
Contents

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

1.1 APPLICATION

1.2 OFFICIAL LANGUAGE

1.3 INTERPRETATION

1.4 DATE OF APPLICATION

2. DEFINITIONS

2.1 BULLETIN

2.2 COMMUNICATION

2.3 CONTROL AREAS

2.4 RIDER

2.5 DECISION

2.6 END OF THE RALLY

2.7 LEG

2.8 NEUTRALISATION

2.9 PARC FERMÉ

2.10 PROHIBITED SERVICE

2.12 REGROUP

2.13 ROAD SECTION

2.14 SECTION OF THE RALLY

2.15 SERVICE

2.16 START OF THE RALLY

2.17 SUPER SPECIAL STAGE

2.18 TIME CARD

2.19 TECHNICAL ZONE

2.20 MEDIA ZONE

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

3.2 FMSCI DELEGATES

3.3 COMPETITORS' RELATIONS OFFICERS (CRO)

3.4 SUSTAINABILITY OFFICER

4. ELIGIBLE MOTORCYCLES IN FMSCI CHAMPIONSHIPS RALLIES

4.1 SUMMARY

4.2 PRODUCTION MOTORCYCLES.

4.3 NA

4.4 The motorcycles homologated in the current year

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 CHAMPIONSHIP POINTS

5.1.1 ATTRIBUTION OF POINTS

5.1.2 Bonus points

5.1.3 ADDITIONAL CONDITIONS TO SCORE POINTS

5.1.4 ~~To be eligible for Championship points and awards~~

5.1.6 ATTRIBUTION OF REDUCED POINTS

5.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

DEAD HEAT IN A CHAMPIONSHIP

6.1 RIDERS

6.2 MANUFACTURERS OR TEAMS (WHICHEVER IS APPLICABLE)

CRITERIA FOR PRIORITY RIDERS

7.1 FMSCI "A" Seed

7.2 FMSCI "B" Seed

7.3 FMSCI "C" Seed

7.4 REPOSITIONING OF SEEDED RIDER

8 PROCEDURE CONCERNING THE CHOICE OF ITINERARY

8.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAM

RALLY CHARACTERISTICS

9.1 RALLY DURATION

9.2 SPEED RESTRICTIONS ON ROAD SECTIONS

9.3 GENERAL

9.4 PROGRAMME FOR THE RALLIES

STANDARD DOCUMENTS AND SCHEDULES

10. GENERAL

10.1 FMSCI STANDARDISED DOCUMENTS

10.2 ROAD BOOK

10.3 TIME Card

10.4 CHAMPIONSHIP LOGO

INSURANCE

11. INSURANCE COVER

11.1 DESCRIPTION OF INSURANCE COVER

11.2 PUBLIC LIABILITY COVER

11.3 EXCLUSION OF COVER

12. SEASONALLY ALLOCATED NUMBERS

13. COMPETITION NUMBERS AND ADVERTISING

13.1 GENERAL

13.2 FRONT PLATE

13.3 RESTRICTIONS ON ADVERTISING

13.4 ORGANISER'S OPTIONAL ADVERTISING

14. RIDER NAME.

RIDING CONDUCT

15. BEHAVIOR

15.1 GENERAL RULES

15.2 DURING RECONNAISSANCE

15.3 EXCESSIVE SPEED DURING RALLY

15.4 TRAFFIC LAWS

ENTRIES

16. ENTRY PROCEDURE

16.1 NUMBER OF ENTRIES

16.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

16.3 AMENDMENTS ON THE ENTRY FORM

-
- 16.4 ASN AUTHORISATIONS
 - 16.5 CHANGE OF ENTRANT AND/OR RIDER MEMBER(S)
 - 16.6 COMPETITORS' UNDERTAKINGS
 - 17 ENTRY CLOSING DATES
 - 18. ENTRY FEES
 - 18.1 ACCEPTANCE OF ENTRY FORM
 - 18.2 REFUND OF ENTRY FEES
 - 18.3 PARTIAL REFUND OF ENTRY FEES
 - 19. CLASSES
 - 19.1 CHANGE OF CLASS ENTERED
 - 19.2 CLASSES
 - RECONNAISSANCE
 - 20. RECONNAISSANCE
 - 20.2 TYRES FOR RECONNAISSANCE MOTORCYCLES
 - 20.3 RESTRICTION OF RECONNAISSANCE
 - 20.4 RUNNING OF RECONNAISSANCE
 - SCRUTINEERING CHECKS
 - 21. BEFORE THE START OF THE COMPETITIVE ELEMENT OF THE RALLY
 - 21.1 GENERAL
 - 21.2 TIMETABLE
 - 22. DURING THE RALLY
 - 22.1 ADDITIONAL CHECKS
 - 22.2 RESPONSIBILITY OF THE RIDER
 - 23. FINAL CHECKS
 - 23.1 FINAL PARC FERMÉ
 - 23.2 SELECTION OF MOTORCYCLES
 - 23.3 HOMOLOGATION /TDF FORM
 - 23.4 TIME AVAILABLE FOR FINAL CHECKS
 - SHAKEDOWN
 - 24. SHAKEDOWN REQUIREMENTS
 - 24.1 GENERAL
 - 24.2 RUNNING OF SHAKEDOWN NA
 - 24.3 DISCLAIMER
 - 24.4 TECHNICAL REQUIREMENTS
 - 24.5 BREAKDOWN DURING SHAKEDOWN
 - 24.6 EQUIPMENT OF RIDER
 - CONTROLS
 - 25. CONTROLS – GENERAL REQUIREMENTS
 - 25.1 SIGNAGE OF CONTROLS
 - 25.2 PROTECTIVE BARRIERS
 - 25.3 STOPPING TIME IN CONTROL AREAS
 - 25.4 READINESS TO WORK
 - 25.5 SEQUENCE OF CONTROLS AND DIRECTION
 - 25.6 MARSHALS' INSTRUCTIONS
 - 25.7 MEDIA ZONE (WHEN APPLICABLE)
 - 25.8 ON-BOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

-
- 26. **PASSAGE CONTROLS**
 - 27. **TIME CONTROLS**
 - 27.1 **OPERATION**
 - 27.2 **CHECK-IN PROCEDURE**
 - 27.3 **TIME CONTROL FOLLOWED BY A SPECIAL STAGE**
 - 29. **LATENESS**
 - 29.1 **MAXIMUM PERMITTED LATENESS**
 - 29.2 **EARLY ARRIVAL**
 - 29.3 **NOTIFICATION OF LATENESS**
 - 30. **REGROUPING CONTROLS**
 - 30.1 **PROCEDURE AT ENTRY TO A REGROUP**
 - 30.2 **PROCEDURE AT THE EXIT FROM A REGROUP**
 - SPECIAL STAGES**
 - 32. **GENERAL**
 - 32.1 **TIMING**
 - 32.2 **MAXIMUM AVERAGE SPEED IN SPECIAL STAGES**
 - 32.3 **OBSERVERS**
 - 33. **SPECIAL STAGE START**
 - 33.1 **START POINT**
 - 33.2 **START PROCEDURE**
 - 33.3 **MANUAL START PROCEDURE**
 - 33.4 **DELAYED START THROUGH FAULT OF RIDER**
 - 33.5 **DELAY OF A SPECIAL STAGE**
 - 33.6 **FALSE START**
 - 34. **SPECIAL STAGE FINISH**
 - 34.1 **FINISH LINE**
 - 34.2 **STOP POINT**
 - 35. **INTERRUPTION OF A SPECIAL STAGE**
 - 36. **COMPETITOR SAFETY**
 - 36.1 **EQUIPMENT OF THE RIDERS**
 - 36.2 **SOS/OK SIGNS**
 - 36.3 **ACCIDENT REPORTING**
 - 36.5 **THE USE OF RED FLAG**
 - 37. **SUPER SPECIAL STAGES**
 - 37.1 **CHARACTERISTICS OF A SUPER SPECIAL STAGE**
 - 37.2 **RUNNING OF A SUPER SPECIAL STAGE**
 - 37.3 **SAFETY PLAN**
 - PARC FERME**
 - 38. **RULES OF PARC FERMÉ**
 - 38.1 **APPLICATION**
 - 38.2 **PERSONNEL ALLOWED IN THE PARC FERMÉ**
 - 38.3 **PUSHING A MOTORCYCLE IN THE PARC FERMÉ**
 - 38.4 **MOTORCYCLE COVERS**
 - 38.5 **TECHNICAL CHECKS**
 - 38.6 **REPAIRS IN PARC FERME**

STARTS AND RESTARTS

-
- 39. CEREMONIAL START
 - 40. RALLY START
 - 40.1 START AREA
 - 40.2 MAXIMUM LATENESS AT A START
 - 41. START ORDERS AND INTERVALS
 - 41.1 REVISED START ORDER REQUIREMENT
 - 41.2 REPOSITIONING OF RIDERS
 - 41.3 START ORDER OF LEG 1
 - 41.4 STARTING ORDER FOR THE SUBSEQUENT LEGS
 - 41.5 START INTERVAL
 - 41.6 RESTART OF RETIREMENT / LEG 2
 - SERVICE
 - 42. SERVICING – GENERAL CONDITIONS
 - 42.1 PERFORMING OF SERVICE
 - 42.2 TEAM PERSONNEL & SERVICE RESTRICTIONS
 - 43. SERVICE PARKS
 - 43.1 GENERAL
 - 43.2 SERVICE PARK SCHEDULE
 - 43.3 SERVICE PARK IDENTIFICATION
 - 43.4 SPEED INSIDE SERVICE PARKS
 - 43.5 LAYOUT OF SERVICE PARKS
 - 44. EMPTYING THE TANK AND/OR REFILLING THE TANK IN THE SERVICE PARK
 - 46. REMOTE SERVICE ZONES (RSZ)
 - 46.1 GENERAL
 - 46.2 NUMBER OF TEAM PERSONNEL
 - 46.3 ELIGIBLE EQUIPMENT AND TOOLS
 - RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT
 - 47. RALLY RESULTS
 - 47.1 ESTABLISHING RESULTS
 - 47.2 PUBLICATION OF RESULTS
 - 47.3 DEAD HEAT IN A CHAMPIONSHIP RALLY
 - 47.4 FAIR AND IMPARTIAL COVERAGE
 - 47.5 PROMOTIONAL RESULTS
 - 48. PROTESTS AND APPEALS
 - 48.1 LODGING A PROTEST OR APPEAL
 - 48.2 PROTEST FEES
 - 48.3 DEPOSIT
 - 48.4 EXPENSES
 - 48.5 APPEALS
 - 49. MINUTES & CLOSING REPORT
 - 50. RALLY PRIZE-GIVINGS
 - 51. ANNUAL FMSCI PRIZE-GIVING
 - 51.1 ATTENDANCE REQUIREMENTS
 - 51.2 ABSENCE
 - FUEL – REFUELING
 - 52. REFUELING AND PROCEDURES

52.1 LOCATION

52.2 PROCEDURE IN RZ

TYRES AND WHEELS

53 GENERAL

53.1 COMPLIANCE

53.2 MOULDED TYRES

53.3 CONTROL

53.4 TYRE MARKING / CONTROL ZONES

53.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

53.6 START DELAYS

53.7 HAND CUTTING

53.9 STUDED TYRES

53.10 AVAILABILITY OF TYRES

53.11 TREATMENT OF TYRES

53.12 RIMS

53.13 DISTANCE BETWEEN TYRE CHANGES

MECHANICAL COMPONENTS

53. MECHANICAL COMPONENTS

53.1 ENGINE REPLACEMENT

54. ADDITIONAL MOTORCYCLE REQUIREMENTS

54.1 ON-BOARD CAMERAS

APPENDIX I RALLY CONTROL SIGNS

APPENDIX II - STANDARD DOCUMENTS

Appendix II -1 - SUPPLEMENTARY REGULATIONS

CONTENT

1. INTRODUCTION

1.2 Road surface

1.3 Overall SS distance and total distance of the itinerary

2. ORGANISATION

2.1 FMSCI titles for which the rally counts

2.2 Permit numbers

2.3 Organizer's name, address and contact details.

2.4 Organization committee

2.5 Stewards of the Meeting

2.6 FMSCI Delegates & Observer

2.7 Senior officials including Sustainability Officer

2.8 HQ location and contact details (tel. & fax.)

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

4. ENTRIES

4.1 Closing date for Standard entries

4.3 Number of entrants accepted and classes.

4.4 Entry fees- Standard and Late

4.5 Payment details (including details of any applicable taxes)

4.6 Refunds

5. INSURANCE

6. ADVERTISING AND IDENTIFICATION

7. TYRES

7.1 Tyres specified for use during the rally.

7.2 Tyre change not required for one single transport/liaison stage upto 30 kms.

8. FUEL

9. RECONNAISSANCE

9.1 Procedure for registration

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

10. ADMINISTRATIVE CHECKS

10.1 Documents to be presented:

10.2 Timetable

11. SCRUTINIZING, SEALING AND MARKING

11.1 Scrutinizing venue and timetable

11.2 Changes to TR- Specify ,if any/ NA

11.3 Rider's safety equipment

11.4 Special national requirements

11.5 Installation of Safety Tracking System

12. OTHER PROCEDURES

12.1 Ceremonial start procedure and order

12.2 Finish procedure (only if different from the Regulations)

12.3 Permitted early check-in

2.4 Super special stage procedure and running order (if applicable)

12.5 Any special procedures / activities including the organizers' promotional activities

12.6 Official time used during the rally

12.7 Rate per Sq.Ft. for Service Park, if organizers tent is required

13. IDENTIFICATION OF OFFICIALS

14. PRIZES

15. FINAL CHECKS

15.1 Final checks – who is to attend from teams, ~~plus~~ and location

15.2 Protest fees

15.3 Appeal fees

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

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

Appendix 4

Appendices 5, 6, 7, etc.

Appendix II – 2 : BULLETINS

Appendix II – 3 : RALLY GUIDE NA

Appendix II – 4 : ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY

Appendix II – 5 : ROAD BOOK

5 GENERAL REQUIREMENTS – Article 10.2

Appendix II – 6 : Standard FMSCI Time CARD

Appendix II –7 : Standard Entry Form

Appendix II – 9 : Entry List

Appendix II - 8 START LISTS & RESULTS AT THE RALLY

Appendix III : SAFETY IN RALLIES

1. GENERAL SAFETY

-
- 1.2 Chief Safety Officer**
 - 1.3 Special Stage Safety Officer**
 - 1.4 Control**
 - 1.5 Officials and marshals**

2. SAFETY OF THE PUBLIC

- 2.1 Educational film (recommended for all events)**
- 2.2 Special Stage recommendations**
- 2.3 Control of Spectators**
- 2.4 Re-fuelling and Servicing**
- 2.5 Accident Reporting**
- 2.6 Accident investigations**
- 2.7 Course Cars**
- 2.8 Safety on Road Sections**
- 2.9 Information**

3. SAFETY OF THE COMPETING RIDERS

- 3.1 Safety Services**

First Intervention Vehicle

DUTIES

DRIVER ON BOARD

MANDATORY EQUIPMENT ON BOARD

- 3.2 Preventative Measures (Signaling and road markings)**
- 3.3 Supervision**
- 3.4 Road book – Article 10.2**
- 3.5 Evacuation**


4. SAFETY OF THE OFFICIALS

5. MEDICAL INTERVENTION VEHICLES (Ambulances)

Appendix IV : SUSTAINABILITY GUIDELINES TO ALL PARTICIPANTS



The Federation of Motor Sports Clubs of India



**2024 FMSCI GENERAL PRESCRIPTIONS
APPLYING TO ALL 2W FMSCI STAGE RALLY,
RALLY CHAMPIONSHIPS, TROPHIES,
CHALLENGES AND CUPS**

The Federation of Motor Sports Clubs of India

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GENERAL PRESCRIPTIONS APPLYING TO ALL 2W FMSCI STAGE RALLY, RALLY CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

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

The championships are governed by the FMSCI sporting code and these regulations which consist of article applicable to one or more of following specific championships.

FMSCI Rally Championships,
FMSCI Indian National Rally Cups – 2W
FMSCI Indian National Rally Championship for Teams – 2W.
FMSCI Indian National Rally Championship for Riders-2W.

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, and any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions.
- 1.1.2 The clerk of the course is charged with the application of these regulations and the rally supplementary regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these regulations or the rally supplementary regulations.
- 1.1.3 Anything that is not expressly authorized by these regulations is forbidden.

1.2 OFFICIAL LANGUAGE

For all FMSCI rallies, the official language must be English.

1.3 INTERPRETATION

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

1.4 DATE OF APPLICATION

These regulations come into force on 1st March 2024

2. DEFINITIONS

2.1 BULLETIN

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

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 CONTROL AREAS

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

2.4 RIDER

A rider is made up of one person on board each Motorcycle nominated as Rider. The Rider assumes the entrant's responsibility when the latter is not on board the Motorcycle during the rally.

2.5 DECISION

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

2.6 END OF THE RALLY

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

2.7 LEG

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

2.8 NEUTRALISATION

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

2.9 PARC FERMÉ

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

2.10 PROHIBITED SERVICE

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

2.11 RECONNAISSANCE

The presence on a special stage in any way whatsoever of an FMSCI priority rider, FMSCI Seeded Rider at any time or of any non-priority rider member intending to enter a rally after the announcement of the itinerary.

2.12 REGROUP

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 Motorcycles still in the rally. The stopping time may vary from rider to rider

2.13 ROAD SECTION

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

2.14 SECTION OF THE RALLY

Each part of the rally separated by re-group.

2.15 SERVICE

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

2.16 START OF THE RALLY

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

2.17 SUPER SPECIAL STAGE

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

2.18 TIME CARD

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

2.19 TECHNICAL ZONE

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

2.20 MEDIA ZONE

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

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

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

3.2 FMSCI DELEGATES

The minimum of the following delegates may be appointed by the FMSCI:

3.2.1 FMSCI Technical Delegate

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

3.2.2 FMSCI Observer/s

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

3.2.3 FMSCI Route Inspector/s

The FMSCI Route Inspector will review all aspects of the rally route and complete the appropriate FMSCI route inspection form.

3.3 COMPETITORS' RELATIONS OFFICERS (CRO)

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

3.4 SUSTAINABILITY OFFICER

All events run under the FMSCI, must appoint a Sustainability Officer.

- The Role of the SUSTAINABILITY OFFICER:
- Have access to all information concerning the event.
- Enforce and manage the sustainable initiatives at the event.
- Create new sustainability initiatives and improve existing ones.
- Engage the various groups involved in the event to inspire change and create legacy.
- Make a report based on the checklist drawn up by the Sustainability and Environment Commission of the FMSCI. and send it within 48 hours to the FMSCI. Failure to do this will attract suspension from these duties.
- In case of any observation on non-compliance of the FMSCI Sustainability Guidelines, the Sustainability Officer must provide details, in writing, to the COC and the Official Secretary of the event.

ELIGIBLE MOTORCYCLES

4. ELIGIBLE MOTORCYCLES IN FMSCI CHAMPIONSHIPS RALLIES

4.1 SUMMARY

Only FMSCI homologated motorcycles, or other motorcycles approved by FMSCI may participate in National Championship rallies and must comply with the provisions of the FMSCI 2W Technical Regulations.

4.2 PRODUCTION MOTORCYCLES.

4.3 NA

4.4 The motorcycles homologated in the current year can participate in the rallies 60 days after the date of homologation. This period may be reduced by the FMSCI as the circumstances warrant.

4.5 Motorcycles for which Technical Data form is completed by FMSCI.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

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

QUALIFICATION OF A RALLY

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

CANCELLATION OF A CHAMPIONSHIP RALLY

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

REPORTS

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

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

CANDIDATE RALLIES

Any rally which is a candidate for FMSCI Championship must comply with the General Prescription applicable to FMSCI rally Championship and to the sporting regulations of the championship concerned. In case of candidate event, Organizer would have to run a one Leg rally of regular INRC event, where criteria like safety, communication, organization etc. would be looked at. If the Organizers are known and have run an INRC event in past two years, the criteria would be different than that of a new Organizer as decided by the Rally Committee.

5.1 CHAMPIONSHIP POINTS

5.1.1 ATTRIBUTION OF POINTS

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

Position	Points
1 st	25 points
2 nd	18 points
3 rd	15 points
4 th	12 points
5 th	10 points
6 th	8 points
7 th	6 points
8 th	4 points
9 th	2 points
10 th	1 point

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

Position	Points
1 st	7 points
2 nd	6 points
3 rd	5 points
4 th	4 points
5 th	3 points
6 th	2 points
7 th	1 points

To be eligible for bonus points Motorcycle must remain in the Parc ferme at the end of the leg.

5.1.3 ADDITIONAL CONDITIONS TO SCORE POINTS

Only those motorcycles driven by a registered Rider are eligible to score points within the general classification, taking into account their relative position and without taking into account the classification of the motorcycles of the non-registered Riders.

5.1.4 To be eligible for Championship points and awards, each Rider ~~must complete championship registration by paying Rs 3000/-. The registration fees will be returned or adjusted to at the end of the championship.~~

Each Rider must register individually with the Promoter to be eligible for any points on or prior to the start of pre-event scrutiny of Round 2. Once registered they must take part in all the remaining rounds of the championship concerned under pain of sanctions imposed by the FMSCI unless for a force majeure duly accepted by the FMSCI. **Registration must be done before the first round of the championship to be eligible for points towards that particular championship.**

5.1.6 ATTRIBUTION OF REDUCED POINTS

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

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

This is applicable to championship and bonus points.

5.3 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The classification will be established taking into account the criteria required for each Championship. The Rider having totaled the highest number of ~~points in his best of four results (N-1)~~ will be declared the relevant champion.

DEAD HEAT IN A CHAMPIONSHIP

6.1 RIDERS

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

- 6.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective championship, counting only those rallies which have served to make up their points total;
- 6.1.2 According to the greater number of highest places achieved in the final classifications on their respective championship, counting only those rallies in which each of the Riders and co-Riders with the same points score has taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.
- 6.1.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying Riders on the basis of whatever other considerations it thinks appropriate.

6.2 MANUFACTURERS OR TEAMS (WHICHEVER IS APPLICABLE)

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

- 6.2.1 According to the greater number of highest places achieved in the number of rallies having served to make up the points total for each manufacturer or team, taking into account only the highest place per rally for each manufacturer or team.
- 6.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.
- 6.2.3 In the event of a further tie, the FMSCI itself will decide the winner and decide between any other tying manufacturers on the basis of whatever other considerations it thinks appropriate.

CRITERIA FOR PRIORITY RIDERS

7.1 FMSCI "A" Seed

- 7.1.1 Riders who have won the Indian National Rally Championship / Indian Rally Championship in any of the previous two years.
- 7.1.2 Rider who has been a runner up (2nd place only) in Indian National Rally Championship / Indian Rally Championship in the previous year.
- 7.1.3 ~~Riders who have won any round in the General Classification of the Indian National Rally Championship / Indian Rally Championship in the previous year.~~
- 7.1.4 Riders who have won (1st place) in the General Classification of any FIM approved International Rally Event /Championship in the previous year.
- 7.1.5 Rider who has won the M1, M2, M3, M4. M5 & M6 CATEGORY Indian National Rally Riders Championship in the previous year.
- 7.1.6 Rider who has won the S1 CATEGORY Indian National Rally Riders Championship in the previous year

Examples

Rider qualifying under condition 1

INRC Champion [2023](#)

A seed [2024](#)

A seed [2025](#)

In [2026](#) falls to B seed unless he qualifies again

Rider qualifying under any other condition

~~WINNER XYZ RALLY 2023~~

~~A seed 2024~~

~~In 2025 falls to B seed unless he qualifies again~~

7.2 FMSCI "B" Seed

- 7.2.1 Riders who have been included in the Seed "A" list in the previous year and have lost this right (valid for 1 year)
- 7.2.2 Riders who have been classified 2nd and 3rd in any round in the General Classification of the Indian National Rally Championship in the previous year.
- 7.2.3 Riders who have placed 2nd and 3rd in the General classification of any FIA approved Rally International Event/Championship in the previous year.
- 7.2.4 Rider who has won the Junior National Rally Riders Championship in the previous year.(NA)
- 7.2.5 Riders who have won any cup run as a support event in the INRC in the previous year(NA)

7.3 FMSCI "C" Seed

- 11.3.1 All Riders who do not qualify under the conditions FMSCI "A" and "B" seed Riders

7.4 REPOSITIONING OF SEEDED RIDER

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

8 PROCEDURE CONCERNING THE CHOICE OF ITINERARY

8.1 RESPECT OF THE OFFICIAL ITINERARY AND SPORTING PROGRAM

- 8.1.1 Except in a case of force-majeure, the clerk of the course must ensure that the itinerary is respected.
- 8.1.2 No objections made immediately, before or during the running of the rally will be taken in to consideration unless approved by the FMSCI safety Delegate.
- 8.1.3 After the start of the competitive element of the rally, the relaying of information between competitors concerning the condition of special stages is forbidden. Any transgression will be reported to the Stewards.

RALLY CHARACTERISTICS

9.1 RALLY DURATION

The duration of a rally may vary in the different championships. The appropriate duration is detailed in the variations and additional provisions for the championship concerned.

- *There shall be no single special stage minimum or maximum distance.* However, there must ideally be no more than ~~15~~ 50 km of special stages between visits to service parks or remote service zones.

9.2 SPEED RESTRICTIONS ON ROAD SECTIONS

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

9.3 GENERAL

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

- 9.3.1 A route inspection may be conducted by an FMSCI appointed official, for events which are running on new stages. If need be, the Fmsci can make route inspection mandatory for the special stages which have been run earlier. The expenses for the same must be borne by the organisers.
- 9.3.2 An FMSCI inspection report or the inclusion of any stage in a Championship rally in no way guarantees or implies that a stage can be considered safe.

9.4 PROGRAMME FOR THE RALLIES

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

- 9.4.1 The timetable of a rally shall be in the following order:
 - Reconnaissance
 - Administration (may also take place prior to the start of reconnaissance)
 - Scrutineering
 - Shakedown (if any)
 - Ceremonial Start
 - Rally
 - Podium Ceremony
- 9.4.2 Rallies may competitively run over 2 or 3 days, including section starts or section finishes.
- 9.4.3 Rallies must finish on a Saturday or, preferably, a Sunday.

STANDARD DOCUMENTS AND SCHEDULES

10. GENERAL

10.1 FMSCI STANDARDISED DOCUMENTS

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

- Supplementary regulations, (Electronic & Printed format for officials recommended)
- Bulletins (Electronic & Printed format)
- Rally guide (Electronic format)
- Itinerary (Electronic & Printed format)
- Time card (Printed format)
- Road Book (See 10.2)
- Entry form (Electronic & Printed format)
- Starting list & results. (Electronic & Printed format)
- Media safety book (Electronic)

The format of the above documents should follow the standardized documents as in Appendix II or the requirements stipulated in the relevant Championship variations.

Documents which are published electronically shall not be amended once published on Organizers web site unless amendments are highlighted. Any documents which require approval from FMSCI shall not be amended without approval of FMSCI.

10.2 ROAD BOOK

With a view to following sensible sustainability policies, road books must now be available as soft copy / Whatsapp before the rally as opposed to printed and sent to the competitors in the group created on Whatsapp by the respective organiser which will also be the official notice board.

All the riders will receive a road book containing a detailed description of the compulsory itinerary. This itinerary and the road direction diagram must be followed. Any deviation will be reported to the Stewards.

10.3 TIME Card

10.3.1. Each rider is responsible for

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

Therefore, it is upon the rider to submit its time card to the marshals at the control time, and to check that time is correctly entered.

10.3.2. The appropriate marshal is the only person allowed to make entries on time card, except for the sections marked "for competitor's use".

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

10.3.4 Any divergence between the times entered on the rider's time card and those entered on the official documents of the rally will form subject of enquiry by the clerk of course.

10.4 CHAMPIONSHIP LOGO

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

INSURANCE

11. INSURANCE COVER

11.1 DESCRIPTION OF INSURANCE COVER

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

11.2 PUBLIC LIABILITY COVER

- 11.2.1 The insurance premium which must be included in the entry fee must guarantee adequate cover for civil liability towards third parties (public liability).
- 11.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the rally.
- 11.2.3 The insurance cover must at least be in effect during the shakedown stage and then, for riders running within the itinerary of the rally, from the start of Leg 1 till the end of the rally or at the moment of permanent retirement or disqualification. Motorcycles having retired and re-started the next Leg shall not be considered to have permanently retired.
- 11.2.4 In case if any event is running a shakedown or free practice, the insurance cover must be in effect during shakedown or free practice.

11.3 EXCLUSION OF COVER

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

MOTORCYCLE IDENTIFICATION

12. SEASONALLY ALLOCATED NUMBERS

NA

13. COMPETITION NUMBERS AND ADVERTISING

13.1 GENERAL

- 13.1.1 The Organizer will provide each rider with the number identification, which must be affixed to their Motorcycle in the stated positions prior to pre-event scrutinizing.
- 13.1.2 Any advertising within this identification is obligatory and may not be refused by the competitors/entrants. No modification is allowed to these panels.

13.2 FRONT PLATE

One plate fitting into a rectangle 30 cm wide by 20 cm high which shall include at least the competition number and full name of the rally.

13.3 RESTRICTIONS ON ADVERTISING

- 13.3.1** Competitors are allowed to affix any kind of advertising to their Motorcycles, provided that:
- It is authorized by the national laws of India and the FMSCI regulations.
 - It is not likely to give offence.
 - It is not political or religious in nature.
 - It respects the regulations on competition numbers.
- 13.3.2** The name of the automobile manufacturer may not be associated with the name of the rally (unless specific permission is taken from the FMSCI) or appear in the Organizer's compulsory advertising spaces.
- 13.3.3** The text of any obligatory organizer advertising must be clearly indicated in the supplementary regulations, or in an official bulletin before the close of entries for the rally.

13.4 ORGANISER'S OPTIONAL ADVERTISING

- 13.4.1** The Organizer may require competitors to carry optional advertising. If a competitor declines this advertising the additional charge is limited to Rs. 50,000/-.
- 13.4.2** No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor/entrant if the competitor refuses such advertising.
- 13.4.3** Competitors who accept the Organizer's optional advertising as specified in the supplementary regulations must reserve space for it. No modification to advertising is allowed.
- 13.4.4** The organizers optional advertising must be clearly indicated in the supplementary regulation. If the optional advertising is published in a bulletin, and should there be conflict with the competitors advertising, the competitor may refuse such optional advertising without paying any extra fee.

14. RIDER NAME.

The first initials of the rider must be affixed on both sides of the petrol tank in white Helvetica along with the blood group of the rider.

RIDING CONDUCT

15. BEHAVIOR

15.1 GENERAL RULES

- 15.1.1** Riders must always behave in a sporting manner.
- 15.1.2** When Motorcycles are subject to Parc ferme rules (Art 42.1), they may only be moved by riders and officials; at all other times anyone may push a Motorcycle by hand. Other than under its own power and by hand, any other manner of moving a Motorcycle is prohibited.
- 15.1.3** Exhibition riding may only be performed when permitted by the supplementary regulations of the rally.
- 15.1.4** Riders must always drive in the direction of the special stage (except solely to effect a turn round) under pain of disqualification pronounced by the clerk of the course.
- 15.1.5** On the road section that is public road, a competition Motorcycle may only be driven on two freely rotating wheels and tyres. Any infringement will be reported to the Stewards who may impose a penalty.
-

15.2 DURING RECONNAISSANCE

- 15.2.1** It is emphasized that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to and the safety and rights of other road users must be respected.
- 15.2.2** Speeding during reconnaissance will incur a fine applied by the clerk of the course as follows
Per Kilometer per hour over the limit.
A & B Seeded Riders Rs.10,000/-
C seeded Riders Rs.5,000/-
- 15.2.3** Other traffic infringements during reconnaissance will incur a penalty applied by the clerk of course according to article 15.4.
- 15.2.4** The amount of fine will be unaltered by any fine imposed by Police.
- 15.2.5** Fine will be doubled in case of second offense committed during reconnaissance of the same rally.

15.3 EXCESSIVE SPEED DURING RALLY

- 15.3.1** Speeding during rally will incur a fine applied by the clerk of the course as follows
Per Kilometer per hour over the limit.
A & B Seeded Riders Rs.10,000/-
C seeded Riders Rs.5,000/-
- 15.3.2** The amount of fine will be unaltered by any fine imposed by Police

15.4 TRAFFIC LAWS

- 15.4.1** Throughout the rally, the rider must have valid driving license and must observe the National traffic laws. Infringements will be referred to the Clerk of Course.
- 15.4.2** In the case of an infringement of the traffic laws committed by a rider participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 15.4.3** Should the police decide against stopping the Rider in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:
- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
 - that the statements are sufficiently detailed for the identity of the offending Rider 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.
- 15.4.4** For first infringement other than speeding: a penalty may be applied by the Stewards.
- 15.4.5** For the second traffic infringement: a 5 minute time penalty at the discretion of Stewards.
- 15.4.6** For the third traffic infringement: disqualification applied only by the Stewards.

ENTRIES

16. ENTRY PROCEDURE

16.1 NUMBER OF ENTRIES

The maximum number of entries for each rally will be specified in the supplementary regulations.

16.2 SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)

Any FMSCI competition license-holder wishing to take part in a rally must send the due entry fee, the completed entry form **and all documents (Art 10 of Supplementary regulations)**, to the rally secretariat before the closing date, as specified in the supplementary regulations. An electronic entry application (Internet) may be accepted. If this application is sent by fax or e-mail, the original must reach the Organizers within 5 days following the close of entries. Entry form must be accompanied by a copy of the valid competitor's license.

Originals of Indemnity Bond, Rally Insurance, Authorisation Letter and Change of Rider, if any, must be presented to the organiser before the Reconnaissance.

16.3 AMENDMENTS ON THE ENTRY FORM

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

16.4 ASN AUTHORISATIONS

For foreign competitors, Riders, authorization must be given according to FIM Sporting Code.

16.5 CHANGE OF ENTRANT AND/OR RIDER MEMBER(S)

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

Only the FMSCI may authorize the replacement of the rider or the entrant (when the same as a replaced Rider).

16.6 COMPETITORS' UNDERTAKINGS

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

17 ENTRY CLOSING DATES

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

18. ENTRY FEES

18.1 ACCEPTANCE OF ENTRY FORM

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

18.2 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.

18.3 PARTIAL REFUND OF ENTRY FEES

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

19. CLASSES

19.1 CHANGE OF CLASS ENTERED

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

19.2 CLASSES

Should a minimum of **FIVE** starters per class not be attained, the competitors in the class concerned will be entered in the next class up, if exist, otherwise will compete only for Overall Classification

RECONNAISSANCE

20. RECONNAISSANCE

20.1.1 RECONNAISSANCE MOTORCYCLES

Common Requirements

- It is allowed to use any Motorcycle with advertising, stickers etc.

Motorcycles which conform to the following specifications may be used:

20.1.2 Standard Motorcycles

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

20.1.3 Production Motorcycles

- The engine shall be a series production engine and complying with Group B regulations.
- The gearbox shall be a series production gearbox and complying with the Group B regulations.
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organizing country.
- Suspensions shall comply with the Group B regulations.

20.2 TYRES FOR RECONNAISSANCE MOTORCYCLES

FREE

20.3 RESTRICTION OF RECONNAISSANCE

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

20.4 RUNNING OF RECONNAISSANCE

20.4.1 Time table

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

20.4.2 Respect of reconnaissance time table

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

20.4.3 Number of passages

While 1 passage is mandatory, it is recommended that each rider be given 2 passages over the Special stage. If the rider is not taking a second passage, he must inform the control marshal / CRO at the stop point.

Any non-compliance shall be brought to the attention of the Stewards. During

reconnaissance there shall be control marshal / CRO at start and stop point of each special stage to record the number of passages. Riders will be only permitted to enter and leave the special stage through the start and finish controls. Further checks may also be carried out during the special stages.

20.4.4 Speed during reconnaissance

The Organizer may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

20.4.5 Procedure during reconnaissance

Caution signs, SS Stop and Start signs, boards displaying SOS, Radio points etc, must be in place during the recce. Service vehicles are not allowed on the stages during the recce.

20.4.6 Number of Persons

During each passage through a special stage, only the rider is permitted on the Motorcycle.

20.4.7 Controlled Reconnaissance The riders will do the recce in batches of 10- 25 motorcycles only with 2 minutes between batches.

Organizers can take the competitors in a convoy for a controlled reconnaissance.

20.4.8 Riding Gear

Helmet and riding gears like jackets, ankle length boots, gloves are mandatory For Reconnaissance

SCRUTINEERING CHECKS

21. BEFORE THE START OF THE COMPETITIVE ELEMENT OF THE RALLY

21.1 GENERAL

21.1.1 Motorcycles may be presented at scrutinizing by a representative of the team unless otherwise detailed in supplementary regulations. The organizers may schedule scrutinizing as an opportunity to present riders and their Motorcycles to the public. In this case, all rider members shall attend scrutinizing according to a time window announced in supplementary regulations or via a bulletin issued by the organizers.

21.1.2 At scrutinizing, competitors must present all items of clothing, including helmets intended

to be used. Compliance with applicable technical regulations will be checked as per FMSCI Standards. [Sharing of Riding Gear is Forbidden.](#)

21.1.3 The rider must show the Motorcycles complete certified homologation form.

21.1.4 Scrutinizers may require identifying the Motorcycle. The chassis and cylinder block may be marked.

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

21.2 TIMETABLE

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

22. DURING THE RALLY

22.1 ADDITIONAL CHECKS

Checks on safety items, including clothing, as well as on the Motorcycle, may be carried out at any time during the rally including Shakedown.

22.2 RESPONSIBILITY OF THE RIDER

22.2.1 The entrant is responsible for the technical conformity of his Motorcycle throughout the rally.

22.2.2 Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre rally scrutinizing until the end of the rally or until it will be allowed by these regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

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

22.2.4 Any fraud discovered, and in particular identification marks presented as original which have been tampered with, 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.

23. 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.

23.1 FINAL PARC FERMÉ

After finish formalities Motorcycles must be placed in a Parc fermé where they shall remain until released by the Stewards.

23.2 SELECTION OF MOTORCYCLES

Post rally scrutinizing involving the dismantling of a Motorcycle 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.

23.3 HOMOLOGATION /TDF FORM

The complete original FMSCI homologation form and other necessary certifications must be available with the competitor for final checks. For Foreign riders & Motorcycles the corresponding original ASN documents must be available.

23.4 TIME AVAILABLE FOR FINAL CHECKS

The interval between the arrival of the Motorcycles at the scrutinizing venue, as published in the supplementary regulations, and the posting of the Provisional Final Classification must not be less than two hours.

SHAKEDOWN

24. SHAKEDOWN REQUIREMENTS

NA

24.1 GENERAL

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

24.2 RUNNING OF SHAKEDOWN NA

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

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

24.2.3 For the application of Art. 24.1, the shakedown is considered to be part of reconnaissance.

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

24.3 DISCLAIMER

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

24.4 TECHNICAL REQUIREMENTS

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

24.5 BREAKDOWN DURING SHAKEDOWN

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

24.6 EQUIPMENT OF RIDER

During shakedown, the rider must wear a homologated crash helmet, all required safety clothing and equipment in compliance with – Riders Equipment. Any infringement will be penalized.

CONTROLS

25. CONTROLS – GENERAL REQUIREMENTS

25.1 SIGNAGE OF CONTROLS

All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralization control areas, shall be indicated by means of FMSCI-approved standardised signs complying with the drawings and distances in Appendix I.

25.2 PROTECTIVE BARRIERS

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

25.3 STOPPING TIME IN CONTROL AREAS

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

25.4 READINESS TO WORK

- 25.4.1** Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing Motorcycle.
- 25.4.2** Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus maximum permitted lateness time after the due time of arrival of the last competing Motorcycle.

25.5 SEQUENCE OF CONTROLS AND DIRECTION

- 25.5.1** Riders must check-in in the correct sequence and in the direction of the rally route, under pain of disqualification pronounced by the clerk of the course.
- 25.5.2** It is prohibited to re-enter a control area.

25.6 MARSHALS' INSTRUCTIONS

- 25.6.1** Riders are obliged to follow the instructions of the marshal of any control. Failure to do so will be reported to the Stewards.
- 25.6.2** All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

25.7 MEDIA ZONE (WHEN APPLICABLE)

A barrier media zone may be established prior to the yellow time control board at service parks, remote services or regroup parks and within the holding park before the podium

procedure at the finish. Access to this media zone shall be limited to the personnel holding the appropriate pass.

25.7.1 The organisers are required to send a press release on the event to the FMSCI Media Officer. It is recommended that arrangements be made for media to be present at prize distribution or wherever applicable.

25.8 ON-BOARD CAMERA TAPE EXCHANGE AND MAINTENANCE POINTS

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

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

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

26. 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 rider, without mentioning the time of passage.

27. TIME CONTROLS

27.1 OPERATION

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

27.2 CHECK-IN PROCEDURE

- 27.2.1 The check-in procedure begins at the moment the Motorcycle passes the time control area entry board.
 - 27.2.2 Between the area entry board and the control, the rider is forbidden to stop for any reason or to drive at an abnormally slow speed.
 - 27.2.3 The actual timing and entry of the time on the time card may only be carried out if rider and the Motorcycle are in the control area and within the immediate vicinity of the control table.
 - 27.2.4 The check-in time shall correspond to the exact moment **when the front tyre crosses the imaginary line at the yellow time control.**
 - 27.2.5 Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the time card the actual time at which the time card was handed in, and nothing else.
 - 27.2.6 The target check-in time is the time obtained by adding the target time to the special stage start time or the previous TC time, these times being expressed to the minute.
 - 27.2.7 The target check-in time is the responsibility of the riders alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
 - 27.2.8 ~~The rider will not incur any penalty for checking in before time if the Motorcycle enters the control area during the target check in minute or the minute preceding it.~~
 - 27.2.9 ~~The rider will not incur any penalty for lateness if the act of handing the time card to the appropriate marshal takes place during the target check in minute.~~
-

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- 27.2.10** Any difference between the actual check-in time and the target check-in time shall be penalized as follows:
- For late arrival: 10 seconds per minute or fraction of a minute.
 - For early arrival: 1 minute per minute or fraction of a minute.
- 27.2.11** provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organizers may authorize riders to check in before time without incurring any penalty.
- 27.2.12** If it is found that a rider has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the clerk of the course.
- 27.2.13** ~~At the discretion of the clerk of the course, a rider which has been penalized for each arrival may be neutralized for the amount of time necessary for it to leave the time originally envisaged.~~

27.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

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

- 27.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the rider and its provisional stage start time. There must be a 2-minute gap to allow the rider to prepare for the stage start and come to the start line.
- 27.3.2** If two or more riders check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.
- 27.3.3** Having checked in at the time control, the competing Motorcycle shall be driven to the start control of the special stage from where the riders will start the special stage according to the procedure laid down in these regulations.
- 28.3.4** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Stewards decide otherwise.
- 28.3.5** The stage start time shall then be the start time for the following road section.
- 28.3.6** The time card shall be given to the rider in the minute preceding the start time.

29. LATENESS

29.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a Leg of the rally will result in the competitor concerned being removed from the classification by the clerk of the course. The rider may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such lateness, the actual time and not the penalty time (10 seconds per minute) applies.

29.2 EARLY ARRIVAL

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

29.3 NOTIFICATION OF LATENESS

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

30. REGROUPING CONTROLS

30.1 PROCEDURE AT ENTRY TO A REGROUP

- 30.1.1** On arrival at regrouping controls, riders will receive instructions concerning their starting time. They must then drive their Motorcycle immediately and directly to the Parc Fermé where engines must be stopped and the rider must leave the Parc Fermé.
- 30.1.2** All riders must be prepared to be present for up to 5 minutes in an autograph zone, organized adjacent to the TC and accessible to public.
- 30.1.3** When a regroup does not exceed 15 minutes, riders may remain in this regroup.

30.2 PROCEDURE AT THE EXIT FROM A REGROUP

After a regrouping during a Leg, the Motorcycles shall restart in the order of arrival at the regroup.

SPECIAL STAGES

32. GENERAL

32.1 TIMING

For special stages, timing will be to the second. However, timing to the [Hundredth](#) of a second is permitted for all rallies counting towards a Championship.

32.2 MAXIMUM AVERAGE SPEED IN SPECIAL STAGES

The maximum average speed authorized on special stage rally must not exceed 110 kph.

32.3 OBSERVERS

When carrying out their duties, the entry of Observers onto the route of special stages must take place at the latest 30 minutes before the start time of the final course car (Car n° 0) although the FMSCI Safety Delegate may have a later time for entry to the special stages. If Car n° 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper Motorcycle to pass before continuing.

33. SPECIAL STAGE START

33.1 START POINT

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

33.2 START PROCEDURE

- 33.2.1** The electronic start procedure shall be clearly visible to the rider from the start line and may be displayed as either a countdown clock and/or a sequential light system. In either case the system must be described in the ~~event~~ rally supplementary regulations.
- 33.2.2** The electronic start procedure may be coupled to a device to detect and record if a Motorcycle leaves the start line ahead of the correct signal (False start).

33.3 MANUAL START PROCEDURE

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

33.4 DELAYED START THROUGH FAULT OF RIDER

- 33.4.1** In the event of a start delayed through a fault of the rider, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.
- 33.4.2** Any rider refusing to start in a special stage at the time allocated to it will be reported to the Stewards, whether the special stage is run or not.
- 33.4.3** Any Motorcycle not able to start from the start line within 20 seconds of the signal to do so will be removed from the classification by the clerk of course and immediately moved to a safe place.

33.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators shall be advised that the stage is going to recommence before the passage of the next competing Motorcycle. [The Zero Car must precede the first competing motorcycle after the delay.](#) Alternatively, the stage shall be stopped.

33.6 FALSE START

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

- 1st offence: 10 seconds.
2nd offence: 1 minute.
3rd offence: 3 minutes.

Further offences: at the Stewards' discretion.

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

34. SPECIAL STAGE FINISH

34.1 FINISH LINE

Special stages must end in a flying finish. Stopping between the yellow warning sign and the stop sign is forbidden and will be reported to the Stewards. Timing will be recorded at the finish line, using electronic beams/[transponders](#), and be backed up by stopwatches. [Transponders are mandatory for national championship events.](#) The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

34.2 STOP POINT

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

35. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the [stewards of the meet](#) will allocate each rider affected a time which are judged fair [in consultation with the timekeepers](#). However, no rider which is solely or jointly responsible for stopping a stage may benefit from this measure.

36. COMPETITOR SAFETY

36.1 EQUIPMENT OF THE RIDERS

Whenever a Motorcycle is in motion on a special stage, the rider must wear minimum FMSCI Approved crash helmets, all required safety clothing and equipment in compliance with FMSCI Safety Equipment

36.2 SOS/OK SIGNS

A rider must compulsorily carry a SOS /OK sign as it is advised that the Road Book be digital. The organiser may provide SOS and OK sign printed on a A5 (5.8 inch X 8.2 inch)

- ~~36.2.1 Each road book shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm X 29.7 cm (A3)~~
- 36.2.2 In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following Motorcycles.
- 36.2.3 Any rider which has the red "SOS" sign displayed to them, or which sees a Motorcycle which has suffered a major accident but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following Motorcycles shall also stop. The second Motorcycle at the scene shall proceed to inform the next radio point. Subsequent Motorcycles shall leave a clear route for emergency vehicles. All riders stopped by this procedure will receive a suitable time according to [Article 35](#).
- 36.2.4 In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly shown by a rider member to the following vehicles
- 36.2.5 If the rider leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other riders.
- 36.2.6 Any rider which is able but fails to comply with the above rules will be reported to the clerk of the course.
- 36.2.7 Any rider retiring from a rally must report such final retirement to the organizers as soon as possible, save in a case of force majeure. Any rider failing to comply will be subject to a penalty at the Stewards' discretion.
- 36.2.8 The road book shall contain a page giving the accident procedure.

36.3 ACCIDENT REPORTING

If a rider is involved in an accident in which a member of the public sustains physical injury, the Rider concerned must remain at the scene and stop the following Motorcycle, which must report this to the next radio point as specified in the road book and signed on the route. All riders stopped by this procedure will receive a suitable time according to Art 39. [Article 35](#).

36.5 THE USE OF RED FLAG

- 36.5.1 On passing a displayed RED flag, the Rider must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention Motorcycle Riders. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.
- 36.5.2 A rider which has been shown the RED flag will be given a notional time for the stage as in [Article 35](#).
- 36.5.3 The RED flag will be displayed to riders only on the instruction of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive jacket preferably of the recommended color stipulated in Appendix H and on which is marked the radio point

symbol. The time of deployment of the flag will be recorded and notified to the Stewards by the clerk of the course.

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

36.5.5 A RED flag must be available at each stage radio point (situated at approximately 5 km intervals).

36.5.6 Different signaling systems (e.g. flashing lights) may be used in super special stages or stages run in the night. Full details must be included in the supplementary regulations.

37. SUPER SPECIAL STAGES

37.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

37.1.1 When more than one Motorcycle starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each Motorcycle. It is permitted to stagger the starting line for the Motorcycles to equalize the length of the stage from the different starting positions. A super special stage is a special stage designed for spectator viewing with the possibility of having more than one Motorcycle starting at the same time.

37.1.2 The running of a super special stage is optional.

37.2 RUNNING OF A SUPER SPECIAL STAGE

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

37.3 SAFETY PLAN

37.3.1 A separate safety plan complying with the standard safety plan must be submitted to the FMSCI for the information of the Observers designated for the rally.

37.3.2 To ensure safety, the Motorcycle of a competitor who fails to complete the stage will be transported to the end of stage by the Organizers.

PARC FERME

38. RULES OF PARC FERMÉ

38.1 APPLICATION

Motorcycles are subject to Parc fermé rules:

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

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

38.1.3 From the moment they reach the end of the competitive element of the rally until the Stewards have authorized the opening of the Parc fermé.

38.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

38.2.1 As soon as they have parked their Motorcycle in the Parc fermé, the Riders must stop the engine and the rider must leave the Parc fermé. Nobody, except the officials of the rally may carry out a specific function, is allowed in the Parc fermé.

38.2.2 Riders may enter Parc fermé 10 minutes before their starting time.

38.3 PUSHING A MOTORCYCLE IN THE PARC FERMÉ

Only the officials on duty and/or the members of the rider are authorized to push a competing Motorcycle inside a Parc fermé.

38.4 MOTORCYCLE COVERS

Motorcycle covers may not be used.

38.5 TECHNICAL CHECKS

Technical check may be carried out within the Parc ferme by the Scrutinizers

38.6 REPAIRS IN PARC FERME

38.6.1 If the scrutinizers consider that the state of a Motorcycle has become sufficiently defective that safety might be affected, with the permission of the FMSCI Technical Delegate / chief scrutinizer and in presence of a scrutinizer the Motorcycle may be repaired in the Parc ferme. One rider / team member will be allowed to repair, in conformity with Appendix J or exchange FIM / FMSCI homologated safety items which are included in a technical list and mounted on the Motorcycle.

38.6.2 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the rider will be given a new starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

38.7 PARC FERME AFTER THE END OF THE RALLY

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

STARTS AND RESTARTS

39. CEREMONIAL START

A ceremonial start may be organized to improve the promotional and media interest of the rally. The start interval and order for a ceremonial start are at the discretion of the organizer. The schedule and the place of any ceremony must be indicated in the supplementary regulations.

Where a rider in its competing Motorcycle is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the rally on Leg 1 at its allocated time provided that the Stewards are notified in their first meeting and subject to passing the necessary scrutinizing checks. The rider concerned must still attend the ceremonial start wearing overalls and at their due time.

40. RALLY START

40.1 START AREA

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

40.2 MAXIMUM LATENESS AT A START

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

41. START ORDERS AND INTERVALS

41.1 REVISED START ORDER REQUIREMENT

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

41.2 REPOSITIONING OF RIDERS

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

41.3 START ORDER OF LEG 1

The starting order for leg 1 is as follows

- FMSCI A seed Riders
- FMSCI B seed Riders
- All the other competitors following a starting order left to the discretion of the organizers.

41.4 STARTING ORDER FOR THE SUBSEQUENT LEGS

The start order of the subsequent legs shall be based on the classification at the finish of the final special stage of the previous Leg excluding any super special stage if run at the end of Leg. For the purpose of enhancing live TV coverage, the championship promoter may request the running order of the Motorcycles to be changed at the end of a leg.

41.5 START INTERVAL

All Motorcycles will start at one-minute interval unless specified otherwise in the championship regulations or rally supplementary regulations.

41.6 RESTART OF RETIREMENT / LEG 2 / [Specific Regulations for Trophies, Cups & Challenges till 41.6.4](#)

41.6.1 General

A rider which has failed to complete a Leg can re-start the rally from the start of the next Leg only if they confirm their intention to the clerk of course one hour prior to the publication of the start list of the subsequent Leg. The competitor must advise the organizer of the reason for retirement (e.g. accident, technical problems etc.) and the intention to have the Motorcycle re-scrutinized.

This shall apply to any Motorcycle which has been excluded on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the Motorcycle has been excluded for breach of eligibility requirements, traffic infringements or by decision of the Stewards. Any competitor who restarts will not be classified in the final overall classification and thus not be eligible for championship points, except bonus points.

41.6.2 Service Location and time allowed.

Any Motorcycle which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the Motorcycle must report to the overnight

regroup prior to the next Leg, no later than 1 hour before the scheduled start of the first Motorcycle.

41.6.3 Scrutinizing of repaired Motorcycles

The Motorcycle must retain its original body shell and engine block as marked at pre-event scrutinizing. The competitor must be represented during this re-scrutinizing at a time to be advised by the organizers.

41.6.4 Repairs to start Leg 1/Section 2

For those Motorcycles that fail to complete the super special stage / road section (Section 1 of Leg 1), if applicable, repairs may be carried out in accordance with the above mentioned article 38.6 and the competitor may start Section 2 of Leg 1. The competitor will be deemed to have completed the super special stage / road section and will not have retired. The supplementary regulations will specify the time for those competitors who failed to complete the super special stage and/or the road section.

SERVICE

42. SERVICING – GENERAL CONDITIONS

42.1 PERFORMING OF SERVICE

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

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

42.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

42.2.1 [The presence of the team personnel or any team conveyance is allowed only in](#)

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

42.2.2 The passing of food, drink, clothing and information (data carried, road book, etc) to or from the rider is permitted in service parks or whilst the Motorcycles are in a media zone.

43. SERVICE PARKS

43.1 GENERAL

The number and locations of service parks are laid down in the supplementary regulations and in the road book. For maximum distance between the service parks see Article “Rally Characteristics”. [Article 5.2 of Specific regulations of INRC](#)



43.2 SERVICE PARK SCHEDULE

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

- 43.2.1** 15 minutes before the first SS of each Leg following an overnight regroup.
 - Not mandatory for Leg 1 except after a competitive element of the rally and an overnight parc ferme’.
 - Technical checks may be carried out within the Parc Fermé.
- 43.2.2** 30 minutes between two groups of stages.
 - Optional of remote service zone(s) is/are used.
 - Preceded by 3 minutes technical zone which may be within regroup.
- 43.2.3** 30 minutes at the end of each section before overnight regroup except after the final section of rally.
- 43.2.4** 10 minutes service prior to the finish of the rally at organizer’s discretion.
 - May be preceded by a 3-minute technical zone which may be within a regroup.

43.3 SERVICE PARK IDENTIFICATION

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

43.4 SPEED INSIDE SERVICE PARKS

The speed of competition Motorcycles and service vehicles in the service parks may not exceed 15 kmph, or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the Stewards.

43.5 LAYOUT OF SERVICE PARKS

- 43.5.1** The organizers must allocate a Service Park Zone (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry service or auxiliary plates.
- 43.5.2** Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to Service Park. These vehicles will be allocated an Auxiliary plate.

44. EMPTYING THE TANK AND/OR REFILLING THE TANK IN THE SERVICE PARK

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

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

46. REMOTE SERVICE ZONES (RSZ)

46.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one Motorcycle.
- Allow for the changing of tyres supplied from a service vehicle.
- May be preceded by a 3-minute technical zone before the entrance time control.

-
- Incorporate a tyre marking zone after the exit time control.
 - Admit only authorised team personnel, the rally officials and media with appropriate passes.
 - To increase promotional value, organisers are encouraged to locate RSZs in towns or centers of population.
 - [It is mandatory for an official to be present at the RSZ.](#)

46.2 NUMBER OF TEAM PERSONNEL

46.2.1 At a remote service zone, the following may work on their Motorcycle(s):

- For one Motorcycle, the rider plus up to 2 team personnel. These team personnel shall remain the same while the Motorcycle is in the zone.
- For entrants of priority Riders or entrants running multiple entries, the rider plus up to 4 team personnel per Motorcycle. These team personnel may be exchanged between Motorcycles within the zone.

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

46.2.3 No team personnel other than those permitted under Art.46.2 may be in the zone.

46.3 ELIGIBLE EQUIPMENT AND TOOLS

46.3.1 Whilst in a remote service zone the following is permitted:

- The use of, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water
- The use of equipment or parts and tools carried on board the competing Motorcycle
- The use of battery-operated tools including any necessary lighting
- The addition of plain water/coolant to the Motorcycle systems for which a filling device may be used
- The use of brake bleeding and Motorcycle cleaning equipment/material
- The use of paper tissue

46.3.2 Ground sheets must be used.

46.3.3 It is permitted to have a competition Motorcycle linked by a cable to a computer that is positioned inside the remote service zone and operated by a additional person (other than the allowed 2 team personnel). This person may not touch the Motorcycle or any parts to be fitted to the rally Motorcycle.

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

46.3.5 Any equipment or parts from the Motorcycle may be left in the RSZ and removed after the departure of the Motorcycle.

46.4 RSZ VEHICLE PASS

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

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

47. RALLY RESULTS

47.1 ESTABLISHING RESULTS

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

47.2 PUBLICATION OF RESULTS

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

- 47.2.1** Unofficial Classifications: classifications distributed by the organizer during the rally
- 47.2.2** Partial Unofficial Classifications: classifications published at the end of a Leg.
- 47.2.3** Provisional Final Classification: classification published by the organizer at the end of the rally.
- 47.2.4** Official Final Classification: classification approved by the Stewards.
- 47.2.5** 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).

47.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

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

47.4 FAIR AND IMPARTIAL COVERAGE

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

47.5 PROMOTIONAL RESULTS

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

48. PROTESTS AND APPEALS

48.1 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.

48.2 PROTEST FEES

The protest fee for National Championship is Rs.18,000/= + 18% GST. Total Rs.21,240/=

48.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the Motorcycle, any additional deposit must be specified in the supplementary regulations of the rally – or will be specified by the Stewards upon a proposal of the FMSCI Technical delegate / Chief scrutineer.

48.4 EXPENSES

- 48.4.1** The expenses incurred in the work and in the transport of the Motorcycle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 48.4.2** If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

48.5 APPEALS

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

Competitors may appeal against decisions, in accordance with the stipulations set out in

Articles 15.1 of the Code.

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

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

This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

The confirmation of an appeal to the FMSCI must be accompanied by a fee of Rs.96,000/- +18% GST. Total Rs.113,280/=.

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

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

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

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

49. MINUTES & CLOSING REPORT

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

50. RALLY PRIZE-GIVINGS

50.a At the prize giving of a Championship rally, the prize winners are obliged to participate in proper attire, team uniform or smart casuals, shorts and slippers not allowed; the winners of the general classification must also participate in the other official ceremonies.

50.b Should prize winners fail to turn up at the prize giving, except for duly accepted force majeure situations, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the crew is present at the prize giving, except for duly accepted force majeure situations, the penalties shall be left to the discretion of the Organisers.

50.1 — PODIUM CEREMONY

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

50.2 — PRIZE-GIVING

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

51. ANNUAL FMSCI PRIZE-GIVING

51.a Should any of the first three riders classified in the INRSC fail to attend the annual FMSCI prize giving, except for duly accepted force majeure situation, the rider/team concerned will be subject to a fine of ` 50,000/=.

51.1 ATTENDANCE REQUIREMENTS

A Rider winning an FMSCI Championship must be present at the annual FMSCI prize-giving ceremony.

51.2 ABSENCE

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

FUEL – REFUELING

52. REFUELING AND PROCEDURES

52.1 LOCATION

52.1.1 Except as detailed in the change of fuel tank, riders may only refuel in the refueling zones (RZ) or at commercial filling stations (only for trophies, cups and challenges) on the rally route designated by the organisers in the supplementary regulations and road book.

The refuel zone may be located at:

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

52.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book. No more than 2 static RZ's per Leg, one being at service park, may be scheduled.

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

52.1.4 The presence of a fire appliance and or appropriate safety measures is required to be arranged by the organiser at any refuel zone. (Not applicable to commercial filling stations). The ground must be covered with an environmental mat or any other sheet suitable for the same purpose. No flammable material must be used in or around the RZ.

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

52.1.6 A Motorcycle may be pushed out of the zone by the rider, officials and/or the two team members without incurring a penalty.

52.2 PROCEDURE IN RZ

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

-
- 52.2.2** In all RZ's, a 5 kph speed limit will apply.
 - 52.2.3** It is recommended that mechanics wear fire-resistant clothing.
 - 52.2.4** The responsibility for refueling is incumbent on the competitor alone.
 - 52.2.5** Engines must be switched off throughout the refueling operation.
 - 52.2.6** Solely for the purpose of assisting with the refueling procedure of their Motorcycle, two team members of each rider may access the RZ.

TYRES AND WHEELS

53 GENERAL

53.1 COMPLIANCE

All tyres must comply with this article.

53.2 MOULDED TYRES

All Motorcycles must be fitted with molded tyres.

53.3 CONTROL

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

53.4 TYRE MARKING / CONTROL ZONES

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

53.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

As per FMSCI 2W Technical Regulations

53.6 START DELAYS

The adjustment of tyre pressure is permitted:

- When the start of a stage is delayed by more than 10 minutes for any competitor.
- In regroupings of more than 10 minutes duration for any competitor, if followed by a special stage or super special stage.

53.7 HAND CUTTING

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

53.9 STUDED TYRES

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

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

53.10 AVAILABILITY OF TYRES

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

53.11 TREATMENT OF TYRES

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

53.12 RIMS

Any device designed to clamp the tyre to the rim is not permitted. However, Tyre Catchers and mousse are permitted

53.13 DISTANCE BETWEEN TYRE CHANGES

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

[Tyre change is not required for one single transport/liaison upto 30kms. \(to be included in Technical R and SR\)](#)

MECHANICAL COMPONENTS

53. MECHANICAL COMPONENTS

53.1 ENGINE REPLACEMENT

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

53.1.2 Other than above the same engine must be used from passing scrutinizing until the finish of the rally.

54. ADDITIONAL MOTORCYCLE REQUIREMENTS

54.1 ON-BOARD CAMERAS



























54.1.1 If required by the organizer or a Championship promoter (if applicable), the competition Motorcycle must carry an on-board camera or other recording device. This will be fitted by the organizer or a Championship Promoter and approved by the scrutinizer.

54.1.2 The competitor of any Motorcycle which carries an on-board camera must have the prior agreement of the organizer or a Championship promoter (if any). Authorized cameras will be identified by an adhesive decal and must be mounted in the Motorcycle at the time of scrutinizing

54.1.3 Competitors wishing to use camera must supply the following information to the organizer or to the championship promoter (if any) at least one week before the start of reconnaissance: competitor's name, Motorcycle number, competitor's address and use of footage.

APPENDIX I RALLY CONTROL SIGNS

Read FIM for FIA

Control type	CONTROL ZONE (Diameter of signs : about 70 cm) Direction of rally		
	→	→	→
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area
PASSAGE CONTROL	 ← 25 m →	 PC ← 25 m →	
TIME CONTROL	 ← 25 m →	 TC ← 25 m →	
TC AT SERVICE PARK ENTRANCE	 ← 5 m →	 TC ← 5 m →	
TC AT SERVICE PARK EXIT	 ← 5 m →	 TC (usually leads to T2 and/or T3) ← 5 m →	
TIME CONTROL AND SS START	 ← 25 m →	 TC ← 50-200 m →	 SS START ← 25 m →
END OF SS	 ADVANCE INDICATION ← 100 m →	 FLYING FINISH LINE ← 100-200 m →	 STOP CONTROL ← 25 m →
OTHER FIA STANDARD RALLY SIGNS (Diameter of signs: 55 cm minimum)			
	WHITE SYMBOL ON YELLOW BACKGROUND *	WHITE SYMBOL ON BLUE BACKGROUND *	
TYRE MARKING/CHECKING		 One sign for all tyre operations	
REFUEL ZONE		 One sign for all refuel operations	
RADIO POINT	 WARNING SIGN ← 100 m →	 RADIO POINT	
MEDICAL VEHICLE POINT	 WARNING SIGN ← 100 m →	 MEDICAL VEHICLE POINT	

Distances shall be respected as near as practically possible.

Time Control



Colour of Control Area Entry:
YELLOW Colour of Control: RED

SS Start



Colour: RED

Flying Finish Line



Colour of Control Area Entry:
YELLOW Colour of Control: RED

Stop Control



Colour: RED

End of Control Area



Colour: BEIGE

Passage Control



Colour of Control Area Entry:
YELLOW Colour of Control: RED

Begin of Refuel Zone



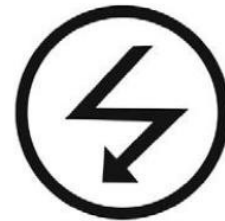
Colour: BLUE

End of Refuel Zone



Colour: BLUE

Radio Point



Colour of Control Area Entry:
YELLOW Colour of Control: BLUE

Medical Vehicle Point



Colour of Control Area Entry:
YELLOW Colour of Control: BLUE

Begin of Tyre Marking/Checking



Colour: BLUE

End of Tyre Marking/Checking



Colour: BLUE

APPENDIX II - STANDARD DOCUMENTS

Appendix II -1 - SUPPLEMENTARY REGULATIONS

Each rally must produce supplementary regulations.

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

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

The supplementary regulations must be printed in A 5 format (optional) and appear on the official rally website at least 1 2 months before Leg 1 of the event.

Softcopies of the same must be distributed to all competitors and rally officials.

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

CONTENT

INDEX

1. INTRODUCTION

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

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

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

1.2 Road surface

Special Stages

Super Special Stage

1.3 Overall SS distance and total distance of the itinerary

SS Distance SSS

Distance Liaison

Distance Total

Distance

2. ORGANISATION

2.1 FMSCI titles for which the rally counts

2.2 Permit numbers

2.3 Organizer's name, address and contact details.

2.4 Organization committee

2.5 Stewards of the Meeting

2.6 FMSCI Delegates & Observer

2.7 Senior officials including Sustainability Officer

2.8 HQ location and contact details (tel. & fax.)

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

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

4. ENTRIES

4.1 Closing date for Standard entries

Closing date for Late entries

4.2 Entry procedure

4.3 **Number of entrants accepted and classes.**

4.4 **Entry fees- Standard and Late**

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

4.6 **Refunds**

5. **INSURANCE**

It is mandatory for all competitors to have a personal accident Medclaim policy of 10 Lacs.

Organisers holding a valid 2024 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. **TYRES**

7.1 Tyres specified for use during the rally.

7.2 Tyre change not required for one single transport/liaison stage upto 30 kms.

8. **FUEL**

9. **RECONNAISSANCE**

9.1 Procedure for registration

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

10. **ADMINISTRATIVE CHECKS**

10.1 **Documents to be presented:**

- Entrants license / FMSCI registration no. (if any)
- Rider competition licenses
- Rider's valid driving license

-
- P. A. Policies of Rider & co-Rider
 - Rider PAN card Copy
 - Completion of all details on the entry form
 - Motorcycle Rally insurance cover certificate
 - Motorcycle insurance & registration papers
 - Indemnity of carrying all papers (Refer INRC specific regulations)

10.2 Timetable

11. SCRUTINIZING,SEALING AND MARKING

11.1 Scrutinizing venue and timetable

11.2 Changes to TR- Specify ,if any/ NA

11.3 Rider's safety equipment

11.4 Special national requirements

11.5 Installation of Safety Tracking System

12. OTHER PROCEDURES

12.1 Ceremonial start procedure and order

12.2 Finish procedure (only if different from the Regulations)

12.3 Permitted early check-in

2.4 Super special stage procedure and running order (if applicable)

12.5 Any special procedures / activities including the organizers' promotional activities

12.6 Official time used during the rally

12.7 Rate per Sq.Ft. for Service Park, if organizers tent is required

13. IDENTIFICATION OF OFFICIALS

Safety Marshals: Orange

Safety Officer: Orange with white stripe and text

Post Chief: Blue with white stripe and text

Media: Green

Stage Commander: Red with text

Competitor Relations Officer: Red jacket or red tabard

Medical: White

Radio: Yellow with blue mark

Scrutineer: Black

14. PRIZES

15. FINAL CHECKS

15.1 Final checks – who is to attend from teams, ~~plus~~ and location

15.2 Protest fees

15.3 Appeal fees

Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

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

Appendix 4

We, the organisers of the *****, follow the FMSCI Sustainability Guidelines, the FIA Guide to Sustainable Events and the FIM Environmental Code, to the best of our abilities, for the future of our sport, and to respect nature and the environment.

We ask you to

-use an environment mator other approved system while servicing or refuelling in order to prevent spillage of oil and fuel into the ground.

-use the oil collection containers available in the pits when disposing of used oil.

-bring refillable water bottles.

-use waste bins for all rubbish.

-please leave your pits/ service area clean, so that there is no trace of your activity.

-not leave used tyres or parts behind. Dispose of them correctly.

-Download the FIA Smart Driving Challenge App to evaluate your CO2 emissions.

Please help us make our sport clean and environmentally friendly.

Appendices 5, 6, 7, etc.

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

Appendix II – 2 : BULLETINS

Bulletins are defined in Article 2.1

They may be issued either:

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

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

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

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

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

The Federation of Motor Sports Clubs of India

Appendix II – 3 : RALLY GUIDE NA

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

Art No	Headings & Sub heading	SR	R
1	Introduction / Welcome	-	X
	Introduction form top officials, chairman, etc	-	X
	“This document has no regulatory power – For information only		
2	Contact Details		
	a) Permanent contact details	X	-
	Postal and visitors’ address, phone and fax	X	-
	E0mail and internet address	X	-
	Key officials	X	X
	b) Rally HQ Contact details	X	X
	Adress, phone and fax	X	X
	Rally office opening hours	X	X
3	c)Media contact details	-	X
	Programme and critical deadlines		
	a) Schedule before the rally week	X	X
4	b) Schedule during the rally week	X	X
	Entry details		
	Titles for which the rally counts	X	-
5	List of entry fees	X	-
	Enrty packages for non FIM registered teams	X	-
	Service park(s) and Remote Service Zones if applicable		
6	Information about the service park(s), etc.	-	X
	Facilitied at Service park	-	X
	Service park content – see list at the end of this Appendix	-	X
7	Two- way radio		
	Contact details of person / authority in charge	-	X
8	Fuel / Tyres		
	Information on requirements / availability	X	X
9	Import of vehicles and spare parts		
	National laws / customs clearance / agents	-	X
10	Helicopters		
	Registration procedure / information on hire companies	-	X
11	Hospitality arrangements		
	Contact details for person / company in charge of hospitality arrangements	-	X
12	Hotel / 44rganizer44ion reservation		
	List of hotels	-	X
	Contact details for reservation	-	X
13	Reconnaissance		
	GPS tracking (start nos, collection)	X	X

Art No	Headings & Sub heading	SR	RG
13	Scrutineering, sealing and marking		
	Date, place and time-windows (individual times in bulletin)	x	x
	Preparation to be made before the Motorcycle is brought to scrutineering	-	x
	Collection / return points for safety tracking system	x	x
	Final scrutineering	x	x
14	Shakedown		
	General info & times (location, stage length, distance to service park, etc)	x	x
15	Start procedure		
	Programme and instructions	x	x
16	Finish procedure		
	Programme and instructions	x	x
17	PR activities		
	Rally shows etc.	-	x
18	Media		
	Contact before the rally	-	x
	Accreditation procedure / criteria and deadline	-	x
	Accreditation desk – location and opening hours	-	x
	Media room – location and opening hours	-	x
	Press conference – time and location	x	x
	Teams' media contacts	-	x
Expected media coverage (TV & Radio, times, channels and frequencies)	-	x	
19	Passes and plates		
	Description of the various passes and plates – which pass allows access where	-	x
20	Medical and Safety Service		
	Emergency number	-	x
	Telephone numbers for:	-	x
	* Hospitals in the area	-	x
	* Police	-	x
	* Towing service	-	x
* Pharmacies	-	x	
21	List of useful facts and services		
	Climate	-	x
	Time zone	-	x
	Currency	-	x
	Hire Motorcycle companies	-	x
	Airline companies and airports	-	x
	Copy service	-	x
	Mobile phone (Rental and service)	-	x
	Security companies	-	x
Taxis	-	x	

Art No	Headings & Sub heading	SR	RG
APPENDICES			
Note: Format of Appendices is at the discretion of the 46 organizer.		SR	RG
Headings			
Itineraries			
All legs		X	X
Itinerary compared with previous years		-	X
Recce schedule		X	X
Maps (A4 format)			
Overview Maps (each Leg)		-	X
Special stage maps and recce maps		-	(optional)
Shakedown map, (if applicable)		-	X
Relevant cities / towns (showing HQ, service park, hospitals etc.)		-	X
Road books or regional maps, town maps, diagrams to explain how to travel			
From Airport to HQ (or road connections)			
Between HQ and service park		-	X
From service park to shakedown		-	X
From shakedown to service park		-	X
Between HQ and scrutineering		-	X
Between service park and scrutineering		-	X
Between service park and remote/ additional refuel zones (if any)		-	X
Between service park and remote service zone (if any)		--	X
Between service park and tyre fitting zone (if any)		-	X
Between service park and light fitting zone (if any)		-	X
Between HQ and media centre (if applicable)		-	X
Drawings and layouts			
Scrutineering & noise check area		-	X
Safety box installation		-	X
Remote service Zone (if applicable)		-	X
Rally HQ		-	X
Starting area		-	X
Finish Area		-	X
Service park drawing		-	X

Organisers may consider use of forms for the following
Hotel / accommodation reservation
Service park facilities
Media accreditation
Recce registration
Additional material order
Two-way radio form (if applicable)
Customs clearance form (if applicable)
Check list for Service Park
TC in / TC out (with numbers)
Parc Ferme
Technical Zone
Tyre marking Zone
Refuel area (if not remote)
Environmental requirements
Service vehicles in and out of SP
Position for emergency service, fire brigade, medical centre, etc.
Auxiliary parking areas
Press and VIP parking areas
Spectator parking
Rally office / information centre
Public toilets
Water supply
Rubbish area (s)
Helicopter pad

Appendix II - 4 : ITINERARY - EXAMPLES OF LAYOUT OF ITINERARY

1 - FREE PRACTICE (FP) / QUALIFYING STAGE {QS} (when applicable)

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

Qualifying							Thursday 26 June 2014
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Qualifying
TCFP	Start of Free Practice					8:00	
FREE PRACTICE CLOSSES AT 10:00							
TCQS						10:30	
RZQS	Refuel for Qualifying Stage						
QS	Qualifying Stage	3.86	-	-	-	10:38	
TCPF	Parc fermé IN (early check-in permitted)	-	6.50	10.36	0.18	10:56	
Start order selection at XXXXXX (give location)						12:00	

2 - SSS TO START THE RALLY

Start (Section 1)							Thursday 26 June 2014
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Section 1
0	Start - (Anytown Pavilion)					18:15	
RZ 1	Refuel - All competitors						
	Distance to next refuel	(2.06)	(24.98)	(27.04)			
1		-	10.49	10.49	00.25	18:40	
SS1	SSS Trotting Track 1	2.06	-	-	-	19:00	
1A	Parc fermé IN	-	14.49	16.55	0:30	19:30	
Overnight regroup							
Re-Start (Sections 2,3,4,.....)							Friday 27 June 2014
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Section 2
1B	Parc fermé OUT - Service IN	-	0.00	0.00	0:30	06:00	
	Service A - Anytown Pavilion	(2.06)	(24.98)	(27.04)	0:15		
1C	Service - OUT	-	-	-	-	06:15	
RZ 2	Refuel - All competitors						
	Distance to next refuel	(50.68)	(99.16)	(149.84)			

NOTES

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



3 - TYPICAL SERVICE DURING A DAY

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

Section 4

5

NOTES

In the example, technical checks are carried out within the REGROUP (Article 2.12). When there is no regroup involved, there should be a 3 minute Technical Zone before the service park entrance.

4 - REMOTE SERVICE & REFUEL

Start (Sections 1,2)			Friday 24 October 2014			
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start - Skrunda	(0.00)	(0.00)	(0.00)		06:00
RZ 1	Refuel - City					
	Distance to next refuel	(0.00)	(136.00)	(136.00)		
RZ 2	Remote Refuel (FIA fuel)		[136.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		
1		-	165.00	165.00	03:22	09:22
SS1	Talsi 1	32.14	-	-	-	09:25
2		-	3.17	35.31	0:38	10:03
SS2	Pampal 1	5.13	-	-	-	10:06
3		-	5.79	10.92	0:15	10:21
SS3	Roja 1	27.88	-	-	-	10:24
RZ 3	Remote Refuel (FIA fuel)		[23.50]			
	Distance to next refuel	(0.00)	(57.03)	(57.03)		
3A	Regroup & Technical Zone - IN	-	53.50	81.38	1:33	11:57
3B	Regroup & Technical Zone - OUT / Service - IN	-	0.03	0.03	0:10	12:07
Remote Service A - Dundaga		(65.15)	(227.49)	(292.64)	0:15	
3C	Remote Service - OUT	-	-	-	-	12:22
RZ 4	Remote Refuel (FIA fuel)		[27.00]			
	Distance to next refuel	(65.15)	(61.46)	(126.61)		

Section 1

Section 2

NOTES

For the procedure in and the setup of a remote service please refer to Article 52

5 - TYPICAL FLEXI-SERVICE BEFORE AN OVERNIGHT REGROUP

SS1 3	Vesuvius 2	22.80			16:3 5	Section 5
13A	Parc Fermé & Technical Zone IN	50.68	73.48	1:25	18:00	
13B	Parc Fermé OUT - Flexi Service IN			0:10 (min.)		
Flexi Service F (Football Stadium)		(72.59)	(161.06)	(233.65)	(00:45)	
13C	Flexi Service OUT - Parc Fermé IN					
All cars must be returned to Parc Fermé no later than					21:00	
Saturday totals		145.18	322.12	467.30		

NOTES

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

6 - TYPICAL END OF RALLY

17B	Regroup OUT				11:45	Section 9	
18		-	14.12	14.12	0:17		12:02
SS1 8	Roja 2 (Power Stage)	7.25			12:0 5		
18A	Regroup & Technical Zone IN	65.13	81.38	1:15*	13:20		
18B	Regroup OUT - Service IN			00:03	13:23		
Service J (Football Stadium)		(79.97)	(188.53)	(268.50)	(00:10)		
18C	Service OUT - Finish - Holding IN				13:33		
Podium					14:00		
Sunday totals		79.97	188.53	268.50			

TOTALS OF THE RALLY				
	SS	Liaison	Total	%**
Friday 26 October Sections 1, 2	136.21	292.98	429.19	31.7%
Saturday 27 October Sections 3, 4, 5	145.18	322.12	467.30	31.1%
Sunday 28 October Section 6	79.97	188.53	268.50	29.8%
Total - 18 SS	361.36	803.63	1164.99	31.0%

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

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

A table as above should conclude the final itinerary page.

Appendix II – 5 : ROAD BOOK

5 GENERAL REQUIREMENTS – Article 10.2

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

2. FIRST PAGES

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

3. INSTRUCTION PAGES

- When a rally route is duplicated (i.e. 2 identical loops) organisers are encouraged to economies by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. If there is any variation between two passages there should be no common set of route instructions.
- Each road book should include at least one service park plan. Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is change of TC locations.
- Layout plans of Remote Service, Tyre and / or Light fitting zones and ~~or~~ Remote Refuel points should be included. (if applicable)
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park, are recommended.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section (see example).
- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed EXCEPT between TC and SS start (see example).
- Individual stage maps shall include:
 - A scale

- Reconnaissance route
 - Alternative route
 - Location of start/finish and all emergency vehicle points.
- The GPS location of the start and finish of each special stage and of the regroupings and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379’.
 - Photographs or diagrams of control locations may be included.
 - The number of the special stage shall be placed on the side of the page (see example) to enable easy location of the stage. When printing is double-sided this number should be the outside edge i.e. opposite the bound edge of the page. The number should appear only on pages relating to the special stage.
 - All intermediate emergency vehicle and ambulance points must be indicated by the appropriate symbols.
 - Road numbers shall be included where relevant.
 - A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.
 - The thick vertical line between the “Direction” and “Information” columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
 - The distance between TC and SS start must be placed in the information box (see example)
- 4 FINAL PAGES**
- Alternative routes may be included as a section at the end of the road book on a paper with different color.
 - Other requirements:
 - Retirement form
 - Enquiry form
 - To include the SOS / OK symbols in A4 size (folded in landscape format) as last page in the road book is optional for the organizer.
- 6 CHANGES**
- In case of a change in road book (e.g. with a bulletin) not only the changed indication boxes have to be shown but also the last and the first valid indication boxes have to be printed with their numbers. The changed pages should be issued in A5 to be inserted into the road book.
- 7 OTHER USEFUL INFORMATION**
- A trip meter point on long junction drawings, such as roundabouts, is recommended.
 - On road sections, the junctions to or from another SS should be identified and oncoming rally traffic should be mentioned.
 - A competitor’s time record page
 - Advice of the partial distance to the next junction at the base of each page (especially when junctions are in rap)

Example:

SS information (points to SS information box)

Total KM from TC to TC (points to 24,00 km)

Scheduled Time (points to 30 min)

TC 8/12 Neunkirchen		DAY:	2
TC 9/13 Freisen		SECTION:	3/4
SPECIAL STAGE		TIME ALLOWED:	30 min
ST. WENDELER LAND 1/2		REVERSED ROUTE	
DISTANCE		16,95 km	
TOTAL			
DIRECTION		INFORMATION	
15,88	0,90	2007	8,12
16,52	0,64	2007	7,48
16,91	0,39	30	7,09
16,95	0,04	2007	7,05
17,19	0,24	2007	6,81

SS Number (points to 1, 2, 8)

FINISH/ZIEL SS/WP 8/12 ST. WENDELER LAND 1/2 16,95 km

Turn quickly, the page lives $\leq 200\text{ m}$

MAPS: 2-34

Liaison information (points to Liaison information box)

TC 7/11 Hermeskell		DAY:	2
TC 8/12 Neunkirchen		SECTION:	3/4
SPECIAL STAGE		TIME ALLOWED:	40 min
SPECIAL STAGE		REVERSED ROUTE	
DISTANCE		41,51 km	
TOTAL		62,27 km/h	
38,48	3,21	Selbach Gemeinde Neuhelden Landkreis St. Wendel	3,03
39,23	0,75	Neuhelden 10 km Bostelise St. Wendel 14 km Oberthalheim Woley 7 km	2,28
40,53	1,30	Neunkirchen/Nahe Gemeinde Neuhelden Landkreis St. Wendel	0,98
41,10	0,57	(Hirschfelderweg) Eiweiler 4 km	0,41
41,51	0,41	TC 8/12 NEUNKIRCHEN	0,00

Distance to start (points to (0,06))

MAPS: 2-21


Appendix II – 6 : Standard FMSCI Time CARD




GENERAL




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

DESIGN




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


Logo of Rally	Car No.	Free Practice & Qualifying	
		14 Jan 2012	


Free Practice	5.48 km	FINISH TIME			
		H	M	S	1/1000
	PROVISIONAL START FREE PRACTICE	H	M		
		ACTUAL START			
		M	S	1/1000	
TIME TAKEN					





Free Practice	5.48 km	FINISH TIME			
		H	M	S	1/1000
	PROVISIONAL START FREE PRACTICE	H	M		
		ACTUAL START			
		M	S	1/1000	
TIME TAKEN					

TC QS	Qualifying Stage				
		APPROX TC QS			
		H	M		
SSS QS					

SSS QS	Qualifying Stage	5.48 km	FINISH TIME			
			H	M	S	1/1000
	PROVISIONAL START QS	H	M			
		ACTUAL START				
		M	S	1/1000		
		TARGET TIME		00 48		
				DUR TIME	H	M
TC PF				TC #		
				TC #		

	Logo of Rally	Car No.	Timecard A 15 Jan 2012													
TC 0	Start <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 0</p> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">01</td><td style="width: 30px; text-align: center;">10</td></tr> </table> <p>TC 1</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 1</p> </div> </div>			H	M	01	10	H	M	COMPETITOR USE						
H	M															
01	10															
H	M															
TC 1				COMPETITOR USE												
TC 1	SS 1 Stage Name 23,76 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="width: 100px; height: 30px; margin: 0 auto;"> <tr><td style="width: 25px; text-align: center;">H</td><td style="width: 25px; text-align: center;">M</td><td style="width: 25px; text-align: center;">S</td><td style="width: 25px; text-align: center;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>PROVISIONAL START SS 1</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">35</td></tr> </table> <p>TC 2</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 2</p> </div> </div>			H	M	S	1/10	H	M	H	M	00	35	H	M	COMPETITOR USE
H	M	S	1/10													
H	M															
H	M															
00	35															
H	M															
TC 2	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 2</p> </div> </div>			H	M	H	M	COMPETITOR USE								
H	M															
H	M															
TC 2	SS 2 Stage Name 11,79 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="width: 100px; height: 30px; margin: 0 auto;"> <tr><td style="width: 25px; text-align: center;">H</td><td style="width: 25px; text-align: center;">M</td><td style="width: 25px; text-align: center;">S</td><td style="width: 25px; text-align: center;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>PROVISIONAL START SS 2</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">01</td><td style="width: 30px; text-align: center;">05</td></tr> </table> <p>TC 3</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3</p> </div> </div>			H	M	S	1/10	H	M	H	M	01	05	H	M	COMPETITOR USE
H	M	S	1/10													
H	M															
H	M															
01	05															
H	M															
TC 3	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3</p> </div> </div>			H	M	H	M	COMPETITOR USE								
H	M															
H	M															
TC 3	SS 3 Stage Name 34,19 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="width: 100px; height: 30px; margin: 0 auto;"> <tr><td style="width: 25px; text-align: center;">H</td><td style="width: 25px; text-align: center;">M</td><td style="width: 25px; text-align: center;">S</td><td style="width: 25px; text-align: center;">1/10</td></tr> </table> </div> <div style="text-align: center;"> <p>PROVISIONAL START SS 3</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">01</td><td style="width: 30px; text-align: center;">30</td></tr> </table> <p>TC 3A</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3A</p> </div> </div>			H	M	S	1/10	H	M	H	M	01	30	H	M	COMPETITOR USE
H	M	S	1/10													
H	M															
H	M															
01	30															
H	M															
TC 3A	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TIME TAKEN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3A</p> </div> </div>			H	M	H	M	COMPETITOR USE								
H	M															
H	M															
TC 3A	Regroup/TechZone <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TARGET TIME MIN</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">03</td></tr> </table> <p>MAX</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">13</td></tr> </table> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>PROVISIONAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3B</p> </div> </div>			00	03	00	13	H	M	COMPETITOR USE						
00	03															
00	13															
H	M															
TC 3B	<div style="text-align: center;"> <p>PROVISIONAL START</p> <table border="1" style="width: 60px; height: 40px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">H</td><td style="width: 30px; text-align: center;">M</td></tr> </table> <p>TC 3B</p> </div>			H	M	COMPETITOR USE										
H	M															


Logo of Rally	Car No.	Timecard B 15 Jan 2012	
TC 3B	Regroup/TechZone OUT/Service IN		COMPETITOR USE
TC 3C	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>ACTUAL START</p> <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto; display: flex; justify-content: space-between;"> HM</div> <p>TC 3B</p> </div> <div style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <div style="border: 1px solid black; width: 60px; height: 40px; margin: 0 auto; display: flex; justify-content: space-between;"> 0030</div> <div style="border: 1px solid black; width: 60px; height: 20px; margin: 5px auto; display: flex; justify-content: space-between;"> </div> <p>TC 3C</p> </div> </div> <div style="text-align: center;"> <p>DUK TIME</p> <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto; display: flex; justify-content: space-between;"> HM</div> <p>TC 3C</p> </div>		

Logo of Rally	Car No.	Timecard F 17 Jan 2012							
TC 21	SS 21 4.35 km <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">  </div> <div style="text-align: center;"> FINISH TIME <table border="1" style="border-collapse: collapse; width: 100px;"> <tr><td style="width: 25px; height: 25px;">H</td><td style="width: 25px; height: 25px;">M</td><td style="width: 25px; height: 25px;">S</td><td style="width: 25px; height: 25px;">1/1000</td></tr> </table> </div> </div>		H	M	S	1/1000	COMPETITOR USE		
H	M	S	1/1000						
	<div style="display: flex; justify-content: space-between; margin-bottom: 5px;"> <div style="text-align: center;"> PROVISIONAL START SS 21 <table border="1" style="border-collapse: collapse; width: 40px;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="text-align: center;"> ACTUAL START <table border="1" style="border-collapse: collapse; width: 40px; background-color: #ccc;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table> </div> <div style="text-align: center;">  </div> <div style="text-align: center;"> TARGET TIME <table border="1" style="border-collapse: collapse; width: 60px;"> <tr><td style="width: 25px; height: 25px;">01</td><td style="width: 25px; height: 25px;">23</td></tr> </table> </div> </div>		H	M	H	M	01	23	
H	M								
H	M								
01	23								
	<div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">  </div> <div style="text-align: center;"> <table border="1" style="border-collapse: collapse; width: 100px;"> <tr><td style="width: 25px; height: 25px;">H</td><td style="width: 25px; height: 25px;">S</td><td style="width: 25px; height: 25px;">1/1000</td></tr> </table> </div> </div>		H	S	1/1000				
H	S	1/1000							
TC 21A	DELAY TIME <table border="1" style="border-collapse: collapse; width: 60px; margin: 0 auto;"> <tr><td style="width: 25px; height: 25px;"></td><td style="width: 25px; height: 25px;"></td></tr> <tr><td style="width: 25px; height: 25px; background-color: #ccc;"></td><td style="width: 25px; height: 25px; background-color: #ccc;"></td></tr> </table>						START TIME + TARGET TIME + DELAY TIME = DUE TIME <table border="1" style="border-collapse: collapse; width: 40px; margin: 0 auto;"> <tr><td style="width: 15px; height: 15px;">H</td><td style="width: 15px; height: 15px;">M</td></tr> </table>	H	M
H	M								
	TC 21A	TC 21A	TC 21A						
TC 21A	Technical Zone <div style="display: flex; justify-content: center; align-items: center; margin: 20px 0;"> <table border="1" style="border-collapse: collapse; width: 60px; background-color: #ccc;"> <tr><td style="width: 25px; height: 25px;">H</td><td style="width: 25px; height: 25px;">M</td></tr> </table> ▶ <table border="1" style="border-collapse: collapse; width: 60px;"> <tr><td style="width: 25px; height: 25px;">00</td><td style="width: 25px; height: 25px;">03</td></tr> </table> </div>		H	M	00	03	COMPETITOR USE		
H	M								
00	03								
	TC 21A	TC 21B	TC 21B						
TC 21B	<div style="display: flex; justify-content: center; align-items: center; margin: 20px 0;"> <table border="1" style="border-collapse: collapse; width: 60px; background-color: #ccc;"> <tr><td style="width: 25px; height: 25px;">H</td><td style="width: 25px; height: 25px;">M</td></tr> </table> ▶ <table border="1" style="border-collapse: collapse; width: 60px;"> <tr><td style="width: 25px; height: 25px;">00</td><td style="width: 25px; height: 25px;">03</td></tr> </table> </div>		H	M	00	03	DUE TIME		
H	M								
00	03								
	TC 21B	TC 21B	TC 21B						
TC 21B	TechZone OUT/Service IN <div style="display: flex; justify-content: center; align-items: center; margin: 20px 0;"> ▼ </div>		COMPETITOR USE						
	<div style="display: flex; justify-content: center; align-items: center; margin: 20px 0;"> <table border="1" style="border-collapse: collapse; width: 60px;"> <tr><td style="width: 25px; height: 25px;">00</td><td style="width: 25px; height: 25px;">10</td></tr> </table> </div>		00	10	DUE TIME				
00	10								
TC 21C	TC 21C	TC 21C	TC 21C						

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

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

Appendix II -7 : Standard Entry Form

 The Federation of Motor Sports Clubs of India	Name of the Event	Logos
	Date, Venue Logos	
	Round xx of XXX Championship	
ENTRY FORM	ENTRANT	RIDER
Team Name		
Surname		
First (given) name		
Place		
Blood Group		
Date of birth		
Communication Address		
Telephone (business)		
Telephone (private)		
Mobile		
Fax No.		
Email address		
FMSCI Comp. Lic. No.		
PAN		
FMSCI xxx Reg.No.		
Driving License No.		

PA Policy Details	Policy No.	Amount	Issued by
Rider			

DETAILS OF THE MOTORCYCLE				
Make		Registration No.		
Model		CC		
Year of Manufacture		Chassis No.		
Group / Class		Engine No.		
Homologation No.		Predominant Color		
Special Rally Cover Insurance				
NUMBER		COMPANY	VALID FROM	VALID TILL
Name of Tuner				

For official use

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

Team Entrant Manufacturer Rs.20,000/= per Motorcycle (Additional upto 4 Motorcycles) Late Entry Fees Rs.5000/=

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

Seeding Information				
FIM Seed, Mention Year :	<input type="checkbox"/> FIM Priority A	<input type="checkbox"/> FIM Priority B	<input type="checkbox"/> FMSCI A Seed	<input type="checkbox"/> FMSCI B Seed

Indemnity & Declaration

I/We hereby make an application to participate in the above mentioned rally and certify that the particulars of my vehicle as given overleaf are correct, that I/We have read the Supplementary Regulations issued by Organisers for the said rally and agree to be bound by any of the International Sporting Code of the FIM, the General Prescriptions for 2W, Sporting Regulations and Championship Regulations of FMSCI; as well as the undertaking on this entry form.

I have read the Regulations issued for this event and agree to be bound by them. In consideration of the acceptance of this entry, I agree to save harmless and keep indemnified the Government, the FMSCI, the Organisers, the FIA FIM 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 Motorcycle concerned in this event and test, if any or otherwise howsoever and not withstanding that the same may have been contributed or occasioned by the negligence of the Organiser and their official, agents, representatives, employees and all persons assisting them in this event. The indemnity shall be binding on my heirs, executors and legal representatives. I/we declare that I/we shall not post any wrong and/or provoking information/comment on social media of any kind neither to any media personnel. All grievances / problems will be addressed through correct procedures as laid down in the sporting code, general prescriptions applicable to the respective event and supplementary regulations of the event.

I/We declare that I/We shall not post any wrong or provoking information/comment on social media of any kind or to any media personnel. All grievances/problems will be addressed through correct procedures laid down in the sporting code, GP , applicable Specific Regulations and SR of the event.

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

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

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

PLACE & DATE

Signature of the Entrant	Signature of the Rider	

Name and address of the witness :



Name or logo of Sponsor



logos

Media Information Kit		Rider
Name		
Place		
Date of birth		
Team		
Championship Titles		
INRC Debut		
INRC wins		
Website		
Motorcycle RIDER Highlights		
2022		
2021		

2020		
2019		
Motorcycle Rider Summary		
Fav. Motor sport Icon		
Hobby		
Signature		



Appendix II – 9 : Entry List

DRAFT ENTRY LIST

Upon closing of entries, the organiser:

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

The Draft Entry List shall include:

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

ENTRY LIST IN SEEDED ORDER

Production of the entry list in seeded order is left to the organiser and the Stewards. It does not have to be sent to the FMSCI for approval. The start order of Priority Riders is detailed in Article 45. The order of non-Priority Riders is left to the organiser.

The Federation of Motor Sports Clubs of India

Appendix II - 8 START LISTS & RESULTS AT THE RALLY

Introduction:

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

CEREMONIAL START & LEG 1/SECTION 1

Start list for the Ceremonial Start

- Produced after administrative checks and scrutinizing
- 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 Motorcycles) for all competitors
- Footnote denotes 'Subject to passing re-scrutinizing for Motorcycle(s) No...'

or

Start list for Leg 1 / Section 1 (SSS)

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

and/or

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

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

Unofficial classification after final SS (not including SSS)

- Produced for examination by the Stewards Unsigned.

Partial Unofficial Classification after Leg 'x'

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

FINAL LEG OF THE RALLY

Provisional Final Classification

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

Official Final Classification

Includes all competitors who have started rally. (all competitors who have completed the rally , all retired competitors – marked with “ret”, all excluded competitors marked with “exc”)

- Signed by the Stewards and published after the protest time, if final scrutinizing is NOT completed.
 - “Subject to result of Final scrutinizing”
- Signed by the Stewards and published when final scrutinizing is completed.
 - ‘Subject to the results of routine fuel analysis for the following Motorcycles:...' (should fuel results not be available at the event)
 - ‘Subject to further checks to be carried out by the FMSCI for Motorcycle No....'
 - ‘Subject to Stewards' decision for Motorcycle No...'
 - ‘Subject to any potential appeal by the entrant of Motorcycle No... against the decision pronounced by the Stewards'
 - ‘Subject to the results of a complete engine inspection for Motorcycle No...'
 - Subject to the result of anti-doping test for following riders...

Appendix III : SAFETY IN RALLIES

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

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

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

1. GENERAL SAFETY

1.1 Safety Plan

A safety plan must be drawn up and include:

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

1.1.2 The names of the various people in charge;

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

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

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

1.1.4 The full itinerary with detailed road sections;

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

- a. The Exact Location of all marshal posts, emergency vehicles and radio points by means of an accurate map. All GPS references used in the event must be exposed in the form of Degrees, Minutes and Decimals of Minutes, e.g. 139° 36.379'.
- b. Zones, which are considered by the organisers as open to the public, all other areas being considered prohibited to the public.
- c. Measures to be taken for the safety of the riders.

-
- d. Measures to be taken for the safety of the officials of the event.
 - e. The procedure for tracking competitor vehicles.
 - f. Actions to be taken in the event of a missing rider.

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

- a) Safety of the public
- b) Safety of the competing riders
- c) Safety of the officials of the event

1.2 Chief Safety Officer

- 1.2.1 A Chief safety officer will be designated in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the safety plan.
- 1.2.2 During the rally he will be in permanent communication with rally control, the chief medical officer and the start of each special stage (by telephone or radio).
- 1.2.3 He will be responsible for the implementation and enforcement of the safety plan.

1.3 Special Stage Safety Officer

- 1.3.1 Each special stage will have a safety officer who will assist the chief safety officer.
- 1.3.2 The special stage safety officer must inspect the special stage and certify its conformity with the safety plan prior to the passage of the 0 Motorcycle.

1.4 Control

- 1.4.1 The clerk of course shall be ultimately responsible for ensuring compliance with the safety plan.
- 1.4.2 In FMSCI Championship rallies the observer(s) will pay special attention to all safety procedures.

1.5 Officials and marshals

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

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

The personnel should wear identifying tabards. The recommended colours are:

Safety Marshals: Orange

Safety Officer: Orange with white stripe and text

Post Chief: Blue with white stripe and text

Media: Green

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

2. SAFETY OF THE PUBLIC

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

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

2.1 Educational film (recommended for all events)

- 2.1.1 In the form of a commercial spot,
- 2.1.2 30-second duration.
- 2.1.3 With commentary by a leading Rider or Riders, in one or more language(s) applicable to the area of the event.
- 2.1.4 Should not show accidents.
- 2.1.5 Should be broadcast several times.

2.2 Special Stage recommendations

- 2.2.1 The design of each event should take into account spectator considerations unique to the area in which the event is taking place.
- 2.2.2 Special stages should be situated and scheduled to discourage movement of spectators between them.
- 2.2.3 Reconnaissance by riders is considered a safety factor.
- 2.2.4 Should a special stage be delayed or cancelled for safety reasons this will not be penalized in the observers' report (unless due to problems created by, or not properly anticipated by, the Organisers).
- 2.2.5 Car/Motorcycle (referred to as course information Cars/Motorcycle) equipped with public address systems must traverse each stage approximately one hour before the road closure car/Bike (zero car/Bike) to warn spectators and ensure that any who are in prohibited areas are removed from those areas. This operation may be repeated several times if necessary.

2.3 Control of Spectators

- 2.3.1 The Organizers, with the assistance where necessary of the public order authorities must use their reasonable endeavors to limit access of the public to clearly defined zones, all other areas being regarded as prohibited to the public.
- 2.3.2 The public must be prevented from moving along the road of the special stage whilst the stage is open for competition (after the 0 Car/Motorcycle and before the last Motorcycle).
- 2.3.3 Safety instructions must be distributed to the public at all access points.
- 2.3.4 Marshals or public order authorities (police, military etc.) must be present in sufficient numbers to ensure public safety during the special stage.
Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket.

2.4 Re-fuelling and Servicing

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

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

2.5 Accident Reporting

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

2.6 Accident investigations

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

2.7 Course Cars

- 2.7.1 Each Organizer must use at least ~~two~~ One course cars/ Motorcycle numbered 0 ("Zero Cars/Motorcycle").

-
- 2.7.3 The Drivers and co-Drivers of the zero Car / Bike must have considerable rally experience, **be fully conversant with all relevant regulations and the safety plan and must keep the clerk of the course fully informed at all times** concerning the conditions along the route. No Driver/ Rider who has retired from the rally may drive/ride a course car/bike. The clerk of the course should take note of the recommendations of the zero-car driver / bike rider in order to ensure that a special stage is cancelled if dangerous conditions exist. Zero car/ Bike should also check time clocks and have time cards correctly completed.
- 2.7.4 “Course Information cars / bikes” equipped with public address systems must traverse all special stages approximately 45 minutes to 1 hour before the start of the first car to warn spectators and ensure that any who are in dangerous places are removed from those areas. The operation may be repeated several times if necessary.
- 2.7.5 Each Organizer must use a course-opening car (Sweeper car) Bike to pass through each special stage after the last competitor.

2.8 Safety on Road Sections

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

2.9 Information

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

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

3. SAFETY OF THE COMPETING RIDERS

3.1 Safety Services

3.1.1 At the start of each special stage:

In compliance with FIA Appendix H 9.2 and 9.4 /FMSCI and with any vehicles having unimpeded access to the stage:

- 1 medical first intervention vehicle
- 1 doctor qualified in resuscitation.
- 1 paramedic specialized in resuscitation
- 1 **Trauma** care ambulance
- Two 4 kg fire extinguishers with a trained operator.
- suitable communications equipment to maintain contact with HQ.

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

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

Such safety points shall involve:

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

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

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

Such safety points shall involve:

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

3.1.3 At the stop point of each special stage: 2 (minimum) 4 kg fire extinguishers.

3.1.4 Either,

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

OR

b) at the start of the special stage:

- 1 standardized ambulance equipped for resuscitation (see Appendix H 9.4).
- 1 breakdown vehicle.
- Suitable communications equipment to maintain contact with HQ.

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

3.1.5 It is recommended that a rescue ambulance helicopter when the time required for transferring a casualty by road between the furthest point of the special stage and the hospital is greater than 1 hour and 30 minutes (Appendix H 9.2) should be considered.

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

- a) the medical team as specified in Appendix H 9.2,
- b) the medical equipment as specified in Appendix H 9.2,
- c) a kit of basic rescue equipment specified by the chief medical officer in collaboration with the chief Scrutineer (Refer "MANDATORY EQUIPMENT ON BOARD")
- d) Two 4-kg fire extinguishers with trained operator,
- e) suitable communications equipment to maintain contact with Rally HQ, f) a warning siren,
- g) suitable identification.

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

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

First Intervention Vehicle

DUTIES

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

-
6. If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance

DRIVER ON BOARD

- An experienced DRIVER
- A Doctor skilled in resuscitation
- A helper to assist in Firefighting and or extrication.

MANDATORY EQUIPMENT ON BOARD

1. A Radio transmitter/receiver
2. Two 4 Kg fire extinguishers (dry chemical powder type)
3. Tow chain/ Thick Nylon rope (20 feet)
4. One Crowbar
5. One large Hammer
6. One Metal cutting shears
7. One Cutting pliers
8. One Spanner for battery terminal
9. Water
10. Chisel
11. First Aid Kit
 - a. Stethoscope
 - b. Gauze
 - c. Band Aid
 - d. Tincture Iodine
 - e. Disposable syringes and needles
 - f. Hydrogen Peroxide
 - g. Cotton
 - h. Anti Allergic drugs- Avil, Decadrom i.
 - Xylocaine injection
 - j. Suturing Kit

3.2 Preventative Measures (Signaling and road markings)

- 3.2.1 Roads and access roads leading to stages must be closed to traffic. This must be done in the following manner:
 - (a) major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, police or other authority
 - (b)** short no-through roads (e.g. to farms etc) must be blocked or taped, with a notice that may be affixed to the barrier or tape advising of the conduct of the event and the danger of entry.
- 3.2.2 It shall be the responsibility of the zero Motorcycles to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions, which must be rectified prior to the commencement of the special stage.
- 3.2.3 **Radio points** will be positioned along the course so as to:
 - keep the public outside prohibited areas by means of boards, barriers or ropes, whistles and loudspeakers
 - as far as possible, warn riders of any obstructions in the special stage, through the use of yellow flags

3.2.4 Should the use of RED flags be required; the following procedure is to be adopted.

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

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

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

3.2.4.4 A rider which has been shown the RED flag will be given notional time for the stage according to the procedures laid down in Article 35

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

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

3.3 Supervision

3.3.1 A radio network (set up approximately every 5 km) unique to each special stage must be established to allow the vehicles to be tracked and the running of the rally to be supervised.

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

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

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

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

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

3.4 Road book – Article 10.2

- 3.4.1 Refer Article 36.2 Each road book shall contain, as the rear cover in A4 size (folded), a red “SOS” sign and on the reverse a green “OK” sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the green “OK” sign must be clearly shown by a rider member to the next 3 following vehicles and to any helicopter attempting to intervene.
- 3.4.2 Each road book shall contain a separate page preceding the itinerary page in which the accident procedure will be set down. (Refer to example sheet)
- 3.4.3 All competitors are obliged without exception to comply with the requirement of General Prescriptions Article 36 Competitor Safety.
- 3.4.4 All competitors are to be reminded of this regulation by the issuing of a written notice to each rider member at documentation.
- 3.4.5 Any rider which is able to, but fails to comply with this rule may be penalized by the Stewards in accordance with the International/FMSCI Sporting Code.

EXAMPLE

Accident and Safety Procedure

1. All competitors must be conversant with FMSCI General Prescriptions Article 36 Competitor Safety and Appendix III Article 3.4 Road Book
2. When a red “SOS” is displayed it is **MANDATORY** to stop and assist the rider requiring help. You are responsible to help the injured and make sure that safety services are mobilized as quickly as possible.
3. The first rider to arrive at the scene of an accident must stop and inform the next Motorcycle of all the details.
4. The next Motorcycle must take the following information to NEXT radio post which may be the finish control:
 - Competition number of the rider involved
 - If and how many rider members or spectators are injured
 - If any rider member or spectator are trapped in or outside the Motorcycle
 - Location of the accident, i.e. the closest road book junction or kilometer post
 - Any other vital information, i.e. fire, water.
5. The following Motorcycles must stop if the red “SOS” is displayed.
6. All competitors stopped in a stage must place their red triangle at least 50 meters before where the Motorcycle is stopped even if the Motorcycle is clear of the road.
7. The event emergency telephone number is:..... (organizer to detail)
8. If you retire you must inform the organizers:
Telephone number..... (organizer to detail).

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

3.5 Evacuation

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

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

4. SAFETY OF THE OFFICIALS

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

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

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

5. MEDICAL INTERVENTION VEHICLES (Ambulances)

For all disciplines on track and road and for cross-country, their purpose is to transport a doctor qualified in resuscitation to the site of an accident within as short a time as possible. They may have a single medical use (best solution for circuits) or a mixed medical use equipped for extrication, and/or firefighting. Above all, the vehicle must be adapted to the terrain and to the type of competition. All Medical intervention vehicles must be fitted with an efficient communications system, able to transmit and receive messages, and with the following equipment on board (this list is not restrictive):

i) Airway:

- portable suction machine (300mm Hg vacuum),
- a full selection of suction catheters & 1 Yankauer sucker,
- a self-inflating bag with O² reservoir and facemask,
- Portable O² cylinder with reducing valve & appropriate connections,
- Guedel airways size 3 (x 2), size 4 (x2),
- nasopharyngeal airways size 7 (x2),
- adult laryngoscope & spare batteries/bulbs,
- endotracheal cuffed oral tubes size 7 (x2) size 8 (x2), with appropriate connectors and cuff inflating device,
- mini-tracheotomy device x2.

ii) Cervical spine:

- adult rigid cervical collar x 2,
- a spinal immobiliser device of a type recommended by the ~~FIA~~ FIM (if no extrication team present).

iii) Circulatory support:

- IV necessary sets for drip x 4,
- IV giving sets x 4,

-
- IV cannulae - size 14 x 3/size 16 x 3,
 - colloid - 2 litres (e.g. Hemacell),
 - crystalloid/Drip solution - 2 litres (Ringer lactate),
 - defibrillator: optional,
 - tensiometer & stethoscope.

iv) Dressings:

- selection of dressings, including 10 large field dressings,
- burns dressing (e.g. Water Gel pack).

v) Drugs:

- resuscitation drugs used in the country concerned.
As an indication, the following substances are recommended:
- drugs for respiratory problems,
- drugs for cardio-vascular problems,
- analgesic or spasmolytic drugs,
- sedative and anti-epileptic drugs,
- steroids,
- drugs for intubation and anesthesia.

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

IV) drugs:

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

IV fluids:

- ringer-Lactate.

vi) Miscellaneous:

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

Appendix IV : SUSTAINABILITY GUIDELINES TO ALL PARTICIPANTS

We, the organisers of the *****, follow the FMSCI Sustainability Guidelines, the FIA Guide to Sustainable Events and the FIM Environmental Code, to the best of our abilities, for the future of our sport, and to respect nature and the environment.

We ask you to

- use an environment mat or other approved system while servicing or refuelling in order to prevent spillage of oil and fuel into the ground.
- use the oil collection containers available in the pits when disposing of used oil.
- bring refillable water bottles.
- use waste bins for all rubbish.
- please leave your pits/ service area clean , so that there is no trace of your activity.
- not leave used tyres or parts behind. Dispose of them correctly.
- Download the FIA Smart Driving Challenge App to evaluate your CO2 emissions.

Please help us make our sport clean and environmentally friendly.