:

5.3.1 It's up to the organizer to nominate the 'judge of fact(s)' to check on penalties and compute results.

5.3.2 There must be presence of at least one local Steward for whole event.

### **22.4 Grassroot License:**

Participation is open to FMSCI Grassroots license holders only!

## **23. ENTRY FEE**

Organizer is free to decide the entry fee for participants.



## **24. FMSCI PERMIT**

Organiser must obtain an FMSCI Grassroots Event Permit to conduct the event and is also required to submit an entry list.

**To participating in the grassroots TSD Rally Event, entrants must agree to abide by these Guidelines and regulations.**

*Note: Those who have previously participated in any National/Cup/Series/Challenge/Trophy are ineligible to participate in the Grassroots division!*

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