



The Federation of Motor Sports Clubs of India

**2011 FMSCI GENERAL PRESCRIPTIONS
APPLYING TO ALL FMSCI STAGE RALLY, RALLY
CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS**

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

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

1.1 APPLICATION

- 1.1.1** Only the FMSCI may grant waivers to these regulations. Any breach of these regulations will be reported to the stewards, who may impose a penalty as in Articles 152 and 153 of the 2011 FIA International Sporting Code (Code). Any case not provided for in the regulations will be studied by the stewards, who alone have the power to make decisions (Art. 141 of the Code).
- 1.1.2** The clerk of the course is charged with the application of these regulations and the event supplementary regulations before and during the running of the rally. He must inform the stewards of any important incidents that have occurred which require the application of these regulations or the event supplementary regulations of the rally.
- 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.
In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

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 1 January 2011.

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 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Except if otherwise stated, either member of the crew may drive during the rally, but only the nominated driver, as noted on the entry list, may drive during the special stages, and each one must hold an FMSCI driver's competition license for the current year, which is valid for the event. The driver assumes the entrant's responsibility when the latter is not on board the car during the rally.

2.5 DAY

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

2.6 DECISION

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

2.7 END OF THE EVENT

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

2.8 HOLDING PARK

As for a Parc Fermé, but where media and team personnel holding an appropriate pass may be admitted.

2.9 NEUTRALISATION

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

2.10 PARC FERMÉ

An area in which repairs or outside assistance is only permitted if expressly provided for by these regulations or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.11 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in Article 42.2.

2.12 RECONNAISSANCE

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

2.13 RECONNAISSANCE TIMETABLE

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

2.14 REGROUPING

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

2.15 SECTION OF THE RALLY

All the parts of a rally between the Start, successive regroupings and the Finish.

2.16 SERVICE

Any work on a competing car except where limited in Article 42.

2.17 START OF THE EVENT

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

2.18 SUPER SPECIAL STAGE

A special stage designed for spectator viewing with the possibility of having more than one car starting at the same time. The length of a Super Special Stage shall be between 1.5 km and 5 km.

2.19 TIME CARD

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

OFFICIALS

3. OFFICIALS AND DELEGATES

3.1 STEWARDS

The panel of stewards (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 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.

3.3 COMPETITORS' RELATIONS OFFICERS

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. The CRO must be easily identified by the competitors.

ELIGIBLE CARS

4. ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS

4.1 SUMMARY

Only FMSCI homologated cars, or other cars approved by FMSCI may participate in National Championship rallies and must comply with the provisions of the FMSCI 4W Technical Regulations.

4.2 Production Cars Group N and Group N+

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 QUALIFICATION OF A RALLY

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

5.2 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.

5.3 REPORTS

5.3.1 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.

5.3.2 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.

5.4 CANDIDATE EVENTS

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 day rally to half the distance 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.

5.5 CHAMPIONSHIP POINTS

5.5.1 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

5.5.2 Additional conditions to score points

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

5.5.3 To be eligible for Championship points and awards, each driver and co-driver must be registered individually with the FMSCI.

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

5.5.5 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.

5.6 REGISTRATION FEES

The Drivers / Co-Drivers must register individually with the FMSCI atleast one week before the event in which he / she intend to score points. The Fees shall be Rs.1000/= (Rupees One Thousand only).

5.7 MINIMUM PARTICIPATION REQUIREMENTS

- 5.7.1** The minimum number of participations in order to be classified at the end of the season in the final results of the various Championships is detailed under the appropriate Championship.
- 5.7.2** If the registered driver and co-driver do not take part in the required minimum number of events and/or the minimum number of rallies in a region, where applicable, and/or in one of their nominated events, they will be withdrawn from the final classification of the Championship concerned. In that case, the points will not be redistributed to those still in the Championship. Failure to comply with the above minimum participation requirements after registration may result in sanctions being imposed by the ASN issuing the relevant licence after considering the circumstances of non participation. The FMSCI may impose additional sanctions on registered competitors, drivers and co-drivers who fail to comply with the minimum participation requirements.

5.8 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

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

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 DRIVERS AND CO-DRIVERS

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

- 6.1.1** According to the greater number of first places, then second places, then third places, etc., achieved in the general classifications of the rallies which have served to make up their points total;
- 6.1.2** According to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers and co-drivers with the same points score has taken part, one 7th place being worth more than any number of 8th places, one 8th place being worth more than any number of 9th 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 drivers and co-drivers, on the basis of whatever other considerations it thinks appropriate.

6.2 MANUFACTURERS

The rule for deciding between manufacturers 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, taking into account only the highest place per rally for each manufacturer.
- 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.

7. CRITERIA FOR PRIORITY DRIVERS

7.1 FMSCI "A" Seed

- 7.1.1** Drivers who have won the Indian National Rally Championship in any of the previous two years.
- 7.1.2** Driver who has been a runner up (2nd place only) in Indian National Rally Championship in the previous year.
- 7.1.3** Drivers who have won any round in the General Classification of the Indian National Rally Championship in the previous year.
- 7.1.4** Drivers who have won (1st place) in the General Classification of any FIA approved International Rally Event /Championship in the previous year.
- 7.1.5** Driver who has won the 1401-1600 cc Indian National Rally Drivers Championship in the previous year.
- 7.1.6** Driver who has won the 1601-2000 cc Indian National Rally Drivers Championship in the previous year

Examples

Driver qualifying under condition 1
INRC Champion 2010

A seed 2011
A seed 2012
In 2013 falls to B seed unless he qualifies again

Driver qualifying under any other condition
WINNER XYZ RALLY 2010
A seed 2011
In 2012 falls to B seed unless he qualifies again

7.2 FMSCI "B" Seed

- 7.2.1** Drivers who have been included in the Seed "A" list in the previous year and have lost this right (valid for 1 year)
- 7.2.2** Drivers 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** Drivers 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** Driver who has won the 1101-1400 cc Indian National Rally Drivers Championship in the previous year.
- 7.2.5** Drivers who have won Rally Star Cup / Gypsy Cup or any support event in the INRC in the previous year

7.3 FMSCI "C" Seed

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

8. EVENT CHARACTERISTICS

8.1 DURATION

- 8.1.1** The maximum scheduled duration of a Day may not exceed 18 hours driving time for any crew. A maximum total time of 3 hours for regrouping may be added to this total.
- 8.1.2** For Days of duration of less than 8 hours, the stopping time must be at least equal to the duration of the Day. For Days of which the duration is 8 hours or more, the minimum stopping time will be 8 hours.

8.2 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.

8.3 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.

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 FMSCI STANDARDISED DOCUMENTS

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

- Supplementary regulations,
- Time card,
- Road Book,
- Entry form.

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

- Rally Guide,
- Itinerary,
- Starting list & results.

9.2 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.

10. SUPPLEMENTARY REGULATIONS

10.1 SCHEDULE

- 10.1.1** Two copies (or electronic mailing) of the draft supplementary regulations must reach the FMSCI at least 3 months before Day 1 of the event.

- 10.1.2** Within the four weeks following the receipt of the draft supplementary regulations, the FMSCI will inform the organizer of any modifications to be made, and will issue a Permit authorizing their publication.
- 10.1.3** The supplementary regulations must be printed in A 5 format and appear on the official rally website at least one month before the final closing date for entries.
- 10.1.4** Two copies of the final supplementary regulations must be sent to the FMSCI upon publication.

10.2 AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS – BULLETINS

- 10.2.1** Bulletins may be issued:
 - By the organisers, up to the commencement of scrutineering. They must be submitted for the approval of the FMSCI, except with regard to modifications to the itinerary or to the reconnaissance programme.
 - By the stewards of the meeting throughout the competition except with regard to modifications to the itinerary which may be issued by the clerk of the course.
- 10.2.2** Bulletins shall be printed on yellow paper and be posted on the official notice board(s). In addition, they may be electronically distributed.
- 10.2.3** Bulletins must be numbered and dated. The competitors (or crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.

11. ROAD BOOK

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

12. TIME CARD

12.1 LAYOUT

A separate set of time cards must be issued at least for each section of each Day. Where applicable, provision shall be made for stamps or signatures at passage controls.

12.2 ENTRIES MADE ON THE TIME CARD

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

12.3 ABSENCE OF AN ENTRY

The absence of a stamp or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control will result in the exclusion of the crew concerned pronounced by the clerk of the course at the end of a section.

12.4 TARGET TIMES

The target time for covering the distance between 2 consecutive time controls must appear on the time card.

12.5 TIMING

Hours and minutes must always be shown thus: 00.01 - 24.00, only the minutes which have elapsed will be counted. Throughout the rally, the official time is that specified in the supplementary regulations.

12.6 RESPONSIBILITY

Each crew is responsible for:

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

Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

12.7 DIVERGENCES

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

13. ISSUING OF AN FMSCI PERMIT

Before issuing any permit, the FMSCI will evaluate the supplementary regulations as in Article 10.

INSURANCE

14. INSURANCE COVER

14.1 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).

14.2 PUBLIC LIABILITY COVER

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

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

14.2.3 The insurance cover must at least be in effect during the shakedown stage and then for competitors running within the itinerary of the rally from the start of Day 1 till the end of the rally or at the moment of permanent retirement or exclusion. Cars having retired and restarted the next Day shall not be considered to have permanently retired.

14.3 EXCLUSION OF COVER

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

CAR IDENTIFICATION

15. COMPETITION NUMBERS AND ADVERTISING

15.1 GENERAL

- 15.1.1** The organizer will provide each crew with the number identification, which must be affixed to their car in the positions stated prior to pre-event scrutineering.
- 15.1.2** Any advertising within this identification is obligatory and may not be refused by the competitors/entrants.

15.2 DOOR PANELS

- 15.2.1** Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white Surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the organizer.
- 15.2.2** Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.
- 15.2.3** No signage, other than the colour scheme of the car, shall be placed within 10 cm of this panel.

15.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the top of the rear window, and positioned, left, or right, as indicated in the supplementary regulations. An adjacent area of 15 cm² shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

15.4 SIDE WINDOWS

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

15.5 ROOF PANEL

- 15.5.1** One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.
- 15.5.2** Any organizer advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

15.6 FRONT PLATE

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

15.7 RESTRICTIONS ON ADVERTISING

- 15.7.1** Competitors are allowed to affix any kind of advertising to their cars, provided that:
- It is authorised by the national laws of India and the FMSCI regulations.
 - It is not likely to give offence.

- It is not political or religious in nature.
- It respects Article 15.2.3
- It does not interfere with the crew's vision through the windows.

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

15.8 ORGANISER'S OPTIONAL ADVERTISING

15.8.1 The organizer may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to Rs. 15000/-.

15.8.2 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.

15.8.3 Competitors who accept the organizers' optional advertising as specified in the supplementary regulations must reserve space for it.

16. DRIVER'S AND CO-DRIVER'S NAMES

16.1 REAR SIDE WINDOWS

The driver's surname, together with the national flag of the country of the ASN from which he/she has obtained his/her licence, must appear on the rear side window on both sides of the car, below the competition number. The driver's surname must be:

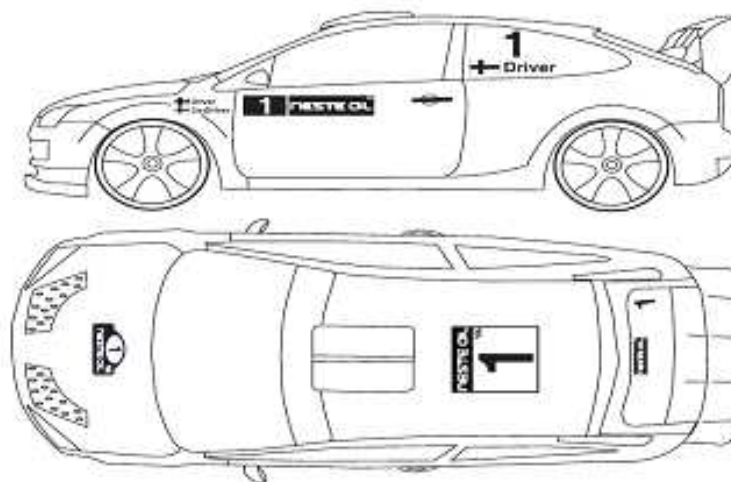
- In Helvetica: upper case for the first letter of the name and the remainder in lower case.
- In white on a clear background.
- 10 cm high and with a stroke width of 1.5 cm.

In case of glass breakage, a penalty for not carrying the driver's name will not be applied.

16.2 FRONT WINGS

In addition to Article 16.1, the names of the driver and co-driver, together with the national flags of the country of the ASN from which they have obtained their licence, must appear on the front wings of the car.

DOOR PLATES AND COMPETITION NUMBERS



DRIVING CONDUCT

17. BEHAVIOUR

17.1 GENERAL RULES

- 17.1.1 Crews must always behave in a sporting manner.
- 17.1.2 Cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route.
- 17.1.3 Doughnuts may only be performed when permitted by the supplementary regulations of the rally.
- 17.1.4 Crews must always drive in the direction of the special stage (except to solely effect a turn round) under pain of exclusion pronounced by the clerk of the course.

17.2 DURING RECONNAISSANCE

- 17.2.1 It is emphasised 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.
- 17.2.2 Speeding during reconnaissance will incur a fine applied by the clerk of the course as detailed in the supplementary regulations. The amount of this fine will be unaltered by any fine imposed by the police.
- 17.2.3 Other infringements or excessive speeding during reconnaissance may be referred to the stewards.

17.3 TRAFFIC LAWS

- 17.3.1 Throughout the rally, crews must observe the National traffic laws. Infringements will be referred to the stewards.
- 17.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 17.3.3 Should the police decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:
 - that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
 - that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
 - that the facts are not open to various interpretations.
- 17.3.4 Speeding during a rally as first traffic infringement will incur a fine applied by the clerk of the course as detailed in the supplementary regulations. The amount of the fine will be unaltered by any fine imposed by the police.
- 17.3.5 For the second traffic infringement: a 5 minute time penalty
- 17.3.6 For the third traffic infringement: exclusion applied only by the stewards.

ENTRIES

18. ENTRY PROCEDURE

18.1 NUMBER OF ENTRIES

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

18.2 SUBMISSION OF ENTRY FORMS

Any FMSCI competition license-holder wishing to take part in a rally must send the due entry fee and the completed entry form, to the rally secretariat before the closing date, as specified in the supplementary regulations. Details concerning the co-driver may be submitted up to a later date provided it is specified in the supplementary regulations. If this application is sent by fax or e-mail, the original must reach the organizers within 2 days following the close of entries

18.3 AMENDMENTS ON THE ENTRY FORM

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

18.4 ASN AUTHORISATIONS

For foreign competitors, drivers and co-drivers, authorization must be given according to Article 70 of the Code.

18.5 CHANGE OF ENTRANT AND/OR CREW MEMBER(S)

A change of entrant is permitted up to the close of entries. After closure of entries, one member of the crew may be replaced with the agreement of:

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

Only the FMSCI may authorize the replacement of both crew members or the entrant (when the same as a replaced driver).

18.6 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

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

19. ENTRY CLOSING DATES

19.1 RESPECT OF CLOSING DATES FOR ENTRIES

Closing dates for entries in each individual event must be respected, irrespective of the Championship registration deadlines.

19.2 ENTRY CLOSING DATES

The closing date for entries must be no later than 5 days before Day 1. The list of entries as well as the starting order of the crews must be published and sent to the FMSCI at least 3 days before Day 1 of the rally.

20. ENTRY FEES

20.1 PUBLICATION OF ENTRY FEES

Entry fees must be specified in the supplementary regulations.

20.2 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees or by a receipt issued by the competitor's ASN.

20.3 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.

20.4 PARTIAL REFUND OF ENTRY FEES

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

21. CLASSES

21.1 CHANGE OF CLASS ENTERED

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

21.2 CLASSES

Should a minimum of two 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

22. RECONNAISSANCE

22.1 RECONNAISSANCE CARS

Common requirements:

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

Cars which conform to the following specifications may be used:

22.1.1 Standard Cars

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

22.1.2 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety roll bar complying with FMSCI 4W Technical Regulations is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of FMSCI 4 Wheeler Technical Regulations, Group N.

22.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- a) Road-homologated series production tyres for asphalt.
- b) Free road homologated tyres for gravel, unless otherwise detailed in the supplementary regulations.

22.3 DURATION AND RESTRICTIONS

Reconnaissance must take place according to a timetable set by the organizer. Participation in reconnaissance is compulsory. The number of passages is limited to two for each driver on each special stage or, when applicable, section (special stages run twice are considered to be one special stage). Any non-compliance shall be brought to the attention of the stewards.

- 22.3.1** One or more of the following three rules for reconnaissance apply and are specified in the supplementary regulations.
- 22.3.2** Reconnaissance forbidden either by the authorities or by the owner of the land (military authorities, Forestry commission, private owner) The Organisers must give the crews the opportunity of acquainting themselves with the itinerary by covering it (at a time fixed in advance and of which both the public and the competitors have been informed) in normally registered cars, including permitted Rally cars while respecting the Road Traffic Laws.
- 22.3.3** Reconnaissance likely to cause disturbance (disturbances in residential areas, the inconveniencing or endangering of other road users, etc.)
Reconnaissance, restricted in both duration and number of passes, must be organized.
- 22.3.4** Free Reconnaissance in areas where the environment is not likely to be disturbed, or where legislation allows it.

SCRUTINEERING CHECKS

23. BEFORE THE START

23.1 GENERAL

- 23.1.1** Cars may be presented at scrutineering by a representative of the team unless detailed in supplementary regulations as in Article 23.2.

- 23.1.2** At scrutineering competitors must produce all items of clothing including helmets and HANS (highly recommended) intended to be used. Compliance with Appendix L Chapter III will be checked. Group N+ cars must produce HANS at scrutineering and both crew members must be wearing them through out the special stages of the event. Failure to do so will be reported to stewards.
- 23.1.3** The crew must show the cars complete certified homologation form.
- 23.1.4** Scrutineers may require identifying the car. The chassis and cylinder block may be marked.
- 23.1.5** After scrutineering, if a car is found not to comply with technical and/or safety regulations, the stewards may set a deadline before which the car must be made to comply, or may refuse the start.

23.2 PRESENTATION OF CARS AND CREWS

The organisers may schedule scrutineering as an opportunity to present crews and their cars to the public. In this case, all crew members shall attend scrutineering according to a time window announced in the supplementary regulations.

24. DURING THE RALLY

24.1 ADDITIONAL CHECKS

Checks of safety items, including clothing, as well as of the car, may be carried out at any time after the start.

24.2 RESPONSIBILITY OF THE CREWS

- 24.2.1** The entrant is responsible for the technical conformity of his car throughout the rally.
- 24.2.2** Should identification marks (see Articles 23.1.4 and 56) be affixed, it is the responsibility of the entrant to see that these are preserved intact until the end of the rally. Should they be missing, this will be reported to the stewards.
- 24.2.3** It is also the responsibility of the entrant to see to it that any part of the car which has been handled during checking is reinstalled correctly. Any fraud discovered, and in particular identification marks presented as original which have been tampered with, will be reported to the stewards, as well as any other competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may additionally be made to the FMSCI concerning the imposition of heavier sanctions.

25. FINAL CHECKS

25.1 FINAL PARC FERMÉ

After finish formalities cars must be placed in a parc fermé where they shall remain until opened at the instruction by the stewards.

25.2 SELECTION OF CARS

Complete post event scrutineering involving the dismantling of a car may be carried out either at the discretion of the stewards/Technical Delegate ex officio or following a protest or upon the recommendation of the clerk of the course to the stewards.

25.3 TIME AVAILABLE FOR FINAL CHECKS

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

SHAKEDOWN

26. SHAKEDOWN

26.1 RUNNING OF SHAKEDOWN

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

26.2 DISCLAIMER

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

26.3 BREAKDOWN DURING SHAKEDOWN

A competitor whose car breaks down during the shakedown shall nevertheless be required to attend the ceremonial start as outlined in Article 39.

CONTROLS

27. CONTROLS – GENERAL REQUIREMENTS

27.1 SIGNAGE OF CONTROLS

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

27.2 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.

27.3 STOPPING TIME IN CONTROL AREAS

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

27.4 READINESS TO WORK

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

27.4.2 Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes plus exclusion time after the due time of arrival of the last competing car.

27.5 SEQUENCE OF CONTROLS AND DIRECTION

27.5.1 At any control, crews must check-in in the correct sequence and in the direction of the rally route, under pain of exclusion pronounced by the clerk of the course.

27.5.2 It is prohibited to re-enter a control area.

27.6 MARSHALS' INSTRUCTIONS

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

28. PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

29. TIME CONTROLS

29.1 OPERATION

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

29.2 CHECK-IN PROCEDURE

- 29.2.1** The check-in procedure begins at the moment the car passes the time control area entry board.
- 29.2.2** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 29.2.3** The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control area and within the immediate vicinity of the control table.
- 29.2.4** The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.
- 29.2.5** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
- 29.2.6** The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for the section, these times being expressed to the minute.
- 29.2.7** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
- 29.2.8** The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.
- 29.2.9** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- 29.2.10** Any difference between the actual check-in time and the target check-in time shall be penalized as follows:
 - a) For late arrival: 10 seconds per minute or fraction of a minute.
 - b) For early arrival: 1 minute per minute or fraction of a minute.
- 29.2.11** Provided that it has been stated in the supplementary regulations of the rally or is indicated in a later bulletin, the organisers may authorise crews to check in before time without incurring any penalty. In this case, the time entered on the time card shall be the scheduled time of the rally, not the actual time.

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

29.3 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:

- 29.3.1** At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.
- 29.3.2** If two or more crews check in on the same minute, their provisional start times for that special stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account, and so on.
- 29.3.3** Having checked in at the time control, the competing car shall be driven to the start control of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will start according to the procedure laid down in these regulations.
- 29.3.4** 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.
- 29.3.5** The stage start time shall then be the start time for the following road section.

30. EXCLUSION FOR LATENESS

30.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on the target time between two time controls or at the end of each section and/or Day of the rally will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under the provisions specified for the relevant Championship, if applicable. In calculating such exclusion, the actual time and not the penalty time (10 seconds per minute) applies.

30.2 EARLY ARRIVAL

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

30.3 NOTIFICATION OF EXCLUSIONS

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

31. REGROUPING CONTROLS

31.1 PROCEDURE AT ENTRY TO A REGROUP

31.1.1 On arrival at regrouping controls, crews will receive instructions of their starting time. They must then drive their car immediately and directly to the parc fermé where engines must be stopped and the crew must leave the parc fermé.

31.1.2 When a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

31.2 PROCEDURE AT THE EXIT FROM A REGROUP

After a regrouping during a Day, the cars shall restart in the order of arrival at the regroup. After regrouping the starting order should follow, as far as possible, the general classification drawn upon arrival at the regrouping area. Otherwise, cars should start in order in which they started in previous section. In no case can the times set during special stages alone be taken into consideration when establishing the general classification, which must include road penalties as well as other penalties expressed in time.

SPECIAL STAGES

32. GENERAL

32.1 TIMING

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

32.2 MAXIMUM AVERAGE SPEED IN SPECIAL STAGES

The maximum average speed authorised 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 car to pass before continuing.

33. SPECIAL STAGE START

33.1 START POINT

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

33.2 START PROCEDURE

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

33.2.2 The electronic start procedure may be coupled to a device to detect and record if a car leaves the start line ahead of the correct signal (jump start).

33.3 MANUAL START PROCEDURE

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

33.4 DELAYED START THROUGH FAULT OF CREW

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

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

33.4.3 Any car not able to start from the start line within 20 seconds of the signal to do so will be excluded and the car immediately removed 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, at least one course car must pass through the stage before the passage of the next competing car with the purpose of advising the public that the stage is about to recommence. Alternatively the stage shall be stopped.

33.6 FALSE START

A false start, particularly one made before the signal has been given, will be penalised 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.

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, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

34.2 STOP POINT

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

35. INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, the stewards may allocate each crew affected a time which they judge the fairest. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure. It will be given the time which it actually set, if any.

36. COMPETITOR SAFETY

36.1 EQUIPMENT OF THE CREWS

Whenever a car is in motion on a special stage, the crew must wear minimum ISI crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment and have their safety belts fastened.

36.2 SOS/OK SIGNS

36.2.1 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.

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 cars and to any helicopter attempting to assist.

36.2.3 Any crew which has the red "SOS" sign displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

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 crew member to the following vehicles and to any helicopter attempting to assist.

36.2.5 If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.

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

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

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

36.3 ACCIDENT REPORTING

If a crew is involved in an accident in which a member of the public sustains physical injury, the driver or co-driver concerned must report this to the next radio point as specified in the road book and signed on the route. If he fails to observe this rule the stewards may impose on the crew responsible, a penalty which may go as far as exclusion. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

36.4 RED TRIANGLE

36.4.1 Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 meters before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at the discretion of the stewards.

36.4.2 This triangle must be placed even if the stopped car is off the road.

36.4.3 The width of the reflecting surface of each arm shall be minimum 30mm and the length of each arm shall be 400mm.

36.5 THE USE OF YELLOW FLAGS

36.5.1 On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. 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 crew which has been shown the yellow flag will be given a notional time for the stage as in Article 35.

36.5.3 The yellow flag will be displayed to crews 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 colour 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 yellow flag may be deployed at any point in a special stage.

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

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

36.6 MEDICALLY EQUIPPED HELICOPTER

A helicopter is required on events in a FMSCI Championship where the journey by road between the farthest point of a special stage and the nearest hospital takes 1 1/2 hours or more.

36.7 TRACKING SYSTEM

In FMSCI National Championship events all cars must be fitted with a safety tracking system. The installation will be checked at pre-event scrutineering. Instructions regarding collection return and fitment will be issued by each organiser. For FMSCI Rally Cup events the use of a safety tracking system is strongly recommended.

37. SUPER SPECIAL STAGES

37.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

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

37.1.2 The running of a super special stage is optional. The organizing of a super special stage in the INRC is mandatory.

37.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage 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** A system of yellow flags deployed by marshals or of yellow lights must be positioned to signal competitors to stop or slow. See also Article 36.5.6.
- 37.3.3** To ensure safety, the car of a competitor who fails to correctly complete the stage may be transported by the organizers to the end of the stage or to an adjacent service park, where it may be repaired according to supplementary regulations and itinerary. Alternatively, the car will be placed on the road section after Out control of the super special stage. In either case crew will be allotted a stage time of 3 minutes plus the fastest time. Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time. In either case crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally. Any crew recording an actual time in excess of 3 minutes plus the fastest time will also be allotted a maximum time of 3 minutes plus the fastest time.

PARC FERME

38. RULES OF PARC FERMÉ

38.1 APPLICATION

Cars 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 a control area until they leave it.
- 38.1.3** From the moment they reach the end of the rally until the stewards have authorised the opening of the parc fermé.

38.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

- 38.2.1** As soon as they have parked their car in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc fermé.
- 38.2.2** Crews may enter parc fermé 10 minutes before their starting time.

38.3 PUSHING A CAR IN PARC FERMÉ

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

38.4 REPAIRS IN PARC FERME

- 38.4.1** If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, this car may be repaired in the parc fermé in the presence of a scrutineer.
- 38.4.2** Under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).
- 38.4.3** If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new starting time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute.

STARTS AND RESTARTS

39. CEREMONIAL START

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

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

40. START AREA

40.1 RALLY START

Before the start, the organisers may assemble all the competing cars in a starting area, into which cars must be driven a maximum of 4 hours 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.

40.2 DAY START

Any crew reporting more than 30 minutes late at the start of a Day shall not be allowed to start that Day.

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.

The start order for Day 2 and, when applicable, Day 3 shall be based on the classification at the finish of the final special stage of the previous Day excluding any super special stage when it is the final stage of the previous Day.

41.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety and with the knowledge of the stewards, reposition drivers or change the time interval between cars as in Article 141 of the Code.

41.3 START INTERVAL

At the start of each Day, the organisers will schedule the starts of the competing cars at an interval of at least one minute.

In INRC all drivers at the start will have an interval between their start times of at least 2 minutes for all days of an event. However the start interval at the starting podium of the rally is left to the discretion of the organizers who may set a start interval of 2 minutes or of 1 minute or a combination of two. This point must be included in the supplementary regulations of the rally.

SERVICE

42. SERVICING – GENERAL CONDITIONS

42.1 PERFORMING OF SERVICE

- 42.1.1** From the first TC onwards, service of a competing car may be carried out only in service parks.
- 42.1.2** The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

42.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

- 42.2.1** The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 km of its competing car except:
- In service parks and tyre fitting zones
 - In refuel zones
 - For one team member per car in official car wash areas
 - Where permitted by bulletin
 - In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
 - Whilst the cars are in a holding park
 - Where the competing cars 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.
 - Solely for the purpose of transporting an extra battery to the parc ferme.
- 42.2.2** The passing of food, drink, clothing and information (data card, road book, etc) to or from the crew is permitted in service parks or whilst the cars are in a holding park.

43. SERVICE PARKS

43.1 SERVICE PARK SCHEDULE

The schedule for each car in the service park is as follows:

- 43.1.1** 10 minutes before the first SS of each Day.
- Not mandatory for Day 1 except if following a competitive element of the rally and an overnight parc fermé.
 - Technical checks may be carried out within the parc fermé.
- 43.1.2** 20 minutes between two groups of stages.
- 43.1.3** 45 minutes at the end of Day 1
- 43.1.4** 10 minutes service prior to the end of the rally at organiser's discretion.

43.2 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).

43.3 SPEED INSIDE SERVICE PARKS

The speed of cars in the service parks may not exceed 30 kph. Failure to comply with this limit shall result in a penalty applied by the stewards.

44. VEHICLES ALLOWED IN THE SERVICE PARKS

44.1 NUMBER OF SERVICE CARS

Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the organisers and affixed in the locations specified.

44.2 AUXILIARY VEHICLES

Other team vehicles must be identified by means of "Auxiliary" plates issued by the organisers. Where space permits, "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks.

Where there is insufficient space the organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

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

When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:

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

46. FLEXISERVICE - 45'

46.1 GENERAL

Flexi-servicing of 45' shall permit the removal of the competing cars from a parc fermé to an adjacent service park, with common entry and exit time controls.

46.2 RUNNING OF FLEXISERVICE AND TIME SCHEDULES

46.2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé.

46.2.2 Crews may then either enter the service park or leave their car in the parc fermé.

46.2.3 The competing car may be driven by an authorised representative of the entrant only once from the parc fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties,

46.2.4 The competing car may be returned to the parc fermé before the 45 minutes have elapsed without penalty.

46.2.5 The operational window of flexi-servicing time starting from the arrival of the first car into the parc fermé is left to the discretion of the organiser but must be declared on the rally itinerary.

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 following:

47.2.1 Unofficial Classifications: classifications distributed by the organiser during a Day.

47.2.2 Partial Unofficial Classifications: classifications published at the end of a Day.

47.2.3 Provisional Final Classification: classification published by the organiser 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 publication of the results being delayed, a new time of publication must be posted 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 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 an event shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

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 Chapters XII and XIII of the Code.

48.2 PROTEST FEES

The protest fee is Rs.15,000/= for National Championship and Rs.10,000/= for Challenge, Cups, Series.

48.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car any additional deposit must be specified in the supplementary regulations of the rally.

48.4 EXPENSES

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

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

Intention to Appeal : Rs.40,000/=

Appeal Fees : Rs.40,000/=

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

50.1 PODIUM CEREMONY

The competitive element of the rally will finish at the "finish holding area 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 crew attendance is expected, this must appear in the supplementary regulations.

51. ANNUAL FMSCI PRIZE-GIVING

51.1 ATTENDANCE REQUIREMENTS

Any driver and any co-driver 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 – REFUELLING

52. REFUELLING AND PROCEDURES

52.1 GENERAL

52.1.1 Competitors may only refuel in the refueling zones (RZ) or remote refueling zones designated by the organisers in the road book, except as detailed under Article 45.

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

52.2 PROCEDURE

52.2.1 Only actions inside a 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 It is recommended that the crew remains outside the car during refueling; however, should they remain inside, their safety belts must be unfastened.

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

TYRES AND WHEELS

53. GENERAL

53.1 COMPLIANCE

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

53.2 MOULDED TYRES

All cars must be fitted with moulded tyres.

53.3 CONTROL

Tyres will be marked throughout the rally in accordance with the procedure given by the scrutineers. 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 CHANGE ZONES

A wheel/tyre marking and when applicable a bar code reading zone may be established at the exit of the authorised service parks. For the sole purpose of assisting the tyre marking/bar code reading procedure, one team member for each crew may access this zone. The tyre bar code, when applicable, must always be visible from outside the car.

A tyre mark checking zone may be established at the entrance of the authorised tyre change zone.

53.5 DEVICES FOR MAINTAINING FULL TYRE PERFORMANCE

As per FMSCI 4W Technical Regulations

53.6 SYMMETRICAL PATTERNS

When left tyres are different from right tyres, their patterns must be symmetrical.

53.7 STAGE DELAYS

When the start of a stage is delayed by more than 10 minutes for any competitor, the adjustment of tyre pressures is permitted.

53.8 HANDCUTTING

The intentional modification of the design of the tyre or the number of studs on the tyres on or in the car is only permitted in the service park.

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 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

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.

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 authorised by the FMSCI.

53.14 AVAILABILITY OF TYRES

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

MECHANICAL COMPONENTS

54. ENGINES

The same engine must be used from passing scrutineering until the finish of the rally.

55. CHASSIS

The same chassis must be used from passing scrutineering until the finish of the rally.

56. RESTRICTIONS ON COMPONENTS

56.1 TURBOCHARGERS

56.1.1 The turbocharger and compressor shall hereafter be referred to as 'compressor'

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

56.1.3 The compressor fitted to the car and all spare compressors (one for each day) will be checked and sealed at pre event scrutineering.

56.1.4 The compressors will be marked with the car number for use exclusively on that car.

56.1.5 If a different spare compressor is not used on each Day, the number of spare compressors available is automatically reduced.

56.1.6 In the course of one and the same Day, a compressor which has been replaced may be used again on the same car.

56.1.7 All used compressors must remain sealed until the end of the rally in order that scrutineers may check their conformity.

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

56.2 TRANSMISSIONS

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

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

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

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

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

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

56.2.7 On condition that the seals and markings of a dismantled gearbox/differential(s) remain intact, the parts may be reused on the same car.



























56.2.8 The marking/sealing must remain intact throughout the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

57. NOISE LEVEL IN THE SPECIAL STAGES

DELETED



APPENDIX I RALLY CONTROL SIGNS

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 min →	 PC ← 25 m →	
TIME CONTROL	 ← 25 m min →	 TC ← 25 m →	
TC AT SERVICE PARK ENTRANCE	 ← 5 m →	 TC ← 5 m →	
TC AT SERVICE PARK EXIT	 ← 5 m →	 TC Usually leads to RZ and/or TZ ← 5 m →	
TIME CONTROL AND SS START	 ← 25m min. →	 TC ← 50-200m →	 SS START ← 25 m →
END OF SS	 ADVANCE INDICATION ← 100 m →	 FLYING FINISH LINE ← 100-300 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

APPENDIX II - STANDARD DOCUMENTS

Appendix II -1 - SUPPLEMENTARY REGULATIONS

Each event must produce supplementary regulations (Article 27 of the Code).

An electronic version of the supplementary regulations must reach the FMSCI at least 3 months before day 1 of the event.

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

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

Printed versions must be distributed at least 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 FMSCI INDIAN NATIONAL RALLY CHAMPIONSHIP (INRC) 2011 and will be run in compliance with the International Sporting Code of the FIA (and its appendices), the General Prescriptions of The Federation of Motor Sports Clubs of India (FMSCI), the relevant Regulations concerning INRC championship or cup, these Supplementary Regulations and bulletins issued by the FMSCI.

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

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

1.2 Road surface

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 Organiser's name, address and contact details

2.4 Organisation committee

2.5 Stewards of the Meeting

2.6 FMSCI Delegates & Observer

2.7 Senior officials

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

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

- Issuing of the road book, map and Rally Guide
- Rally HQ opening/closing
- Official Notice Board – location
- Collection of material and documents
- Administrative checks
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
- Drivers' briefing (if applicable)
- Pre-event Press Conference
- First Stewards' meeting
- Publication of start list for Ceremonial start (if any) and Day 1
- Ceremonial start (if any)
- Rally start, place and time
- Location of Service Parks
- Publication of start lists for subsequent Days
- Podium Ceremony/Prize-giving
- Post-event Press Conference
- Final scrutineering
- Time of Publication of Provisional Final Classification (may be adjusted by Bulletin)

4. Entries

- 4.1** Closing date for entries
- 4.2** Entry procedure
- 4.3** Number of entrants accepted and classes
- 4.4** Entry fees
- 4.5** Payment details (including details of any applicable taxes)
- 4.6** Refunds

5. Insurance

Organizers holding a valid 2011 FMSCI Permit for an event are covered for :

Third Party Public Liability for Rs.50 lakhs valid during the running of the event only.

A maximum of 100 officials officiating & 150 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.2 lakhs with Rs.40,000/= medical expense extension per person. These insurances are issued by United India Insurance Company Ltd. valid during the running of the event only. Organizers / Competitors are advised to take any additional insurances they may deem fit, as the regulations warrant.

6. Advertising and Identification

7. Tyres

- 7.1** Tyres specified for use during the rally

8. Fuel

9. Reconnaissance

9.1 Procedure for registration

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

10. Administrative Checks

10.1 Documents to be presented:

- Entrants license / FMSCI registration no. (if any)
- Driver and Co-driver competition licenses
- Driver & Co-drivers driving license
- P. A. Policies of driver & co-driver
- Driver and Co-driver PAN Card Copy
- Completion of all details on the entry form
- Car Rally insurance cover certificate
- Car insurance & registration papers
- Indemnity of carrying all papers (Refer INRC specific regulations)

10.2 Timetable

11. Scrutineering, Sealing and Marking

11.1 Scrutineering venue and timetable

11.2 Mud flaps

11.3 Windows

11.4 Driver's safety equipment

11.5

11.6 Special national requirements

11.7 Installation of Safety Tracking System

12. Other procedures

12.1 Ceremonial start procedure and order

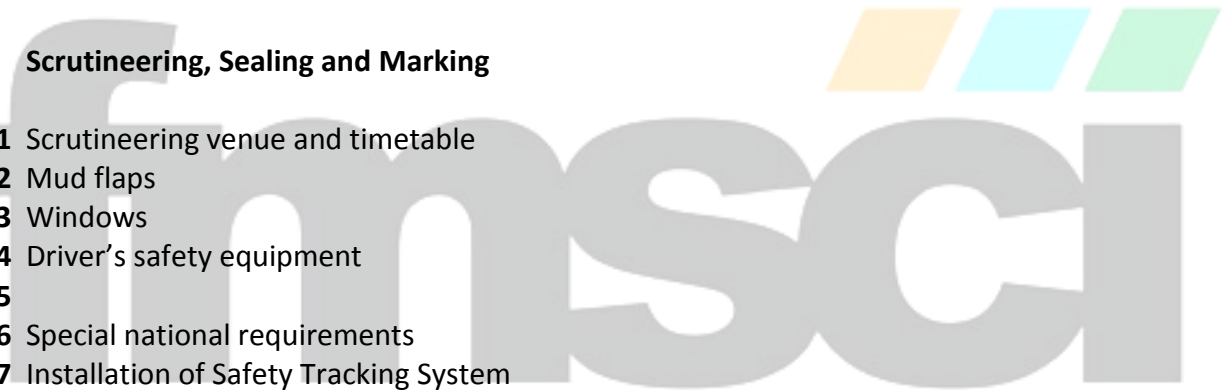
12.2 Finish procedure (only if different from the Regulations)

12.3 Permitted early check-in

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

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

12.6 Official time used during the rally



13. Identification of Officials

Post Chief	: Green Vest with Black "POST CHIEF"
Other Post Officials	: Green Vest with Black "CONTROL"
Medical Officers	: Yellow Vest
Safety Marshals	: White Vest with Red "SAFETY"
Spectator Control	: Orange Vest with Black "SPECTATOR CONTROL"
Competitor Relations Officers	: Red Vest with Black "C. R. O."
Stage Commander	: Dark Blue Vest with White "STAGE COMMANDER"
Scrutineers	: Light Blue Vest with Black "SCRUTINEER"
Radio Marshals	: Yellow Vest with Black radio point symbol

14. Prizes

15. Final Checks

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

15.2 Protest fees

15.3 Appeal fees

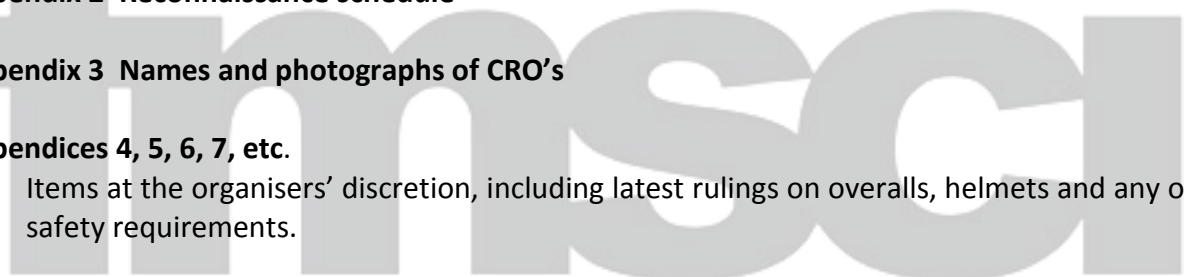
Appendix 1 Itinerary

Appendix 2 Reconnaissance schedule

Appendix 3 Names and photographs of CRO's

Appendices 4, 5, 6, 7, etc.

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



Appendix II - 2 BULLETINS

Bulletins are defined in Article 2.1

They may be issued either:

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

OR

- By the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of posting Provisional 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 crew members) must confirm receipt thereof by signature, unless this is materially impossible during the running of the rally.



Appendix II - 3 RALLY GUIDE

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

Rally guide shall be published 2 months prior to event with note “subject to approval of SR”. This will enable competitors to book hotels, self drive cabs etc.

The rally guide shall specifically mention " This document has no Regulatory power – for information only " and may contain the following :

- 1) Welcome and Introduction
 - 1.1 Welcome by the Clerk of the Course
 - 1.2 Welcome by any other person
- 2) Event History
- 3) Current year Event Overview
- 4) Organizational Details
 - 4.1 Permanent Contact Details
 - 4.2 Rally HQ
 - 4.3 Key Officials with contact number / email
 - 4.4 Media Contact Details with contact number / email
- 5) Programme and critical deadlines
- 6) Entry Details
 - 6.1 FMSCI Titles for which rally counts
 - 6.2 Other support events
 - 6.3 Entry Fees
 - 6.4 Payment details
 - 6.5 Entry Package
 - 6.6 Vehicle eligibility - National Championship / Support events
- 7) Service Park
 - 7.1 Information about the Service Parks
 - 7.2 Auxiliary Service
- 8) Hospitality arrangements
- 9) Hotel Accommodation
- 10) Reconnaissance
- 11) Pre event scrutineering / Sealing / Marking
- 12) Rally Start Procedure
- 13) Rally Finish Procedure
- 14) PR Activities
- 15) Media
 - 15.1 Media contact before the event
 - 15.2 Media contact during the event
 - 15.3 Accreditation, if any
 - 15.4 Press Conferences
- 16) Medical and Safety Services
 - 16.1 Hospitals
 - 16.2 Fire
 - 16.3 Police

16.4 Any other emergency services

16.5 Event Safety

17) Useful Facts & Information

17.1 Weather

17.2 Hire car companies

17.3 Airline companies and airports

17.4 Mobile Phones & Telephone Services

Appendix 1 Rally Itinerary

Appendix 2 Overview Map



Appendix II - 4 ITINERARY – EXAMPLES OF LAYOUT OF ITINERARY**1 - SSS TO START THE RALLY**

Start DAY 1		Thursday 30 July 2010				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
0	Start Day 1 - (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 DAY 1		Friday 31 July 2010				
TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due
1B	Parc fermé OUT - Service IN	-	0.00	0.00	-	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 regroup 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 Day and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- All visits to the service park carry a letter A, B, C etc.
- TC 0 is always the start of the competitive element of the rally. A 'stand-alone' Ceremonial Start is not considered as TC 0.
- Note section numbers in right hand margin.
- It is recommended to include time of sunrise and sunset for each Day.

Appendix II – 5 ROAD BOOK



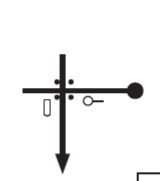




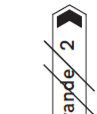
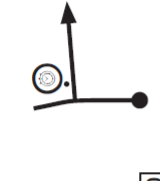

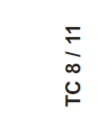
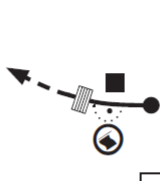

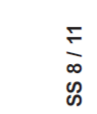
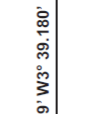
CONTENT & DESIGN

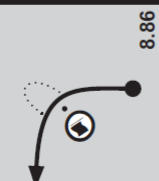

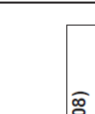
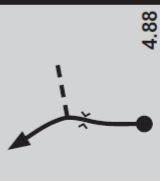


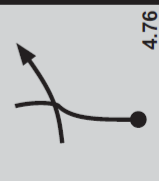


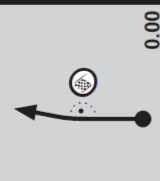


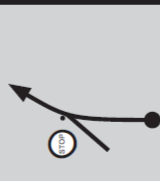


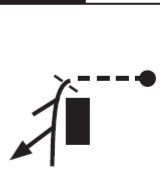

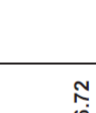
- The Road book must be distributed according to the FMSCI General Prescriptions.
- Headings shall be in English and the national language (optional).
- There may be one book for the entire rally or a different book for each Day. If a different daily book is used, there should be an obvious method of distinguishing it.
- The itinerary for the entire rally must appear in each road book in 'portrait' format.
- If a map of each Day is included, it is recommended that the itinerary page appears opposite the map.
- A page of all the symbols used must appear in the front of the road book.
- SOS/OK must be included in the road book according to the FMSCI Regional Rally Championships Sporting Regulations.
- 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. Clear reference must be made to 'return to page X' for the second passage. Any variation between two passages (i.e. at the end of a Day) must be clearly stated.
- Repeated plans of service park layouts for each visit are not necessary. However plans are important when there is a change of TC location. Each road book should include at least one SP plan.
- Layout plans of Remote Service 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.
- Alternative routes may be included as a section at the end of the road book.
- Instructions for trip meter calibration may be included.
- The time allowed for each section should be expressed in hours and minutes.
- Other requirements:
 - Retirement form
 - Enquiry form
 - Accident procedure
- The road book shall be A5 size and bound on the left side with metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness 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 a shading of the "Direction" column (see example).
- Individual stage maps shall include:
 - A scale
 - The direction North
 - Reconnaissance route
 - Alternative route
 - Location of start/finish and all emergency vehicle points.

- 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).
- Where a road section is followed by a special stage, the diagram illustrating the start of the special stage must also be shown at the end of the road section as box 1 (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).
- 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 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 of the emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- The GPS location of the start and finish of each special stage and of the regroupes 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’.
- There shall be no more than 6 instructions per page.
- Photographs or diagrams of control locations may be included.
- 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.

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.
- List of hospitals / medical centers
- Telephone numbers for rally HQ and emergency services
- Road book SS box numbers placed on the route
- A competitor’s time record page
- Advice of the partial distance to the next junction at the base of each page (especially when junctions are in rapid succession).

RS 7 / 10	SS 7 / 10 Talsi		TC 8 / 11 Pampal		Kms to TC
	Distance	18.34 Kms	Time	0 hr 23 min	
Distance		Direction		Information	
Total	Partial				
11.88	0.26				6.46
13.89	2.01				4.45
18.21	4.32				0.13
18.34	0.13				0.00
	0.12				
					

RS 7 / 10	SS 7 / 10 Talsi		TC 8 / 11 Pampal		Kms to TC
	Distance	18.34 Kms	Time	0 hr 23 min	
Distance		Direction		Information	
Total	Partial				
0.00	0.00				18.34
3.98	3.98				14.36
4.10	0.12				14.24
8.86	4.76				9.48
9.10	0.24				9.24
11.62	2.52				6.72
	0.26				

Appendix II – 6 : Standard FMSCI Time Cards

GENERAL

- A separate time card must be issued at least for each section of each Day.
- The target time for covering the distance between two consecutive time controls 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 Day 45' service (as in example for 'Flexi-Service B'). This allows 'dead time' in the pre- service holding park for any technical checks.
- An organiser may propose to the FMSCI the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FMSCI before use.

DESIGN

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

	Logo of Rally	Car No.	Timecard A Day 1 - Sec 1 15 Jun 2010	wrc FIA						
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: 30px; 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: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">25</td></tr> </table> <p>TC 1</p> </div> </div>			H	M	00	25	COMPETITOR USE		
H	M									
00	25									
TC 1	<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: 30px; 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 style="font-size: 2em; margin: 0 10px;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="width: 60px; height: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">25</td></tr> </table> <p>TC 1</p> </div> </div>			H	M	00	25	DUE TIME		
H	M									
00	25									
TC 1	SS 1 Stage Name 20.88 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 1</p> <table border="1" style="width: 60px; height: 30px; 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: 30px; 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: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">54</td></tr> </table> <p>TC 2</p> </div> </div>			H	M	H	M	00	54	COMPETITOR USE
H	M									
H	M									
00	54									
TC 2	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="width: 60px; height: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">M</td><td style="width: 30px; text-align: center;">S</td><td style="width: 30px; text-align: center;">1/10</td></tr> </table> <p>TIME TAKEN</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: 30px; 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>			M	S	1/10	H	M	DUE TIME	
M	S	1/10								
H	M									
TC 2	SS 2 Stage Name 32.45 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 2</p> <table border="1" style="width: 60px; height: 30px; 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: 30px; 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: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">33</td></tr> </table> <p>TC 3</p> </div> </div>			H	M	H	M	00	33	COMPETITOR USE
H	M									
H	M									
00	33									
TC 3	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="width: 60px; height: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">M</td><td style="width: 30px; text-align: center;">S</td><td style="width: 30px; text-align: center;">1/10</td></tr> </table> <p>TIME TAKEN</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: 30px; 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>			M	S	1/10	H	M	DUE TIME	
M	S	1/10								
H	M									
TC 3	SS 3 Stage Name 14.50 km <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 3</p> <table border="1" style="width: 60px; height: 30px; 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: 30px; 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: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">01</td><td style="width: 30px; text-align: center;">06</td></tr> </table> <p>TC 3A</p> </div> </div>			H	M	H	M	01	06	COMPETITOR USE
H	M									
H	M									
01	06									
TC 3A	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="width: 60px; height: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">M</td><td style="width: 30px; text-align: center;">S</td><td style="width: 30px; text-align: center;">1/10</td></tr> </table> <p>TIME TAKEN</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: 30px; 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>			M	S	1/10	H	M	DUE TIME	
M	S	1/10								
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: 30px; 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: 30px; margin: 0 auto;"> <tr><td style="width: 30px; text-align: center;">00</td><td style="width: 30px; text-align: center;">13</td></tr> </table> <p>76</p> </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: 30px; 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="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>PROVISIONAL START</p> <table border="1" style="width: 60px; height: 30px; 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>			H	M	COMPETITOR USE				
H	M									

Logo of Rally	Car No.	Timecard B Day 1 - Sec 2 15 Jun 2010	WRC FIA															
TC 3B	Regroup/TZ OUT/Service IN <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TIME AT TC</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 3B</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">30</td></tr> </table> <p>TC 3C</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 3C</p> </div> </div>		H	M	00	30	H	M	COMPETITOR USE									
H	M																	
00	30																	
H	M																	
TC 3C			COMPETITOR USE															
TC 4	Service OUT <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">25</td></tr> </table> <p>TC 4</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 4</p> </div> </div>		00	25	H	M	COMPETITOR USE											
00	25																	
H	M																	
TC 5			COMPETITOR USE															
TC 4	SS 4 Stage Name 24.36 km <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 4</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> <p>TIME TAKEN</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">46</td></tr> </table> <p>TC 5</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 5</p> </div> </div>		H	M	H	M	H	M	S	1/10	M	S	1/10	00	46	H	M	COMPETITOR USE
H	M																	
H	M																	
H	M	S	1/10															
M	S	1/10																
00	46																	
H	M																	
TC 5			COMPETITOR USE															
TC 5A	SS 5 Stage Name 32.45 km <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;"> <p>PROVISIONAL START SS 5</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>ACTUAL START</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> </div> <div style="text-align: center;"> <p>FINISH TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>STOP</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">M</td><td style="width: 20px; height: 20px;">S</td><td style="width: 20px; height: 20px;">1/10</td></tr> </table> <p>TIME TAKEN</p> </div> <div style="font-size: 2em;">▶</div> <div style="text-align: center;"> <p>TARGET TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">01</td><td style="width: 20px; height: 20px;">15</td></tr> </table> <p>TC 5A</p> </div> <div style="text-align: center;"> <p>DUE TIME</p> <table border="1" style="border-collapse: collapse;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> <p>TC 5A</p> </div> </div>		H	M	H	M	H	M	S	1/10	M	S	1/10	01	15	H	M	COMPETITOR USE
H	M																	
H	M																	
H	M	S	1/10															
M	S	1/10																
01	15																	
H	M																	
TC 5A			COMPETITOR USE															

Logo of Rally	Car No.	Flexi Service B	WRC FiA							
TC 5B	Flexi Service B		COMPETITOR USE							
TC 5C	TIME AT TC <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> TC 5B	H	M	▶	TARGET TIME <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">00</td><td style="width: 20px; height: 20px;">45</td></tr> </table> TC 5C	00	45	DUE TIME <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> TC 5C	H	M
H	M									
00	45									
H	M									

Logo of Rally	Car No.	Re-start	WRC FiA							
TC 5B	Parc Fermé OUT/Service IN		COMPETITOR USE							
TC 5C	ACTUAL START <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> Parc Fermé OUT	H	M	▶	TARGET TIME <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">03</td><td style="width: 20px; height: 20px;">00</td></tr> </table> Parc Fermé IN	03	00	DUE TIME <table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">H</td><td style="width: 20px; height: 20px;">M</td></tr> </table> TC 5C	H	M
H	M									
03	00									
H	M									

APPENDIX II – 7 : Standard Entry Form

INRC name or logo of Sponsor



Event Sponsors Logo	NAME OF THE EVENT Date VENUE	Organizers Logo
----------------------------	---	------------------------

ENTRY FORM	ENTRANT		FIRST DRIVER	CO-DRIVER	
Team Name					
Surname					
First (given) name					
Place					
Blood Group					
Date of birth					
Communication Address					
Telephone (business)					
Telephone (private)					
Mobile					
Fax No.					
Email address					
FMSCI Comp. Lic. No.					
PAN					
FMSCI INRC Reg.No.					
Driving License No.					
PA Policy Details	Policy No.	Amount	Issued by	Valid From	Valid till
Driver					
Co-Driver					
DETAILS OF THE CAR					
Make		Registration No.			
Model		CC			
Year of Manufacture		Chassis No.			
Group / Class		Engine No.			
Homologation No.		Predominant Color			
Special Rally Cover Insurance					
NUMBER	COMPANY		VALID FROM	VALID TILL	
Name of Tuner					

For official use



Entry Fees					
First Time Privateer : Those who have not entered a round of the INRC or Rally Star Cup in any previous year					
Sl.	Class	Entry Fee (with Optional Advtg)		Entry Fee (without Optional Advtg)	
1	National Championship	Regular	1 st time Privateer	Regular	1 st time Privateer
(i)	Entrant & Driver are same	<input type="checkbox"/> 15,000	<input type="checkbox"/> 10,500	<input type="checkbox"/> 30,000	<input type="checkbox"/> 21,000
(ii)	When Entrant is a Team	<input type="checkbox"/> 35,000	<input type="checkbox"/> 24,500	<input type="checkbox"/> 45,000	<input type="checkbox"/> 31,500
2	1400 Star Cup	Regular	1 st time Privateer	Regular	1 st time Privateer
(i)	Entrant & Driver are same	<input type="checkbox"/> 12,500	<input type="checkbox"/> 8,750	<input type="checkbox"/> 17,500	<input type="checkbox"/> 12,250
(ii)	When Entrant is a Team	<input type="checkbox"/> 15,000	<input type="checkbox"/> 10,500	<input type="checkbox"/> 30,000	<input type="checkbox"/> 21,000
3	Gypsy Cup	7,500		12,500	
4	Open Class Cup	10,000		15,000	

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

Seeding Information

FIA Seed, Mention Year :	<input type="checkbox"/> FIA Priority A	<input type="checkbox"/> FIA Priority B	<input type="checkbox"/> FMSCI A Seed	<input type="checkbox"/> FMSCI B Seed
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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 organizers for the said rally and agree to be bound by any of the International Sporting Code of the FIA, the General Prescriptions for 4W, Sporting Regulations and Championship Regulations of FMSCI; as well as the undertaking on this entry form.

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

Name and address of the witness :



Name or logo of Sponsor



Media Information Kit	Driver	Co-Driver
Name		
Place		
Date of birth		
Team		
Championship Titles		
INRC Debut		
INRC wins		
Website		
Career Highlights		
2010		
2009		
2008		
2007		
Career Summary		
Fav.Motorsport Icon		
Hobby		
Signature		

Appendix II – 8 : Entry List

DRAFT ENTRY LIST

Upon closing of entries (See Article 19.2) 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
- Driver/Co-driver names and their nationalities (if different from India)
- Blood Group
- FMSCI Competition License Nos. of the Entrant / Driver / Co Driver
- INRC Registration Nos. Entrant / Driver / Co Driver (if any) (APPLICABLE ONLY FOR INRC)
- The make and model of the car entered
- The group, class and
- Driver Seeding

ENTRY LIST IN SEEDED ORDER

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

Appendix II - 9 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 & DAY 1/SECTION 1

Start list for the Ceremonial Start

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

or

Start list for Day 1 / Section 1 (SSS)

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

and/or

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

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

EACH DAY OF THE RALLY (except the final Day)

Unofficial classification after final SS (not including SSS)

- Produced at the stewards' meeting. Unsigned.

Start list for the following Day

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

Partial Unofficial Classification after Day 'x'

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

FINAL DAY OF THE RALLY

Provisional Final Classification

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

Official Final Classification

- Signed by the stewards and published after the protest time and once final scrutineering is completed.
- 'Subject to the results of routine fuel analysis for the following cars:...' (should fuel results not be available at the event)
- 'Subject to further checks to be carried out by the FMSCI for car No....'
- 'Subject to stewards' decision for car No...'
- 'Subject to any potential appeal by the entrant of car No... against the decision pronounced by the stewards'
- 'Subject to the results of a complete engine inspection for car No...'

Appendix III : SAFETY IN RALLIES

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

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

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

1. GENERAL SAFETY

1.1 Safety Plan

A safety plan must be drawn up and include:

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

1.1.2 The names of the various people in charge;

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

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

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

1.1.4 The full itinerary with detailed road sections;

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

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

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

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

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

1.2 Chief Safety Officer

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

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

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

1.3 Special Stage Safety Officer

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

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

1.4 Control

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

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

1.5 Officials and marshals

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

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

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

- Post Chief : Green Vest with Black "POST CHIEF"
- Other Post Officials : Green Vest with Black "CONTROL"
- Medical Officers : Yellow Vest
- Safety Marshals : White Vest with Red "SAFETY"
- Spectator Control : Orange Vest with Black "SPECTATOR CONTROL"

Competitor Relations

Officers	: Red Vest with Black "C. R. O."
Stage Commander	: Dark Blue Vest with White "STAGE COMMANDER"
Scrutineers	: Light Blue Vest with Black "SCRUTINEER"
Radio Marshals	: Yellow Vest with Black radio point symbol

2. SAFETY OF THE PUBLIC

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

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

2.1 Educational film (recommended for all events)

2.1.1 In the form of a commercial spot,

2.1.2 30-second duration.

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

2.1.4 Should not show accidents.

2.1.5 Should be broadcast several times.

2.2 Special Stage recommendations

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

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

2.2.3 Reconnaissance by crews is considered a safety factor.

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

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

2.3 Control of Spectators

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

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

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

2.3.4 Marshals or public order authorities (police, military etc.) must be present in sufficient numbers to ensure public safety during the special stage.

Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket.

2.4 Refuelling and Servicing

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

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

2.5 Accident Reporting

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

2.6 Accident investigations

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

2.7 Course Cars

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

2.7.2 Each car must have a panel 36 cm x 50 cm on the bonnet and the two front doors bearing the word **SAFETY** with the numbers 00 or 0, and be equipped with warning roof lights and a siren.

The 0 car may be equipped with a video camera to record the condition on every Special stage during the passage of this car.

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

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

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

2.8 Safety on Road Sections

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

2.9 Information

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

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

3. SAFETY OF THE COMPETING CREWS

3.1 Safety Services

3.1.1 At the start of each special stage:

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

- 1 medical first intervention vehicle
- 1 doctor qualified in resuscitation;
- 1 paramedic;
- 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;
- 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 kmph, 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 Fire fighting if required.
4. Assess injuries and provide preliminary first aid.
5. Facilitate evacuation of the injured to the ambulance. (Only to be done if Doctor decides that it is safe to transport the injured in the FIV. If the Doctor decides otherwise the Ambulance should be moved to the accident site for evacuation of the injured to a hospital)
6. If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance

CREW ON BOARD

An experienced driver

A Doctor skilled in resuscitation

A helper to assist in Fire fighting and or extrication.

MANDATORY EQUIPMENT ON BOARD

1. A Radio transmitter/receiver
2. Two 4 Kg fire extinguishers (dry chemical powder type)
3. Tow chain/ Thick Nylon rope (20 feet)
4. One Crowbar
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 cars to check that the appropriate closure method is in place and to immediately advice the rally HQ (rally control) of any omissions, which must be rectified prior to the commencement of the special stage.

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

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

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

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

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

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

3.2.4.4 A crew which has been shown the yellow 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 yellow 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

3.4.1 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 crew 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 crew member at documentation.

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

EXAMPLE

Accident and Safety Procedure

1. All competitors must be conversant with FMSCI General Prescriptions Article 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 crew requiring help. You are responsible to help the injured and make sure that safety services are mobilized as quickly as possible.
3. The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.
4. The next car must take the following information to NEXT radio post which may be the finish control:

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

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

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

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

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

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

This page to be inserted in road book

3.5 Evacuation

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

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

4. SAFETY OF THE OFFICIALS

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

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

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

5. MEDICAL INTERVENTION VEHICLES (Ambulances)

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

i) Airway:

- portable suction machine (300mm Hg vacuum),
- a full selection of suction catheters & 1 Yankauer sucker,
- a self-inflating bag with 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 (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 anaesthesia.

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:

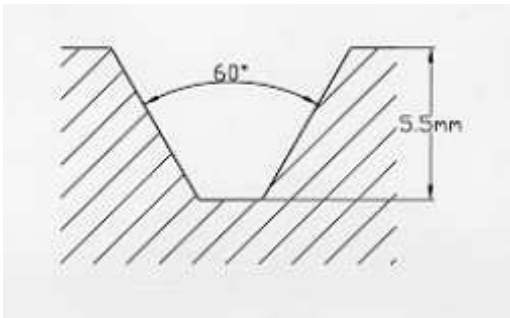
- scissors, or other implement, to cut through harnesses and overalls,
- survival cover,
- piece of black “photographer’s” type material to permit correct intubation in bright light (recommended),
- sterile and non-sterile gloves.
- for cross-country rallies, a casualty immobiliser (beanbag) and various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



APPENDIX IV : TYRE REGULATIONS

1. Definition of moulded tyres

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



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

- 1.2 The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.
- 1.3 The sum of the width of the grooves encountered by a radial line must be at least 16 mm.
- 1.4 The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm.

2. Tyre homologation

- 2.1 At least two weeks before the start of a rally, the tyre supplier must present to the FMSCI a drawing (or drawings) of the tread pattern(s) to be used in an event in order to obtain the FMSCI homologation. Once obtained, the homologation remains valid, with no expiry date.
- 2.2 The FMSCI will issue a form for each tread pattern, with a calculation of all the different parameters.
- 2.3 The pattern drawing must show:
- The tread pattern
 - The dimension of the smallest groove, in accordance with point 2.
 - The size of the rim
 - The dimensions for the purpose of determining the adequate control surface.
- 2.4 This article concerns only those tyres with a grooving rate of less than 25 %.

3. During the event

- 3.1 At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer is advised to provide visible control marks.
- 3.2 The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.
- 3.3 Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.



FMSCI INRC SPECIFIC REGULATIONS

1. General Provisions

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

For 2011, it is made up of a maximum of 7 events and the best results from n-1 event counts for championship classification where n is the number of events run.

As per Art.18 of the International Sporting Code of the FIA, the participation of license-holders from other ASN's is accepted. Competitors who are foreign license holders are not eligible to score points in the classification of the INRC.

Titles :

National Championship

Overall Champion Team

FMSCI Indian National Rally Champion Team 2011

Overall Champion Driver

FMSCI Indian National Rally Champion Driver 2011

Overall Champion Co-Driver

FMSCI Indian National Rally Champion Co-Driver 2011

2000 cc Champion Driver N

FMSCI Indian National Rally Champion Driver 2011 : 1601-2000 cc

2000 cc Champion Co-Driver N

FMSCI Indian National Rally Champion Co-Driver 2011: 1601-2000 cc

1600cc Champion Driver N

FMSCI Indian National Rally Champion Driver 2011: 1401cc-1600cc

1600cc Champion Co-Driver N

FMSCI Indian National Rally Champion Co-Driver 2011 : – 1401cc-1600cc

Support Events

1400 Star Cup Winner - Driver

FMSCI 1400 Star Cup Driver 2011

1400 Star Cup Winner – Co Driver

FMSCI 1400 Star Cup Co-Driver 2011

Gypsy Cup Winner – Driver

FMSCI Gypsy Cup Driver 2011

Gypsy Cup Winner – Co Driver

FMSCI Gypsy Cup Co Driver 2011

Open Class Cup Winner – Driver

FMSCI Open Class Driver 2011

Open Class Cup Winner – Co Driver

FMSCI Open Class Co-Driver 2011

The following prizes will also be awarded

Best tuner of the year 2011 (will be given to the tuner of the Overall National Champion Driver)

Outstanding drive by a Novice Driver 2011 (will be chosen among the drivers who conform to Art.3.10.2)

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

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

2. Eligible Cars**2.1 Groups**

Production Cars – Group N and Group N+

For 2011, the eligible cars will include assembled or sold in India and homologated as per the FMSCI homologation norms. The homologation can be either the FIA Zone homologation, in which case the cars can also compete in international rallies in the countries of the FIA Asian Zone or the FMSCI National homologation, in which case the cars can compete only in India.

2.2 Cars Eligible for 2011

The cars must be homologated either with the FIA as a Zone Homologation, or with the FMSCI as a National Homologation, or the car must have a previous MAI Homologation accepted by the FMSCI. In the event that a homologation form is not available, the FMSCI will prepare a 'Technical Data Form (TDF)' to take the place of the homologation form until such time as the homologation form becomes available.

ELIGIBLE CARS IN FMSCI CHAMPIONSHIPS

MAKE	MODEL	CC	HOMOLOGATION NUMBER	BY
Ford	Fiesta	1596	A/N 0008	MAI
Honda	City Vtec MT	1493	N-0002	MAI
	City 1.3 Exi MT	1343	N-0003	MAI
	City 1.5 Exi MT	1493	N-0004	MAI
Maruti	Baleno	1590	N-0001	MAI
	SX4	1586		FMSCI
	Esteem MPFI	1298	N-0006	MAI
	Esteem (1998)	1298	49800	FMSCI

	Esteem	1298	497005	FMSCI
	Zen	998	497006	FMSCI
	Gypsy King MPFI	1298	N-0006	MAI
	Gypsy (1.0)	996	497003	FMSCI
	Gypsy King	1298	497004	FMSCI
	1000	970	497002	FMSCI
Mitsubishi	Cedia	1999	A/N 0007	MAI
	Lancer GLXi / SFXi	1298	N-0006	MAI

Cars Homologated in a year will be notified in Bulletin issued by FMSCI

2.3 Classes

National Championship

- (i) Up to 1600 cc : Group N
- (ii) 1601 to 2000 cc : Group N
- (iii) 1601 to 2000 cc : Group N+ Not separate championship they compete only for overall

Support Events

- (i) 1400 cc Star Cup – Maruti Esteem Carburetor & MPI (Petrol Only)
- (ii) Gypsy Cup – Maruti Gypsy (T1 & T2 both specs will participate in same cup)
- (iii) Open Class Cup – Cars up to 3000 cc including the turbo multiplying factor

3.10 Entry Fees

3.10.1 The maximum entry fees for the 2011 INRC are as follows:

Sl.	Class	Maximum Entry fee with optional advertising	Maximum entry fee without optional advertising
1. National Championship Classes			
(i)	When Entrant and Driver is same	Rs.15,000/=	Rs.30,000/=
(ii)	When Entrant is a Team	Rs.35,000/=	Rs.45,000/=
(iii)	First Time Privateer	Less 30%	Less 30%
2. Support Classes			
(i)	1400 Star Cup		
	When Entrant and Driver is same	Rs.12,500/=	Rs.17,500/=
	When Entrant is a Team	Rs.15,000/=	Rs.30,000/=
	First Time Privateer	Less 30%	Less 30%
(ii)	Gypsy Cup	Rs.7,500/=	Rs.12,500/=
(iii)	Open Class Cup	Rs.10,000/=	Rs.15,000/=

3.10.2 First Time Privateer : Those who have not entered a round of the INRC or Rally Star Cup in any previous year are entitled for a discount of 30% of the entry fee for all rounds of the 2011.

CHAMPIONSHIPS & POINTS

5. THE CHAMPIONSHIP REQUIREMENTS

5.5 CHAMPIONSHIP POINTS

5.5.1 Attribution of points

Points will be awarded for each title in accordance with the scale given in Article 5.5.1 of the FMSCI General Prescriptions

In addition, bonus points for each title will be allocated as shown below:

7, 5, 3, 2 and 1 for the 1st, 2nd, 3rd, 4th and 5th respectively in the results for each Day. To be eligible for bonus points, the car must remain in the end-of-rally parc fermé until the publication of the final official results.

For Team's points, only the best placed car in the first three positions will be eligible to score bonus points. Furthermore, the bonus points allotted will be for the actual position of the car.

5.5.3 Registration requirements

- In addition to drivers and co-drivers, each entrant must be registered with the FMSCI.
- Each entrant, driver and co-driver must register with the FMSCI to be eligible for any INRC awards.
- A team taking part in INRC may register their entry with the FMSCI a minimum 15 before the round of INRC they plan to compete

5.6 REGISTRATION FEES

DRIVER : 1000

Co-Driver : 1000

Team : 5000

With the registration form the competitor must indemnify on stamp paper (Rs.100/-)

I am carrying with me the Original Documents of the copies I have submitted to the Federation to obtain my FMSCI License. (and/or its amendments submitted to the Organizers) The Competitors or their Successors/heirs will indemnify the FIA, FMSCI, THE ORGANIZERS, and their agents, representatives, officials who are directly/indirectly involved from all kinds of claims in case of Death/Injury/Accident/Damage to myself, my co-driver and my vehicle and also Death / Injury / Damage to Third parties and their properties and will be responsible for any/or all other issues with any Government Officials, arising out of me not carrying the Original documents as prescribed in the regulation with me during the event and I will bear all expenses and costs incurred by the ORGANIZER, FMSCI, their agents, representatives, officials who are directly/indirectly involved in the event.

Name: Signature

Address:

Witness: Signature

Address:

5.7 MINIMUM PARTICIPATION REQUIREMENTS

Team or entrant once registered must take part in the events remaining to be run and may score points with a minimum participation requirement of 3 rounds to earn points.

5.8 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

Results from best n-1 events of INRC 2011 where n is the number of events run.

5.9 NUMBER OF CHAMPIONSHIP RALLIES

The number of Championship events is maximum 7 which must take place in the FMSCI Region.

8. EVENT CHARACTERISTICS

8.1 DURATION

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

Friday :

Administrative Checks, Reconnaissance, Pre-Event Scrutineering, Recommended to get over by 13.00 Hrs

Drivers Briefing, Pre-event Press Conference, Recommended between 15.00 to 16:00

Ceremonial Start, Recommended 17.00 Hrs

1st Stewards Meeting Recommended 19.00 Hrs

Saturday (Day 1) :

Start of Day 1 (60% - 70% of Special Stages (SS)), Super Special Stage in the evening (recommended) (need not have separate Service Park), 2nd Stewards Meeting

Sunday (Day 2) :

Balance SS, SSS (if not run on Day 1), Finish Podium (recommended before 1700 hrs), Post Event Scrutiny, 3rd Stewards Meeting, Final Classification

** Pre event Press Conference: The Rallycom and the Promoters would hand pick 6 teams (drivers/co-drivers) in a rotation to attend the pre event press conference. The Organising Club would choose and invite two teams consisting of local / drivers / co-drivers in addition to the 6 teams mentioned above to attend the press conference.

8.4 DISTANCES

The total distance of the special stages is set at a distance of 120 km tolerance 10%.

The maximum length of each special stage is 33 km.

The minimum Special Stage distance between service parks is 25 km and the maximum is 60 km.

Minimum distance for any one Day: 25 km.

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

8.5 TYPE OF ROAD SURFACE

A road surface of Single type (asphalt or dirt) is mandatory for the special stages of a rally. This rule applies to entire itinerary of the rally. In the case of SSS only, a special waiver may be granted for change of road surface from that of SS.

8.6 TITLE

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

STANDARD DOCUMENTS AND SCHEDULES

11. ROAD BOOK

The road book must be made available to all the competitors at least 3 days prior to the start of Day 1.

CAR IDENTIFICATION

15. COMPETITION NUMBERS AND ADVERTISING

15.2 DOOR PANELS

15.2.4 The door number sticker shall have an equal space below for the INRC logo and provision for a possible series sponsor advertisement both of which will be carried by all cars entered in the rally.

15.8 ORGANISER'S OPTIONAL ADVERTISING

15.8.4 Organisers are permitted to have optional advertising as follows:

- a) On the bonnet of the car, a sticker measuring 10 x 60 cms.
- b) On each side of the car, adjacent to the competition number sticker, 2 stickers measuring 15 x 25 cms. The location of these stickers must be specified in the Supplementary Regulations.

20. Prize Giving

20.1 At the prize giving of a Championship rally, the prize winners are obliged to participate ; the winners of the general classification must also participate in the other official ceremonies.

20.2 Should prize winners fail to turn up at the prize giving, they shall forfeit their right to any awards (cash prizes and cups) and they shall be subject to a fine. If only one member of the crew is present at the prize giving, the penalties shall be left to the discretion of the Organizers.

20.3 Should any of the first three crews classified in the FMSCI Indian National Rally Championship fail to attend the annual FMSCI prize giving, the crew concerned will be subject to a fine of Rs.50,000/=.

20.4 The minimum cash prizes to be offered by the Organizers of a round of the INRC is as follows:

National Championship Classes			
Pos	Overall	2000 cc N	1600 cc N
1 st	Rs.50,000 + Trophies	Rs.30,000 + Trophies	Rs.30,000 + Trophies
2 nd	Rs.30,000 + Trophies	Rs.20,000 + Trophies	Rs.20,000 + Trophies
3 rd	Rs.20,000 + Trophies	Rs.10,000 + Trophies	Rs.10,000 + Trophies
4 th	Rs.10,000 + Trophies		
5 th	Trophies		
Support Classes			
Pos	Gypsy Cup	Open Class Cup	
1 st	Rs.30,000 + Trophies	Rs.30,000 + Trophies	
2 nd	Rs.20,000 + Trophies	Rs.20,000 + Trophies	
3 rd	Rs.10,000 + Trophies	Rs.10,000 + Trophies	

Support Class : 1400 Star Cup

Entries	> 16	13-16	9-12	5-8	1-4
1 st	Rs.30,000	30,000	30,000	30,000	30,000
2 nd	27,500	27,500	27,500	27,500	0
3 rd	25,000	25,000	25,000	0	0
4 th	22,500	22,500	0	0	0
5 th	20,000	0	0	0	0

All Cash prize winners shall be presented with a trophy, the minimum of 3 trophies per category is to be presented.

21 Formation of a class

21.1 A minimum of three cars is required to form a class.

21.2 If the class is not formed, the vehicle is to be moved to the next available higher class if exist, otherwise will compete only for Overall Classification.

SCRUTINEERING CHECKS

25. FINAL CHECKS

25.3 TIME AVAILABLE FOR FINAL CHECKS

The Organisers' itinerary should ensure that at least 2 hours and 30 minutes are available for post-event scrutineering.

SPECIAL STAGES

37. SUPER SPECIAL STAGES

37.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

A Super special stage is a stage designed for a spectator viewing with the possibility of having more than one car starting at the same time. The organizing of a super special stage is mandatory.

37.2 The specific regulations regarding the running and the organization of a super special stage must confirm the regulations included in Chapter XIX of the Rally General Prescriptions and must be included in the supplementary regulations of the rally.

37.3 A separate safety plan must be submitted to the FMSCI safety delegates, if appointed, specific area must be clearly identified for use by the media.

37.4 The roads at the starting point, must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalize the length of the stage from the different starting position.

37.5 The length of the super special stage should be between 1.5 Kms and 5 Kms.

37.6 The road surface of a super special stage should be of the same type as that of the rest of the rally.

37.7 The starting order of a super special stage is entirely at the discretion of the organizers. However, the organizers must detail the procedure in the Supplementary Regulations.

37.8 The use of yellow flag signals as detailed in Appendix III (3.4.5) is applicable in a super special stage and these flags may be displayed at any location in the stage. If a yellow flag is displayed, the drivers must immediately make a significant reduction in speed. Clerk of the course may allow a crew affected by the showing a yellow flag to contest the super special stage against. However, if circumstances do not permit these, the clerk of the course will propose to the stewards an allocated time. However, no crew which is totally or partially responsible for the displaying of the yellow flag may benefit from this concession.

37.9 If a car fails to correctly complete a super special stage it may be removed by the organizers to an adjacent service park, where it may be repaired according to the supplementary regulations and itinerary.

37.10 Alternatively the car will be placed on the road section after the out control of the super special stage. In either case the crew will be allotted a stage time of three minutes plus the fastest time. Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time.

In either case the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally.

Any crew recording an actual time in excess of three minutes plus the fastest time will also be allotted a maximum time of three minutes plus the fastest time.

37.3 SAFETY PLAN

This plan must be submitted at least 2 months before an INRC rally.

37.4 FAILURE TO COMPLETE A SUPER SPECIAL STAGE

If a car fails to complete a super special stage, it will be placed at the road section after the finish control of the stage and the crew will be allocated a stage time of the fastest time plus 3 minutes. In such a case, the competitor will be deemed to have completed the stage at its due time and be subject to all the normal rules, regulations and service restrictions of the rally. Any crew recording and actual time in excess of the fastest time plus 3 minutes will be allocated time of the fastest time plus 3 minutes. When an organiser schedules a super special stage as Section 1 of Day 1 to open the Rally in the evening, an entrant who fails to take part in or finish that stage will be given a penalty as stated above.

STARTS AND RESTARTS

39. CEREMONIAL START

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

41. START ORDERS AND INTERVALS

41.1 START ORDERS

The starting order for the first three events of the championship is established on the basis of the results of the INRC 2010

a) The A Seed drivers.

The overall INRC Champion 2010 will be the first car will be the start. The remaining A seed drivers will start on the basis of the results of the overall INRC 2010.

b) The B Seed drivers will start on the basis of the results of the overall INRC 2010

c) All other drivers for whom starting order is left to the discretion of the organizers.

41.2 For subsequent events the starting order is to be established as below on the basis of the provisional overall classification of the FMSCI INRC for Drivers 2011

a) The seed drivers will start on the basis of the provisional overall classification of the FMSCI INRC for Drivers 2011

It is further clarified that the Overall INRC Champion 2010 will not be the first car to start, unless he is the leader of the provisional overall classification of the FMSCI INRC for Drivers 2011.

b) The B seed driver will start on the basis of the provisional overall classification of the INRC 2011

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

41.3 All drivers at the start will have an interval between their start times of at least 2 minutes for all legs of an event. However the start interval at the starting podium of a rally is left to the discretion of the Organisers who may set a start interval of two minutes or of one minute, or a combination of the two. This point must be included in the supplementary regulations of the rally.

41.4 RE-START AFTER RETIREMENT

41.4.1 General

A competing car which fails to finish any Day of a rally will be permitted to restart the next Day. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the stewards. Any entrant who re-starts will not be classified in the final overall classification and thus not be eligible for Championship points, except bonus points. To be eligible for Day bonus points, the car must remain in the end-of-rally parc fermé until the publication of the final official results.

41.4.2 Service location and time allowed for repairs in case of a restart

Any car which fails to finish a Day in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé prior to the next Day, no later than 6 hours before the scheduled start of that Day.

41.4.3 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car rescrutineered prior to the start of the stewards' meeting at the end of the Day which the car has failed to finish.

SERVICE

43. SERVICE PARKS

43.4 NUMBER OF SERVICE PARKS

It is recommended that there be one main service park and possibly an auxiliary service area to permit one service unit per competing car in one or two locations to provide adequate service for the entire rally.

46. FLEXISERVICE - 45'

46.3 FLEXISERVICE - 20'

The Articles 46.1 and 46.2 of the General Prescriptions shall also apply in the case of 20' service when linked to a regroup, to provide an opportunity for team cars to service at different times.

The operational window of flexi service time, starting from the arrival of the first car into the parc fermé, is left to the discretion of the Organisers but must be declared on the rally itinerary. Flexi servicing of 45 minutes at the end of each Day (excluding the final day) will be provided.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

47. RALLY RESULTS

47.5 PROMOTION OF RESULTS

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



Appendix A – Administrative procedure
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INDIAN NATIONAL RALLY CHAMPIONSHIP - APPENDIX A ADMINISTRATIVE PROCEDURES
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Activity	From	To	Deadline
Draft Itinerary & Route Map	Organizer	FMSCI Secretariat	2 months before the rally
Pre-event Information or Announcement	Organizer	FMSCI Secretariat media & others	2 months before the rally
Rally guide 1 (electronic)	Organizer	FMSCI Secretariat	2 months before the rally
Appointment of the steward and observer	FMSCI	Organizer	1.5 months before the rally 2.5 months before the rally
Draft Supplementary Regulations	Organizer	FMSCI & Observer	2 months before Day 1 of the rally
Draft Safety Plan	Organizer	FMSCI & Observer	1.5 months before the rally
Comment on the draft regulation & Plan	FMSCI	Organizer	1.5 months before the rally
Issuing of Permit	FMSCI	Organizer	1.5 months before the rally
Supplementary Regulations published & entries	Organizer	FMSCI / Possible entrants / Website of organiser, FMSCI	1 month before day 1 of the rally
Closing of entries	Organiser		12 Days before Day 1 of the rally
Entry list	Organiser	FMSCI	10 days before Day 1 of the rally
Road Book published	Organiser	Entrant and FMSCI Official	10 days prior to the start of the day 1
Media safety book published	Organiser	Accredited Media	7 days before Pre event Press Conference

APPENDIX B - PODIUM CEREMONY

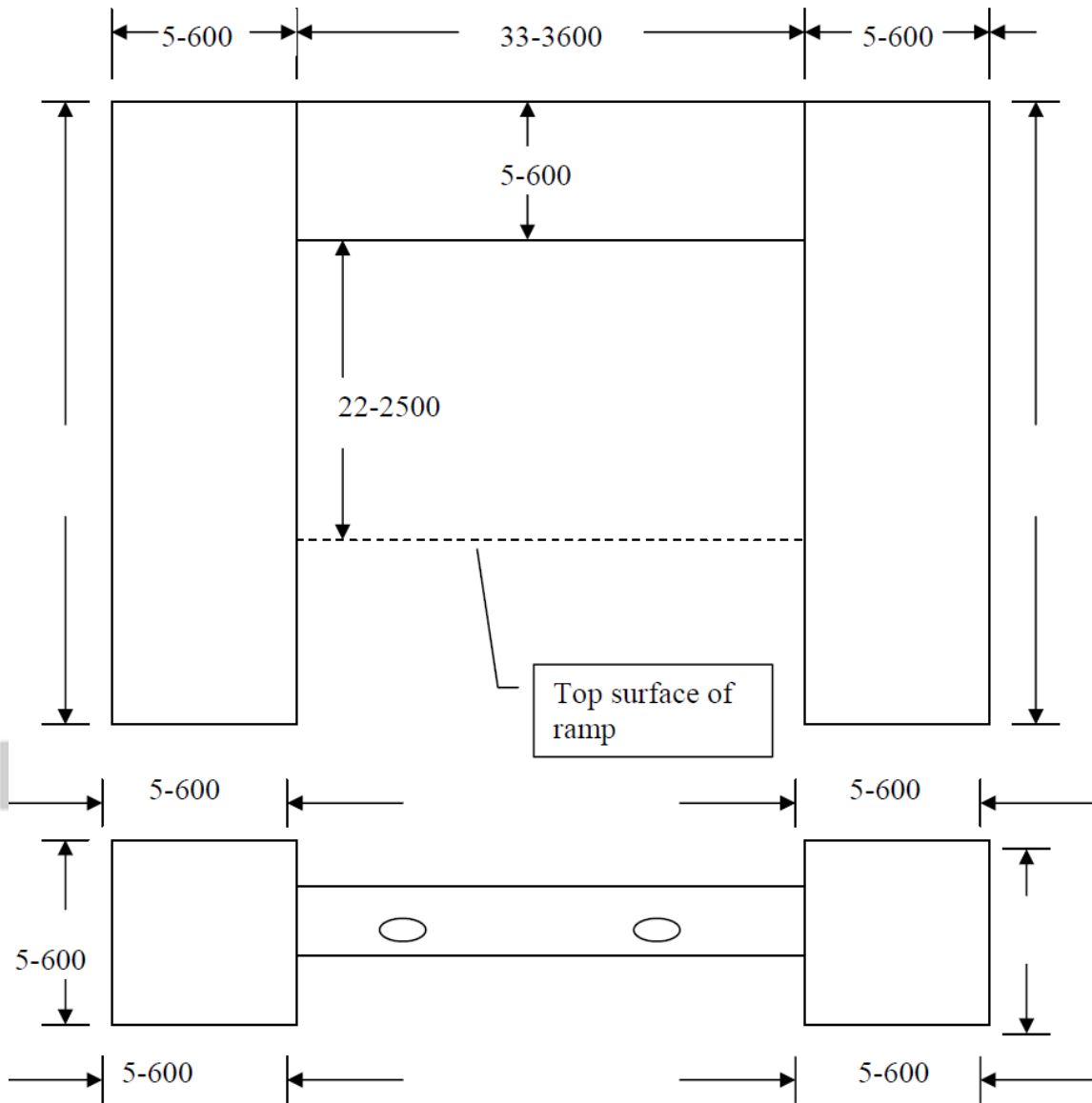
1. General Points

- a) The finish ramp should incorporate an archway, clearly displaying the name and logo of the event. In front of the ramp should be the photographers' tower, placed as in the cahier des charges. The lane leading to the archway must be barriered to prevent public access.
- b) The organisers should provide "Olympic style" box podiums for use by the third, second and first crews only, positioned in a way to allow photographers / TV crews to take pictures from the photographers' tower.
- c) All teams with a car in the top three must have a technician in attendance with the car to transport car to final inspection, if required.

2. Procedure (all procedures should be controlled by the master of ceremonies)

- a) The recommended finish procedure is as follows:
 - 3rd car of each winning class, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 2nd car each winning class, on to ramp, interview on ramp and then proceed to park in a location as directed by and under the authority of the event officials.
 - 1st car of each winning class, on to ramp, interview on ramp, nose down on ramp for photo session.
 - Podium boxes in to place.
 - Presentation of trophies.
 - National anthem.
 - Champagne spray and photo shoot.
 - Provision for team photos on ramp or in adjacent area.
- b) The above procedure duplicated for the overall first five drivers in general classification.

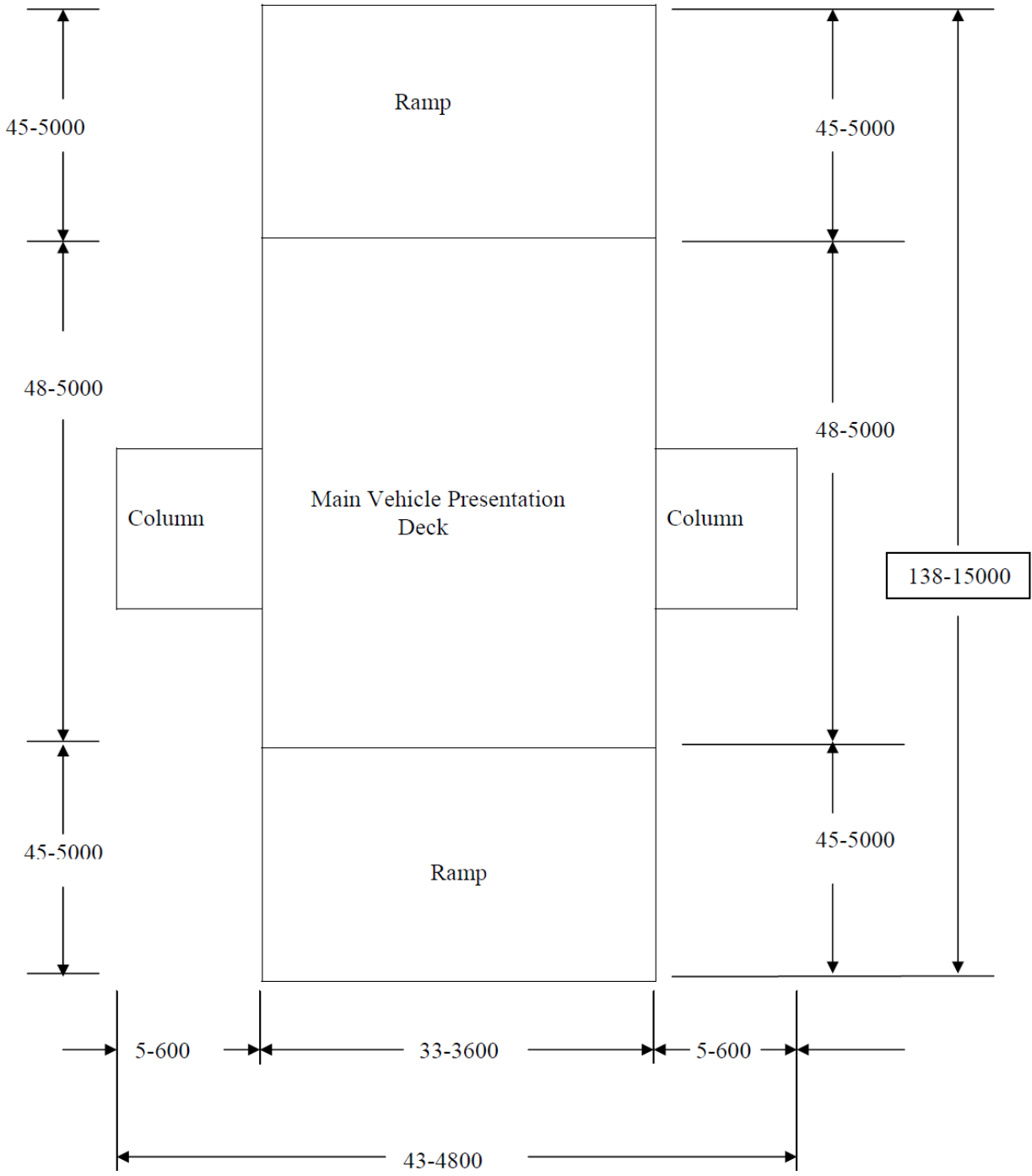
APPENDIX C - START RAMP



Dimensions in mm (5-600 = 500mm to 600mm wide, 36-3800 = 3600mm to 3800mm high)

Overall plan view

↑
Front



**** END ****