



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

# **General Prescriptions**

**For**

## **FMSCI AUTOCROSS 2017**

(Closed, Closed Invitations, Open,  
Cups, Series, Challenges and  
Championships)

**APPROVED BY:**



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

(National Sports Federation recognized by the Government of India)

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## 1. RULES: AMENDMENT, APPLICATION & INTERPRETATION

1.1 The FMSCI AUTOCROSS 2017 will be run in conformity with:

- a The International Sporting Code of the FIA (the Code) and its appendices;
- b The Applicable regulations of the FMSCI which includes GP, Sporting Regulations, Supplementary Regulations, Technical Regulations CIB's and the ISC.
- c This Sporting Regulation and its appendices.
- d The Supplementary Regulations approved by the FMSCI for the specific events.

1.2 Only the FMSCI may grant waivers to these regulations.

1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS

- a The Clerk of the Course is charged with the application of these regulations.
- b The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant Regulations or the Regulations.
- c Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the FIA International Sporting Code (Code).
- d Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

1.4 Any protest concerning this application by the organisers or any case not provided for will be studied by the Stewards who alone have the power to decide.

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

1.6 OFFICIAL LANGUAGE: For all FMSCI events, the official language must be English.

1.7 The Organisers will ensure that all monetary fines / penalties collected during the event are sent to FMSCI at the earliest as per Art 12.7 of FIA Sporting Code

1.8 SUPPLEMENTARY REGULATIONS

- a Amendments or any additional provision will be announced by dated and numbered bulletins, signed:
  - By the Organisers up to the day of scrutineering, and stamped by the FMSCI,
  - By the Stewards of the meeting, throughout the duration of the Event.
- b All bulletins will be posted in the Secretariat, at said Autocross HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.

1.9 JUDGES OF FACT

- a All persons, other than the Stewards, including all marshals/ track marshals & other officials shall be designated as Judges of Fact.
- b The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags. The colour coding needs to be as follows:

Safety Marshals: Orange

Safety Officer: Orange with white stripe and text

Post Chief: Blue with white stripe and text  
 Media: Green  
 Stage Commander: Red with text  
 Competitor Relations Officer: Red jacket or red tabard  
 Medical: White  
 Radio: Yellow with blue mark  
 Scrutineer: Black

1.10 ADDITIONAL NOTES: The attached Appendix 1 to 3 will be integral part of the Supplementary Regulations

**2. PROGRAMME:**

CITY:

***Opening of Standard Entries with the publication of the Supplementary regulations***

***Venues:***

- Office
- Websites
- Any other

***At the office of***

***Day, Date & Current Year***

Time: Closing of Standard entries  
 Time: Publication of First Entry List

***At Name of Venue, Name of Place***

***Day, Date & Current Year***

Time: Drivers Briefing & Track Walk  
 Time: First Stewards Meeting  
 Time: Document Verification & Scrutiny of Standard entries  
 Time: Closing of Late Entries (subject to availability) If Late Entries are accepted post the Drivers Briefing, a compulsory Drivers briefing needs to be held for the late entries. In addition all drivers briefing points announced must be supported with a hard copy of the briefing or a voice recording of the briefing or a PPT that may be shown to the drivers.  
 Time: Qualifying Rounds (If applicable)

***Day, Date & Current Year***

Time: Document verification &Scrutiny of Late entries  
 Time: Qualifying Rounds (If applicable)  
 Time: Publication of qualifying results (If applicable)  
 Time: Quarter & Semi Rounds (If applicable)

***Day, Date & Current Year***

- Time: Quarter & Semi Rounds continued (If applicable)
- Time: Final Rounds (If applicable)
- Time: Post event Scrutiny
- Time: Posting of Provisional Results
- Time: Final Steward’s Meeting
- Time: Publication of Official Final Classification
- Time: Prize Distribution

**3. ORGANIZATION**

**3.1 ORGANIZER’S NAME & ADDRESS**

- Phone: Email: Website:

**3.2 OFFICIALS OF THE MEET**

- Chief Steward:
- Steward:
- Club Steward:
- Clerk of the Course:
- Secretary of the Event:
- Competitors Relation Officer:
- Chief Safety Officer:
- Chief Timekeeper:
- Results Coordinator:
- Scrutineer:

**3.3 JUDGES OF FACT**

All persons, other than the Stewards, named in article 3.2, including all marshals/ track marshals & other officials.

**DUTIES OF JUDGES OF FACT**

**3.3.1 Start Line judges**

3.3.1.a One or several judges of fact may be appointed by the Organising Committee to supervise the Starts.

3.3.1.b Start Line judges shall immediately indicate to the clerk of the Course any false Starts which may have occurred.

3.3.2 Finish Line judge In a Competition where a decision has to be given as to the order in which Automobiles cross a Finish Line, a Finish Line judge shall be

nominated to give such a decision.

### 3.3.3 Other judges

In a Competition in which a decision has to be made as to whether or not an Automobile has touched or crossed a given line, or as to any other fact laid down in the Supplementary Regulations or in any applicable regulations for the Competition, one or several judges of fact shall be approved by the stewards, upon proposal of the Organiser, to be responsible for one or several of these decisions.

### 3.3.4 Assistant judges

Each of the above judges may have an assistant judge appointed to assist them, or in the case of absolute necessity to replace them, but in the event of disagreement, the final decision shall be given by the judges of fact themselves.

### 11.16.5 Mistakes

If any judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the stewards.

### 3.3.6 Facts to be judged

The applicable regulations for the Competition must indicate which facts are to be judged by the judges of fact.

3.3.7 The judges of fact must be named and their names displayed on the official notice board.

The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags.

3.3.8 The Stewards may accept or refuse any correction proposed by a judge of fact, it being understood that the stewards may overrule judges of fact;

## 3.4 OFFICIAL NOTICE BOARD

The Official notice board will be located at: From opening of entries till 2 days before the event.

At: Office Address

On event days

At the Autocross Venue:

The official website:

## 3.5 STATUS OF THE EVENT

**Closed, Closed Invitation, Open, Cups, Series, Challenges, Championships**

## 4. TITLE TO BE AWARDED (IF APPLICABLE)

### 4.1 Autocross Champion

- a Year and TITLE Autocross Champion: upto 1100 cc
- b Year and TITLE Autocross Champion: Over 1100 cc Upto 1400 cc
- c Year and TITLE Autocross Champion: Over 1400 cc Upto 1650 cc
- d Year and TITLE Autocross Champion: Over 1650 cc
- e Year and TITLE Autocross Champion: 4 X 4 Open
- f Year and TITLE Autocross Champion: Open

g Year and TITLE Autocross Team Champion

## 5. GENERAL UNDERTAKING

- 5.1 Autocross is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.
- 5.2 The participant agrees that by entering the event, he has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition.
- 5.3 All drivers, competitors and officials participating in the Autocross Championship & or any other Autocross event, undertake, on behalf of themselves, their employees and agents, to observe all the provisions of these regulations.
- 5.4 It is the competitor's responsibility to ensure that all persons concerned by his/her entry observes all the requirements of the Code, the Technical Regulations and the General Prescriptions. If a competitor is unable to be present in person, he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 5.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- 5.6 The presentation of a car for scrutineering is deemed an implicit statement of conformity to the regulations concerned.
- 5.7 All persons concerned in any way with an entered car, or present in any other capacity whatsoever in the paddock or on the track, must wear an appropriate pass at all times.
- 5.8 All/ Any particulars given at the time of registration should be true. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the competition that his automobile complies with these regulations in their entirety at all times during the competition.
- 5.9 Under the laws of the country, it is mandatory that any accident out of which a claim may arise be reported to the nearest police station.

## CODE OF COMPETITOR CONDUCT

- 5.10 In addition to the regulations, the competitor will also be deemed to have breached the Competition Rules and will be liable for sanctions under the following conditions.
  - a Any fraudulent proceeding or act prejudicial to the interests of the Organiser, FMSCI or of the event generally.
  - b Reckless or dangerous driving, either on course or in the pits and paddock area.
  - c Failure to obey a direction or order of an official.
  - d Refusing to cooperate with, interfering with, or obstructing the actions of the FMSCI officials and the event officials in the performance of their duties.

- e Unsportsmanlike conduct or physical violence toward any other participant, official/s or spectator at the event.
- f No speeding/testing is permitted in the vicinity of the venue including the Scrutiny Area.
- g No Tyre warm ups (burn outs, driving in circles, brake tests, etc.) are permitted on or off the event site.
- h Speed limit on the event site outside of the designated course area is 10 KMPH.
- i Vehicles may not be driven on the track and its boundaries other than to enter or exit the course.
- j Any littering of the event area is strictly prohibited. Any infringement will be reported to the stewards for imposing fine/penalty.

#### DRIVERS ELIGIBILITY

- 5.11 Drivers must hold valid FMSCI License (Autocross License or National Rally / Race License including Entrant license) to drive in any of the categories in the said Autocross Event.
- 5.12 For all categories, the minimum age is 18 years and must possess valid civil driving license.
- 5.13 A letter of authority for the use of the vehicle must be produced from the owner of the vehicle in case the owner is not the driver.
- 5.14 Although it is not compulsory for competitor vehicle to have rally cover insurance for the period of the event, the Entrant/Drivers attention is particularly drawn to the fact that the normal Motor Policies issued in India DO NOT provide any cover for Motorsports.
- 5.15 The Clerk of the course or his nominated officials may at their sole discretion exclude a competitor who is deemed unfit for reasons of Health or consumption of/under the influence of alcohol or drugs.

#### 6. ELIGIBLE VEHICLES

- 6.1 The said Autocross events will be open to ALL types of Cars, SUV's and Jeeps.
- 6.2 **Soft top vehicles are not allowed.**
- 6.3 Any Type of Fuel is permitted provided it complies with Government/RTO Laws.
- 6.4 Unstable vehicles with a high centre of gravity and a narrow track, including certain SUVs, minivans, and 4WD pickups, may be excluded on evaluation by the organisers.
- 6.5 After acceptance of the entry the competitor may replace the car declared in the entry form if required prior to the start of qualifying upon a payment of a fee of INR 1,000/- per change, provided this is informed to the Clerk Of the Course (COC), corrected in the entry form, documentation and pre event scrutineering completed for the replaced car. However, the entered competitor cannot be changed.

#### 7. GROUPS & CLASSES



- 7.1 All Classes unless specified in the event Supplementary Regulations will be open for participation by all Makes.
- 7.2 The driver &/or entrant is solely responsible for the correct determination of the vehicles class/group.
- 7.3 Stock cars are permitted to compete in the Modified Group / Class
- 7.4 A separate ladies class can be formed if there are 4 or more verified unique entrants; else they will drive amongst the men. Any Car irrespective of CC's can compete in this class. If the class is not formed then they will drive in that particular class (CC classification) amongst the men.
- 7.5 If the number of the verified unique entrants in a class is below four, this class will be amalgamated with the class or classes above to attain the minimum number of four. In any case Professional and Amateur groups (if applicable) will not be merged.
- 7.6 If after amalgamation the number of verified entries is still below four, then only the first prize will be given
- 7.7 Factory fitted (OE) Forced induction (Turbocharger, supercharger etc.) equipped vehicles will attract a multiplication factor to their stated cubic capacity. This will apply to all Autocross events.
  - a A factor of 1.7 for all Petrol engine vehicles
  - b A factor of 1.5 for all Diesel-powered vehicles
- 7.8 For the entrants, the participant would have to declare his Amateur or PRO status (if applicable) in the entry form. However, the determination of the status of participant as Amateur or PRO rests solely with the organizers. Wrong declaration would entail exclusion.
- 7.9 After acceptance of the entry the competitor may amend the Group & Class declared in the entry form prior to scrutineering upon a payment of a fee of INR 1,000/- per change, provided this is informed to the event secretary, corrected in the entry form and documentation completed. This fee would apply even if the change is necessitated due to Scrutineers observations.

#### **GROUPS & CLASSES | CLOSED, CLOSED INVITATION & OPEN (NON CHAMPIONSHIP) EVENTS**

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- 7.10 The participants of the local (Non-Championship) event will be at least divided into the following groups.
  - a Group A: Indian Amateur
  - b Group B: Indian Modified
  - c Group C: Indian Open
  - d Group D: Unrestricted Open
- 7.11 The Groups Indian Amateur will be divided into the following classes based on the cubic capacity of their vehicles
  - a Class 1 : 2-wheel drive | Upto 1100 cc
  - b Class 2 : 2-wheel drive | Over 1100 cc Upto 1400 cc
  - c Class 3 : 2-wheel drive | Over 1400 cc Upto 1650 cc

- d Class 4 : 2-wheel drive | Over 1650 cc
  - e Class 5 : Single make vehicles. The event Supplementary Regulations need to mention the make of the vehicle
  - f Class 6 : Single Manufacturer vehicles. The event Supplementary Regulations need to mention the manufacturer
- 7.12 The Group Indian Modified will be divided into the following classes based on the cubic capacity of their vehicles
- a Class 7 : 2-wheel drive | Upto 1100 cc
  - b Class 8 : 2-wheel drive | Over 1100 cc Upto 1400 cc
  - c Class 9 : 2-wheel drive | Over 1400 cc Upto 1650 cc
  - d Class 10 : 2-wheel drive | Over 1650 cc
  - e Class 11 : Single make vehicles. The event Supplementary Regulations need to mention the make of the vehicle
  - f Class 12 : Single Manufacturer vehicles. The event Supplementary Regulations need to mention the manufacturer
  - g The Group Indian Open will be divided into the following classes based on the cubic capacity of their vehicles
  - h Class 13 : 2-wheel drive | Upto 1100 cc
  - i Class 14 : 2-wheel drive | Over 1100 cc Upto 1400 cc
  - j Class 15 : 2-wheel drive | Over 1400 cc Upto 1650 cc
  - k Class 16 : 2-wheel drive | Over 1650 cc
- 7.13 The Group UNRESTRICTED OPEN will be divided into the following classes, irrespective of CC or make.
- a Class 17 : 2-wheel drive | Open
  - b Class 18 : 4-wheel drive | Open
- 7.14 The individual Organiser needs to mention the classes for the said event in the event Supplementary Regulations. It is not compulsory to run all classes in Closed, Closed Invitation and Open events. However the class numbers will remain the same.

### **GROUPS & CLASSES | AUTOCROSS CUPS, CHALLENGES, SERIES & CHAMPIONSHIP**

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- 7.15 It is compulsory to run the following classes in Cups, Series, Challenges and Championship events.

Class 7 to 10 and classes 17 & 18.

## **8. ENTRIES**

- 8.1 Those wishing to take part in any Autocross event may submit their entries at

- a At the website:
- b At the office:
- c Any other:

- 8.2 Entry Form will only be accepted if it is accompanied with the applicable entry fees.

- 8.3 OFFLINE ENTRIES: Entry forms duly filled in, conforming to these regulations along with the appropriate fees must be submitted to the organizers as per schedule.
- 8.4 ONLINE ENTRIES:
- a Those participants who are filling online entry forms also have to sign the indemnity bond in the presence of an organiser's official at the track.
  - b They also need to bring a copy of the online entry form duly filled & submitted for cross reference. Failure to do so may result in exclusion of that entry.
- 8.5 By the very fact of signing the entry form, either physically or electronically, the entrant as well as driver submit and bind themselves to resort only to the General Prescriptions of FMSCI, the International Sporting Code of FIA & the events Supplementary regulations.
- 8.6 MAXIMUM NUMBER OF ENTRIES
- a. The maximum number of entries shall be decided by the event organizer. The entries will be given on first come first served basis. The organisers reserve the right to increase the number.
  - b. No multiple spot entries can be made for the same driver and car combination even if the format of the event has Qualifying, Quarter Finals, Semi Finals and Finals. The last date for late entries will be the cut-off for entries for the said event.
  - c. There can be only two drivers per car per class, one car can enter in no more than 3 classes in every Autocross events that ~~do not~~ follow even the format stated in clause 8.6 b.

### **ENTRY FEE**

- 8.6 A onetime entry fee as decided by the Individual Organizer should be fixed for all events
- 8.7 The number of entries would be calculated across all Groups & Classes for all Autocross events.
- 8.8 The Organising Committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal (Article 3.14 of the Code).
- 8.9 Any change of Competitor after the acceptance of the entry is forbidden.
- 8.10 AMATEUR: An Amateur is deemed to be a competitor who has
- Not participated in any Rally, Raid in the Extreme, Speed or Stage category. Participation in a TSD event is NOT a disqualifier.
  - Not qualified for a podium finish in any Club Sport Speed event for the last 2 years
- b The participant would have to declare his Amateur or Pro status in the entry form. However, the determination of the status of participant as Amateur or PRO rests solely with the organizers.
- 8.11 TEAM ENTRIES
- a For Non - Championship, the Team registration fee is:
  - b For Championship, the Team Entry fee would be INR \_\_\_ per entry in addition to the qualifying fee.

#### 8.12 PAYMENT

- a Entry Fees may be paid online. Entries received at the Office and venue must be paid in cash at the time of registration. Cheques/ Credit cards etc. may not be accepted at the office & at the venue.
- b An entrant will be allowed to participate only if the payment is made in full.

#### 8.13 REFUNDS

- a Registration & Entry fee will be refunded only in case the event does not take place.
- b The organizers will refund 100% of the entry fees to those competitors whose entry has not been accepted or refused.

8.14 Any change of competitor after the close of entries is forbidden.

8.15 By the very fact of signing the entry form, the competitor and all his team members agree to be bound by all the regulations mentioned in the preamble.

### 9. PERMITTED MODIFICATIONS

9.1 "FREE" means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part. All cars should be Indian Production cars. The Intake Manifolds, cylinder head, engine block and gear box casing should be of Indian make

9.2 For all cars, the noise level must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines and 2500 rpm for diesel engines.

9.3 The final decision on eligibility is left to the sole discretion of the Technical Delegate / Scrutineer.

#### 9.4 STOCK

**No Modifications permitted** except to the ECU/ Tuning Box, Air Filter & the Exhaust beyond the first muffler. All external modifications like body kits, spoilers, alloy wheels, low profile Tyres/ larger wheels etc. are permitted.

#### 9.5 MODIFIED

Any modifications over and above of those specified in STOCK

- a The following components must be the same as provided by the manufacturer for that series of donor chassis. This includes evolutions produced for the same chassis.
  - Engine Block
  - Cylinder Head
  - Intake Manifold
  - Gearbox

(e.g. an Esteem can be fitted with any Maruti Suzuki Engine that was produced for the market in the Esteem Chassis only).

Internals of these elements are free. All modifications are permitted including addition and removal of material. Modifications such as drilling, welding, machining, porting are permitted.

- b After Market Turbo Charging/ Supercharging, Addition of NOS kits etc. are **not permitted**.
- c BRAKES:
  - Free, but there must be a double circuit operated by the same pedal and the pedal must normally control all the wheels.
  - Brakes may be modified, but an effective handbrake is obligatory. The handbrake may be modified for fly-off operation it must be efficient and simultaneously control the two front wheels or the two rear wheels.
- d WINDSCREEN: Must be of laminated glass or of a polycarbonate, and the windows must be of safety glass or polycarbonate. If polycarbonate is used, the thickness must not be less than 5 mm. In cars, which have no glass/polycarbonate windscreen, motorcycle type goggles or a visor fitted on the helmet must be worn by the driver. In case the Windscreen has shattered/broken, it is permitted to drive with a Full Face helmet with motorcycle type goggles/ visor. The car will be permitted to run after scrutineering and approval by the technical delegate/scrutineer.
- e EXHAUST: In case of stock cars (Non-Championship) the exhaust system must include one or more homologated catalytic converters, which must work at all times and through which all the exhaust gases must pass.
- f TRANSMISSION: The final drive assembly, differentials, prop-shafts and drive-shafts are free. Gear ratios are free, provided they are production parts from similar variant models. The gear selection mechanism must be mechanically operated. Electronic, hydraulic or pneumatic mechanisms are prohibited, unless fitted by the manufacturer to that body style.
- g SUSPENSION: Active suspension, and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, is prohibited unless fitted by the manufacturer to that body style.

#### 9.6 **UNRESTRICTED OPEN**

Any modification over the above listed (Art 9.4 & 9.5) will be eligible to participate only in Open Class.

### 10. **SAFETY COMPLIANCE**

#### 10.1 DRIVERS SAFETY:

No driver will be allowed to take part in any official practice, qualifying or race unless they have the following:

- a Driver should wear suitable clothes; Shorts are not permitted. A Driving Suit is recommended

- b During the event, all drivers participating should wear a Branded BIS (minimum) marked Safety Helmet and shall be properly harnessed in the seat belt. The helmet chin strap should be securely fastened while competing.
- c Footwear should be such that shoes covering the entire foot shall be worn.
- d All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items.
- e The side windows must remain at least three quarters closed during his run.

## **10.2 VEHICLE COMPLIANCE**

A vehicle will not be allowed to start unless it conforms to the safety requirements detailed below

- a Minimum 3-point Seat belts as provided by the manufacturer are mandatory.
- b Tyres must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- c Throttle return action shall be safe and positive.
- d No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- e Cars which have Bonnets, doors, boot or any other part made of material other than metal should compulsorily have a roll cage as per the technical regulations of the Indian Rally/Racing Championship. Two front doors have to be original metal with opening and locking system for safety and easy access.
- f Steering “spinner” knobs shall not be permitted and mechanical components like wheel bearings, shocks, steering and suspension shall be in good operating condition.
- g Pedal operation must not be impeded. Driver’s side floor mat must be removed unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.
- h Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
- i Cars must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices
- j Vehicles participating in Modified or Open classes must be equipped with at least one fire extinguisher of 2 Kgs (Dry Power), securely mounted within easy access of the driver.
- k Vehicles participating in the Open classes must be equipped with 4-point seat harness.

## **10.3 RECOMMENDED EQUIPMENT**

- a Roll bars / cage complying with FIA / FMSCI regulations.
- b FIA Approved rally seats without recliners
- c FIA approved Safety harness (minimum 4 POINT).
- d FIA / Snell / SFI Approved Helmets

## 11. INSURANCE

- 11.1 ALL ENTRANTS MUST SIGN THE INDEMNITY DECLARATION ALONG WITH THE ENTRY FORM
- 11.2 Participants
- a It is recommended to have Special Rally Coverage for the vehicle during the event.
  - b Each participant may be provided on the spot, one-day PA coverage (for Insurance coverage inside the course area) during the event on payment of fees to the insurance company. The applicable fees must be notified in the SR. Although this is *not mandatory*.
  - c Only during the running of the event, all FMSCI Competition License holders are insured for a Personal Accident Insurance of INR 5,00,000 & Hospitalization benefits of INR 5,00,000 (Full claim upto INR 3 Lacs & 90% for the balance INR 2 Lacs). However, it is strongly advised that all Drivers and crew take necessary and adequate additional insurance covers on their own including hospitalization benefits.
  - d All vehicles must have minimum third party insurance and it is strongly recommended that they also take out a Special Rally cover, valid for the period of the event.
- 11.3 In the event of an accident, the competitor or his representative should notify the clerk of the Course in writing.
- 11.4 Any other vehicles other than those whose plate nos. are given in the entry form may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and will remain the sole responsibility of the owners /drivers.
- 11.5 The Insurance cover will be applicable for any accident or mishaps occurring inside the official course/track. Any accident or mishaps outside the track or course will remain the sole responsibility of the owners.

## 12. ADVERTISING

- 12.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event "FMSCI AUTOCROSS 2017". Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organisers.
- 12.2 The organiser, enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.

- 12.3 Competitors can affix any kind of advertising to their vehicles, provided that:
- a Any instructions issued by the organisers are observed.
  - b It is authorized by the National laws and FMSCI regulations
  - c Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way
  - d It should not be placed as to prevent recognition by Officials or Marshals.
  - e The space designated in Appendix '4' of these regulations is left free of advertising other than that provided by the organisers.
  - f It does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips,
  - g It does not interfere with the crew's vision through the windows.
- 12.4 Space required as indicated in Appendix of these regulations must be left free of advertising other than that provided by the organisers.
- 12.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article ~~10.3~~ 12.3 of these regulations.
- 12.6 Advertising provided by the organisers must be carried & placed ONLY as indicated in the Appendix or SR of the event.
- 12.7 The Compulsory advertising as detailed must be carried
- 12.8 For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 100%.
- 12.9 All stickers/ advertising of other rallies/races/autocross/any other events have to be completely removed before the new stickers can be applied.
- 12.10 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 12.11 The crews will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of INR 1,000/- will be incurred for a first offence and INR 5,000/-for each repeated offence.
- 12.12 Any optional advertising relating to a make of Tyre, fuel or lubricant may result in an increase of 100% of the entry fee.
- 12.13 It is compulsory to carry organizers identification plates. It is also compulsory to carry organizer provided advertisements on the competing vehicles as per Appendix 2'.

### **13. IDENTIFICATION**

- 13.1 The organisers will supply each crew with identification plates comprising: 2 event plates and 2 panels carrying the race number termed NUMBER PLATES. They will incorporate the race number, the name of the event and if appropriate the name of the organisers' main sponsor. They will be available as stickers.
- 13.2 Competitors taking part in the Championship may elect to keep the same competition number throughout the Championship. In this case, a written request must be made to the organiser and a written acceptance taken.



- 13.3 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.
- 13.4 The numbers plates must appear on both sides of the vehicle and be clearly visible during the entire event.
- 13.5 At any time during the event, the absence or incorrect positioning of a race number plate may result in a penalty of INR 1,000/-.
- 13.6 The completed Crew Identification Card issued by the organizers must be affixed on the inside of the rear windscreen.
- 13.7 The members of the crew will be recognisable by means of an identification tag. It must carry the competitors photograph, name & blood group. Any breach noted by an official will result in a cash penalty of INR 1,000/-.
- 13.8 RACE CARDS
- a On completing the Administrative Checks & Pre-Event Scrutineering, competitors will be issued a Race Card bearing a unique number and the competitors details.
  - b This Race Card would have to be produced and handed over to the Start Marshal at the start of the race.
  - c Loss of Race Card: A duplicate Race Card will be issued on payment of INR 500/-

#### **14. ADMINISTRATIVE CHECKS & SCRUTINEERING**

14.1 LOCATION: The location and schedule of the Administrative Checks & Scrutineering will be held at the event venue as detailed in the programme.

##### 14.2 DOCUMENT SUBMISSION

Competitors are required to produce for verification the following in original:

- a Vehicle Registration Book with Tax paid plate.
- b Civil driving license.
- c FMSCI competition license valid for Autocross or license number confirmed by FMSCI.
- d Insurance for the Vehicle.
- e Rally Cover Insurance (Recommended)
- f 3 Passport Size Photographs
- g Authority letter from the owner of the car, if the driver is not the owner of the car.

The competitors are required to carry all the above documents throughout the Event.

##### 14.3 SCRUTINY

- a All cars will have a general safety scrutiny prior to start.
- b Cars must be presented for scrutineering at the times specified in the SRs, with any previous Scrutineering tickets removed. Any Competitor not reporting as instructed may be fined, excluded or may forfeit any claim to a favourable starting position

- c Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- d Additional checking / scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- e At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

#### **14.4 SEALING AND MARKING**

- a In order to prevent the engine, gear boxes, body shell and other restricted components from being changed without authorization during the event these items will be identified by the Organizers at pre-start scrutineering using a wire and special marked seals and/or paint.
- b Missing marks will result in immediate exclusion. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in exclusion of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.
- c. Using of spare gearboxes, engines are permitted provided they have been identified by the scrutineer at pre-event scrutineering using a wire and special marked seals and/or paint. The cars should be presented for re-scrutineering along with the original marked component after the said changes have been made and measure up to all safety standards as prescribed.

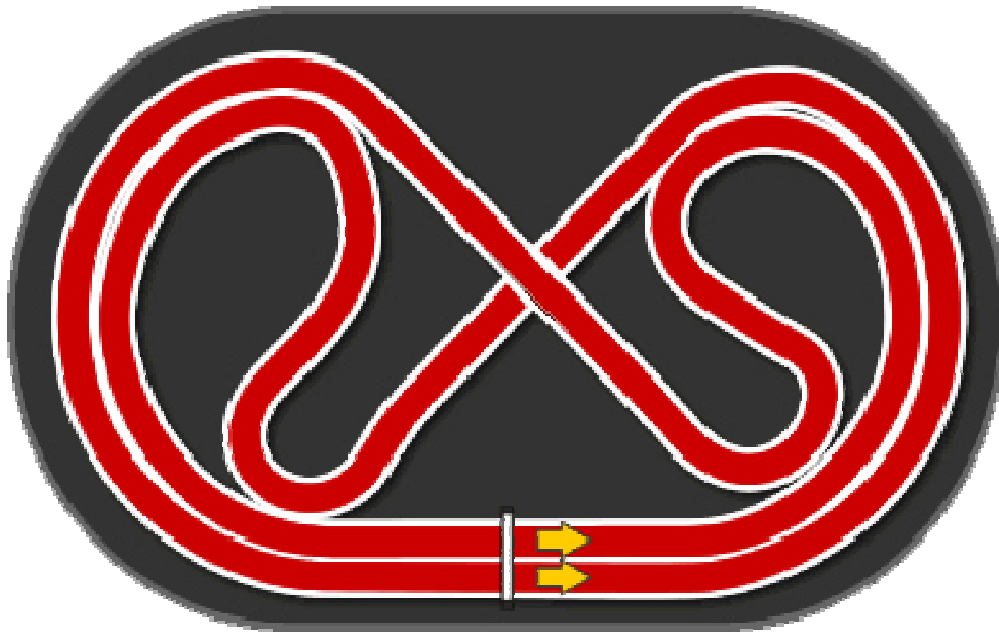
#### **14.5 POST EVENT SCRUTINY**

- a Post event Scrutineering will be applicable at the discretion of the Scrutineer
- b After completion of the course by one group/class, the best timed 3 competitors will be requested to proceed to Parc Fermè for 30 minutes after the publication of results and then a scrutiny conducted if required. If any technical infringement is found on any car, that competitor will be disqualified and the next best timed person scrutinized and awarded the time/Placement.
- c The location of the post event activity will be notified.

### **15. DRIVERS BRIEFING**

- 15.1 A compulsory Drivers Briefing will be held as per schedule.
- 15.2 Course walk for all entrants will be allowed to walk the course when no vehicle is on track. There is no fixed schedule for this activity. It is preferred however that a time should be prescribed by the Organizer in the event Supplementary Regulations or in the form of a Competitor Information Bulletin (CIB) No one will be allowed to take a free practice lap.

### **16. CIRCUITS: BOTH TARMAC AND GRAVEL**



- 16.1 The figure above is a sample simplified graphic illustration of a twin track with a cross over bridge. All tracks need to follow the prescriptions listed here under.
- 16.2 Characteristic Length (measured along the centre-line of the course from start line to finish line): minimum 600; (This is compulsory) and a maximum 1400 m. The track will be a twin car track or a single car track with adequate width. *Maximum 2 laps can be run in 600 metres or more.*
- 16.3 Composition: A flat or undulating circuit on natural terrain with any kind of sealed or unsealed surface (no ditches or water crossings). A sealed starting area may be constructed. If possible this sealed area can be extended for 25 metres after the start line, provided that it does not constitute a part of the course. The course must be clearly marked. In addition to watering, anti-dust treatment is obligatory.
- 16.4 Start: The Start must have a minimum width to accommodate 2 cars next to each other in the case of a twin car track which continues up to and through the first bend and must be able to accommodate both cars on the grid on the same surface. There must be at least 80 m of straight from the start line to the first bend. The Start/Finish procedure will be through Beams or Stop Clocks.
- 16.5 Longest Straight: 200m. Straights more than 150 m long must be followed by a bend having a maximum radius of 25 m and resulting in a change of direction of at least 45°, the measurements being calculated from the centre-line of the course or placement of a chicane with cones or markers at least 50 metres before the end of the Straight. Straight stretches more than 200 metres in length will not qualify for any status events.
- 16.6 Marking: Should there be a deviation in the course (e.g. an artificial chicane included reducing speed), this must be marked in an obvious and entirely unmistakable way.
- 16.7 SAFETY
- a Organisers will ensure that the event conforms to the highest standards of Safety and at the very least ensure the following: Also refer Appendix – 3 of this GP
  - b A Barricading around the track to ensure that the spectators are not endangered by a race vehicle.

- c At least 2 Foam Type Fire Extinguishers of 4 Kg each will be placed at the Start & a similar number will be placed at the Pits area.
- d Two well-equipped Ambulance with a qualified Doctor would remain present throughout the event. Further details on safety is available through Appendix - 3

## **17. RUNNING OF THE AUTOCROSS**

17.1 The event may be run either as a twin track with a cross over bridge in which 2 competitors can race together. In case a cross over bridge is used, the speed of entry into the bridge should be restricted by providing a chicane with plastic cones or markers to less than 10 KMPH. A single track may also be used on which competitors are required to race individually.

### **17.2 QUALIFYING (If Applicable)**

- a All contestants would be timed over the complete laid down circuit. Any penalties incurred by them would be added to the time taken and the total would constitute their qualifying time.
- b In case time & conditions permit, each competitor may be permitted an additional qualifying run. In this case the better of the two timing would count as the qualifying time.
- c In case of a twin track, the fastest 16, 8, 4 or 2 as applicable cars per class shall be chosen for the pre-quarter finals. In case of a single track this restriction need not apply
- d The organizers would determine this cut-off number based on the total number of participants in the class broadly ensuring the cut-off at about half of the total participants in the class.

### **17.3 FINALS (If Applicable)(Twin Track)**

- a All races from the Pre-Quarter onwards would also be run on a timing ~~elimination~~ basis.
- b The track may be changed / altered or the number of laps may be increased or reduced between qualifying, quarter, semi-finals& Finals
- c From the quarter finals, onward two cars will be started at the same time by means of an audio/visual signal.
- d In case there are fewer cars the pre-quarterfinals may be substituted by semi-finals/finals or any other similar round that the organizers may decide on.
- e These participants would be required to make additional runs.
- f Cars will only race with other cars of the same class/amalgamated class in the case of a twin car track.
- g The draw for the pre-quarter final rounds onwards will be based on the qualifying timings and will be as follows.

Pre quarter finals – 8 races

- 1st with 9th
- 2nd with 10th
- 3rd with 11th and so on till 8th with 16th

Quarter finals – 4 races

- 1st with 5th
- 2nd with 6th and so on till 4th with 8th

Semi Finals – 2 races

- 1st with 3rd
- 2nd with 4<sup>th</sup>

17.4 FINALS (If applicable) (Single Track)

- a Post qualifying, the qualified competitors will be given an opportunity to race again.
- b The Track may be changed and / or altered or the number of laps increased or reduced post qualifying for subsequent races.
- c The classification will be based on the timings posted by the competitor in this round.

17.5 START/FINISH:

- a All vehicles will be started from a standing start with the engines running. One car at a time in case of a single track or two cars at a time in case of a twin track. The start order & time would be at the organiser's discretion.
- b The Starting order for the qualifying runs (if applicable) will be on a mixed basis. The Starting order for the final (if applicable) rounds will be published.
- c The scheduled time for the races will be announced. It is the competitor's responsibility to be present with his vehicle when his name is called. In case the competitor with his vehicle does not present himself at the start line within 5 minutes when called then a No Show will be recorded and the opposing competitor will be declared the winner.
- d The finish line will be clearly indicated.
- e A run is counted once the car has crossed the start line on its own engine power.
- f Start will be given with a Manual count down or with Starting lights.
- g Each car and each run will be individually timed.
- h False Start: If an entrant makes a false start, penalties as specified herein will be applicable.
- i Only a walk-in inspection of the track after the driver's briefing is allowed. It is strictly prohibited to drive on the track for a recce and can lead to disqualification of the said competitor/team

17.6 STOPPING THE RACE

- a A Red Flag signal will be given to stop the race at any time including any safety reasons. No other flag signals are given.
- b In case of Accidents and Technical failures, the entrant will be ruled as DNF (Did not finish)
- c Reruns will be granted only for timing failure, red flag or other situations at the discretion of the COC in consultation with the Steward/s if required and will not be given because of mechanical or other failure of the competitor's car.

- d The track marshal, may at his discretion stop any competitor and mark him as a DNF under the following circumstances
- The competitor is taking an abnormal amount of time.
  - The competitor is persistently deviating from the defined course.
  - The competitor is driving in a reckless and dangerous manner.
  - A mechanical failure which could, in the opinion of the Marshal, constitute a danger.

**17.7 Course Deviation:**

- a A time penalty as specified shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event.
- b The correct course to be traversed will be marked with plastic cones and markers, knocking down a cone/marker or displacing it from its original marked position will result in penalties as specified.
- c Not following the course as specified will result in penalties as specified in the supplementary regulations.

**17.8 ELEMENTS**

- a The course will consist of an indicated track & elements which are composed of cones & barriers etc.
- b These elements have to be navigated in the prescribed manner.
- c Failure to navigate the element in the prescribed manner or missing it altogether would attract penalties as specified.

**17.9 STOP BOX (Optional)**

- a At one or several points, the organisers may define a rectangle within which the competitor is required to bring the competing car to a complete halt such that all 4 wheels are stationary within the prescribed box.
- b Failure to stop with all 4 wheels within the prescribed boundary would incur penalties as specified.

**18. PIT AREA/ PARC FERMÈ**

18.1 All entrants/ participants are to report at the pit area 30 minutes before the start of the event. A sign-in on qualifying day (if applicable) is mandatory, failing which penalties as per these regulations will be imposed.

18.2 It is permitted to conduct any kind of repairs to the vehicle only in the designated Area

18.3 The cars shall be subject to the 'Pit Area' rules:

- a From the start of the event.
- b From the moment they reach the end of the event until the time for lodging protests has expired.

18.4 If the Scrutineer notes that a vehicle seems to be in a condition which is not compatible with normal road use, they will inform the Clerk of the Course or his Deputy thereof who may request that the car be repaired or be declared a non-starter.

- 18.5 Cars may be removed from Pit Area at the end of the event as per programme after the protest period has elapsed, subject to the approval of the Stewards of the Meet.
- 18.6 Only participating vehicles will be allowed in the Pit Area. Any infringement of Pit Area regulations may result in exclusion from the event at the discretion of the Stewards of the Meet

**19. FORMAT OF THE CHAMPIONSHIP**

19.1 Autocross Series, Challenges and Championship | Points

Those Participants who will take part in each Round of the Championship will earn points based upon their final ranking in each Class

1 <sup>st</sup> place	:	25 points
2 <sup>nd</sup> place	:	18 points
3 <sup>rd</sup> place	:	15 points
4 <sup>th</sup> place	:	12 points
5 <sup>th</sup> place	:	10 points
6 <sup>th</sup> place	:	08 points
7 <sup>th</sup> place	:	06 points
8 <sup>th</sup> place	:	04 points
9 <sup>th</sup> place	:	02 points
10 <sup>th</sup> place	:	01 point

- 19.2 Based on the format of the Championship, the final winner will be crowned the FMSCI INDIAN NATIONAL AUTOCROSS CHAMPION for that year in each of the classes unless otherwise specified.

**20. CLASSIFICATION**

- 20.1 The car placed first will be the one having covered the scheduled distance in the manner specified in the shortest time.
- 20.2 The official classification will be published after the race. It will be the only valid results subject to any amendments, which may be made under the Code and these Sporting Regulations.
- 20.3 Points for the team championship will be restricted to the best 3 finishers of each round irrespective of the number of cars in the team or classes entered by them.
- 20.4 If the driver changes teams during the course of the championship, he / she shall carry forward only his / her individual championship points. The team points up to the point of change will remain with the original team.
- 20.5 DEAD HEAT
  - If two or more drivers / team finish the season with the same number of points, the higher place in the championship (in either case) shall be awarded to:
    - a The holder of the greatest number of first places
    - b If the number of first places is the same, the holder of the greatest number of second places

- c If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges
- d Should a tie still exist, the driver with the best result in the final race will be declared the winner

## **21. PROTESTS AND APPEALS**

- 21.1 The time limit for protest against Provisional Results is within 30 minutes after the results are declared on the Official Notice Board at the finish venue.
- 21.2 Any protest must be made in writing and submitted to the COC along with the protest fee.
- 21.3 Any protest must be accompanied by a protest fee of INR 18,000/-. In case the protest is unfounded this amount will be forfeited. The protest for the Open Status event is INR 6,000/-
- 21.4 If the Protest requires the dismantling and Re assembling of clearly defined parts of a car, the claimant must pay an additional deposit of ₹6000/-.
- 21.5 The expenses incurred for the work and the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 21.6 If the Protest is Unfounded, and if the expenses incurred by the protest (scrutineering, transport etc.) are higher than the amount of the deposit, difference shall be borne by the Claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 21.7 Any ruling by the stewards shall be final and subject only to the right of appeal as provided by the General Prescriptions of FMSCI

The Appeal fee is set by FMSCI as a sum of INR96,000/- (INR 48,000/- to be paid with intention to appeal within 1 hour of the Steward's decision & balance INR 48,000/- with grounds of appeal within 96 hours.)

## **22. PRIZES & TROPHIES**

- 22.1 Prizes will be awarded to the winner and the runners up in each class/group as follows
  - For the National Championship, Cups, Challenges and Series overall, a minimum Prize money of Rupees: 25,000/- should be set. Per round should be a minimum of Rupees: 10,000/-
  - For Closed, Closed invitation and Open events, it is left to the individual Organizing Club

In the women's category prizes will be as follows-

  - To be decided by the Individual Organizer
- 22.2 In recognition of the fastest time scored during the final if applicable
- 22.3 The Organisers/ Sponsors may at their discretion:
  - a Offer awards in addition to those specified in these Supplementary Regulations.



- b Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion

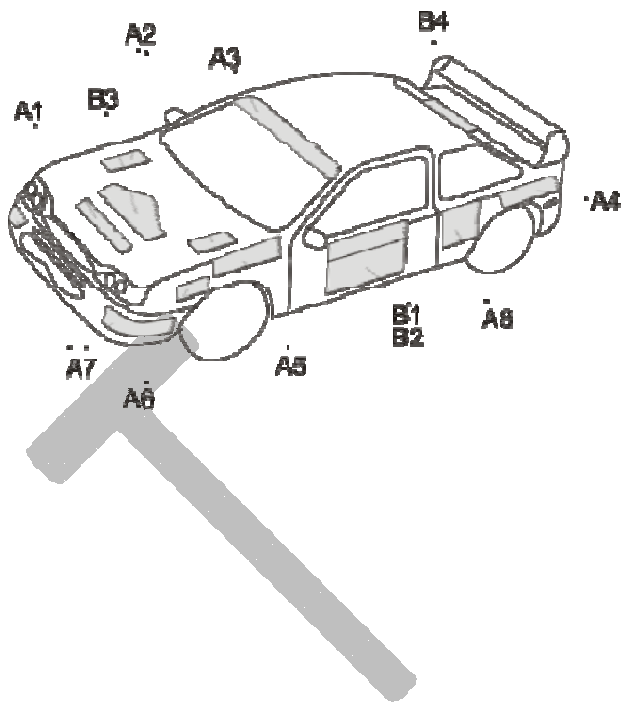
## 23. PENALTIES

REASONS	START REFUSED	DISQUALIFY	PENALTY	DNF
1. a. Entry Fees Not Paid	Yes			
b. Documentation Incomplete		Yes		
c. Not carrying advertisements as pre article 12.7	Yes			
d. Inability to produce Race Card at start	Yes			
e. Late sign-in on qualifying morning			Cash Fine of Rs: 750/-	
2. Scrutineering				
a. No seat belts		Yes		
b. Seats Not Fixed Properly		Yes		
c. Head Lights Not working		Yes		
d. Bad Tyres and Brakes		Yes		
e. Loose items in car	Yes			
f. Missing Helmet		Yes		
g. Helmet not strapped properly	Yes			
h. Driver side Window not closed		Yes		
i. Not wearing gloves			Cash fine of Rs: 2,000/-	
3. Late at Start by 5 minutes		Yes		
4. Over speeding or doing unsafe practice rounds in and around Auto - cross premises/ roads		Yes		

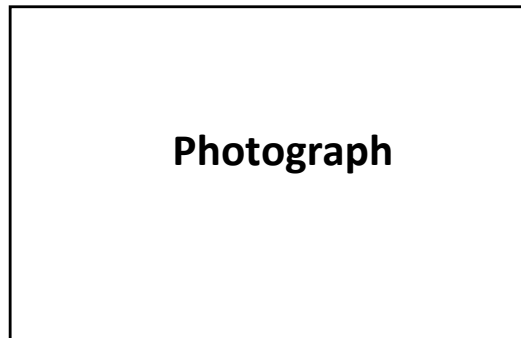
**FMSCI Autocross**

5	Unsporting Manner		Yes		
6	Identification Marks		Yes		
7	Fraud		Yes		
8	Travel in opposite direction		Yes		
9	Car unable to start within 20 secs at start line		Yes		
10	Over speed after stop finish line				
11.	False Start (upto 2 secs)				
	a. 1 <sup>st</sup> Offense			5 secs	
	b. 2 <sup>nd</sup> Offense			10 secs	
	c. 3 <sup>rd</sup> Offense		Yes		
	d. false start more than 2 secs			Exclusion	
12	Missing/ Displacement of slalom marker /per marker			5 secs	
13	Breach of track			5 secs	
14	Leaving track & gaining unfair advantage		Yes		
15	Unauthorised driver		Yes		
16	Hitting time control/timing equipment or marshal stations		Yes	Cost of timing equipment as decided	

APPENDIX 1: COMPETITION NUMBERS & ADVERTISING



- A1 : TBA
- A2 : Club/Sponsor
- A3 : Sponsor
- A4 : Sponsor
- A5 : TBA
- A6 : TBA
- A7 : TBA
- B1 ~ B3: Competition Number

**APPENDIX 2      COMPETITOR RELATIONS OFFICER****Mobile:****E-Mail i.d.:****PRINCIPAL MISSIONS**

Inform the competitors and play the role of a stabilizing factor at all times. The CRO will attend the meeting of the Panel of the Stewards of the Meet, in order to keep abreast of all the decisions taken.

To be able to be easily identified by the competitors, The CRO will wear a RED poncho.

He / She will be introduced to the competitors when there is a drivers' briefing

**PRESENCE AT THE RUNNING OF AN EVENT**

When the Secretariat is opened, he / she will have the Secretary of the Meeting draft a schedule of his / her duties which shall be posted on the notice board of the event and which shall include:

- At the Secretariat.
- At the start of the scrutineering.
- Near the "PIT AREA".

**FUNCTION**

- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the regulations and the running of the event.
- Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

## **APPENDIX-3**

### **SAFETY Ambulance:**

Minimum well equipped 2 trauma care ambulances with doctors. It is highly recommended to have one more ambulance to transport the injured to a nearby hospital.

### **Barricading:**

All spectator areas should be well cordoned off. None other than the competitors, pit /service crews and officials shall be present in the pits and other race areas.

### **Fire Tender & Fire Extinguishers:**

A fully equipped fire tender should be present during official practice and races. Adequate number of fire extinguishers should be placed at parc fermes, pits and Marshall Posts at the track. In case a fire – tender is not available, the Steward's can inspect the available number of extinguisher's and give the go ahead if they feel it is adequate.

### **Communication:**

Wireless Communication is a must between officials, post marshals and ambulances.

### **Security:**

Enough security persons should be deployed to control the crowd from entering in to the pits and race track.