

Principal Sponsor



SUPPLEMENTARY REGULATIONS



Organized by:



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Approved by:



The Federation of Motor Sports Clubs of India

**The Federation of
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THIS IS AN IMPORTANT DOCUMENT.

**All Drivers and Entrants should read these Revised
Regulations before completing the relevant Entry
Form.**

**Please contact MMSC if you have any questions about
these Regulations.**

Published in June 2017 for the 2017 Season

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A1.0 Preamble

The MRF MMSC Volkswagen Ameo Cup 2017, is an **FMSCI**-approved **National** Cup organized by Madras Motor Sports Club and is run under the International Sporting Code (Code) of *Federation Internationale de l'Automobile* (FIA), the 2017 **FMSCI** General Prescriptions for Racing, these

supplementary regulations & the relevant [FMSCI](#) Technical Regulations and its annexures.

A2.0 **Sponsor**

The principal sponsor for the Cup is **MRF Tyres Ltd (MRF) & Volkswagen India**. The following are the classes:

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A3.0 **General Undertaking**

A3.1. All drivers, competitors and officials participating in the MRF MMSC Volkswagen Ameo Cup 2017, undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the regulations mentioned in the preamble.

A3.2. It is the competitor's responsibility to ensure that all persons concerned by his/her entry observe all the requirements of the regulations mentioned in the preamble. 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.

A3.3. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

A3.4. The presentation of a car for pre-event scrutiny will be deemed an implicit statement of conformity to the regulations concerned.

A3.5. All persons concerned in any way with an entered car or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

A4.0 **Status**

The **MRF MMSC Volkswagen Ameo Cup 2017** is a **NATIONAL Cup** of the [FMSCI](#).

A4.1. The following titles will be awarded for the **MRF MMSC Volkswagen Ameo Cup 2017**:

INDIVIDUAL

- MRF Volkswagen Ameo Cup – WINNER 2017

- MRF Volkswagen Ameo Cup – JUNIOR WINNER 2017

A5.0 **Eligible Cars (Classes)**

Volkswagen Ameo cars as supplied by Volkswagen India

A6.0 **Scoring of Points**

Points for Drivers Titles will be awarded for each race according to the following scale and all race points will count for the Cup Winner. Only the drivers who have registered for the Cup are entitled for points.

A6.1

PLACE	POSITION		PLACE	POSITION
1st	60		11th	20
2nd	48		12th	18
3rd	40		13th	16
4th	34		14th	14
5th	32		15th	12
6th	30		16th	10
7th	28		17th	8
8th	26		18th	6
9th	24		19th	4
10th	22		20th	2

Note: (Foreign drivers do not score points)

A6.2

The single worst points, earned by a driver out of all races organized, will have to be compulsorily dropped from that driver's points tally at the year-end standings. Any driver, who is ~~excluded~~ ~~disqualified~~ from a race, does not earn any points & therefore that race cannot be dropped from the points tally. However a driver, who has not participated in a race for any reason whatsoever, will be allowed to drop that particular race. (For all practical purposes, if there are 10 races in the season, the best 9 points scored will be

considered, provided the driver has not been ~~excluded~~ disqualified from any race).

A6.3

Points for all the various categories will be calculated as per the above points table. For all categories, drivers will get the maximum points in their category, in a manner such that drivers from outside the category are not considered at all. Therefore for example, if the highest junior driver finishes 3rd overall – the Junior Driver will get points for 3rd place in the overall points table. However in the Junior Points table – he / she will get points for 1st place & so on.

A6.4

Guest drivers will not score championship points. Therefore the next championship registered driver will be assigned the points supposed to be allocated to the guest driver. Accordingly all subsequent championship drivers will also be moved up the point's allocation table.

A7.0 **Racing Tracks & Dates**



A7.1. Madras Motor Race Track, Chennai



A7.2. Kari Motor Speedway, Coimbatore



A7.3. Buddh International Circuit, Greater Noida (Delhi NCR)

A7.4. Dates

Round	Dates	Venue
1	July 15,16	KMS, Coimbatore
2	July 21,22,23	MMRT, Chennai
3	August 18,19,20	MMRT, Chennai
4	September 15,16,17	MMRT, Chennai

A7.5 The cup will run a minimum of 3 rounds & maximum of 4 rounds on any of the dates listed above.

A7.6 There will be a minimum of 8 races & maximum of 10 races. Each of the rounds detailed above will run one or more classes. The organisers will notify all competitors of the classes running in each round 30 days prior to the round.

The Organiser reserves the right to notify a change in dates and venues 30 days before the Event.

A8.0 Race Distance

The distance of all races, from the start signal shall be a **minimum of 20 kms & a maximum of 50 kms** for all rounds on any of the circuits. The leader will be shown the chequered flag, when he / she crosses the start / finish line, which cuts across the track and the pit lane at the end of the scheduled lap/ time.

A9.0 Number of Races

The **maximum** number of races in the Cup is **10 (Ten)** and the **minimum** is **8 (Eight)**.

A10.0 Cancellation & Postponement of a Race

A10.1. A race may be **cancelled if fewer than 8 entries** are available per class.

A10.2. **Postponement** of the races will be left to the discretion of the Organisers & Promoters in consultation with the **Stewards** of the Event.

A10.3. Organisers reserve the right to **run two or more classes amalgamated or concurrently**.

A11.0 Classification

A11.1. The car placed first will be the one having covered the **scheduled distance in the shortest time**. All cars will be classified taking into account the number of completed laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line, except in case where the race is run in two parts as per regulations, where the **least aggregate times of the two parts** will decide the Classification.

A11.2. If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car. The chequered flag will be held for 3 minutes.

- A11.3. Cars which do not cross the chequered flag either on the track or in the pit lane and having covered less than 75% of the number of laps covered by the winner (rounded up to the nearest whole number of laps), will not be classified and thus earn no points.
- A11.4. The official classification will be published after the race. It will be the only valid result subject to any amendments, which may be made under the Code and these Sporting Regulations.
- A11.5. In the event of a failure of transponders or any other timing system which results in the failure of recording of automatic timings for the full qualifying and / or race or part thereof, the manual finish order as recorded by the Judges of Fact (Starter and / or Chief Time Keeper) will be considered final for that race. In case of a timing system failure during the Qualifying session, then the last preceding timed practice, if available, will be the basis for determining the grid for the race. No protest will be accepted against a report of any judge of fact.

A11.6. Dead Heat

If two or more drivers finish the season with the same number of points, the higher place in the Cup 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.

A12.0 Driver Eligibility

Drivers must hold valid **FMSCI** Licences (Refer A.13 under) in order to drive in any of the categories in the **MRF MMSC Volkswagen Ameo Cup 2017**.

- A12.1. For all categories, the minimum age is 14 years as prescribed by the **FMSCI**.

A12.2. Foreign drivers having valid racing license from their respective ASN along with a No- Objection Certificate (as per Article 3.9.4 of the ISC) can take part in the race and are entitled to race awards but they shall not be eligible for points or Cup awards.

A12.3 For a driver to be classified in the Junior Category – the driver must have participated in NO MORE THAN 8 CAR Races anywhere in the world in the last 5 years. The maximum age of the driver can be 26 years of age. (birthday must not be before 26th May 1990)

A12.4 Driver aged above 26 is eligible to collect points and win the championship how every they will not be eligible for winning the free drive as a prize.

A13.0 **FMSCI Competition Licences**

A) If the Entrant & Driver is an **individual**

i) If the driver is below 18 years of age, then the driver must hold current and valid **FMSCI** Grade C or above Racing Licence and his / her Entrant must hold current and valid **FMSCI** Individual Entrant Licence.

ii) If the driver is 18 years and above, then the driver must hold current and valid **FMSCI** Grade C or above Racing Licence and the **FMSCI** Individual Entrant Licence.

A13.1. All competition licenses (Entrant & Driver) have to be deposited with the organizers prior to pre event scrutiny or at the time of submission of the entry form.

A14.0 **Receipt of Entries & Entry Fees**

A14.1. Those wishing to take part in any of the rounds of the Cup must submit their entries in the enclosed entry form completely filled in along with two stamp size photographs to reach the organizers on or before **1700 hrs, 10 days prior to Day 1 (Friday)** of the race weekend. If the entry is sent by fax / email, the **original entry** must be **couriered** on the same day.

A14.2. To enter the Cup, the competitor has to register & pay a Cup entry fee as follows.

Cup Entry fee if paid 15 days before the 1st round –

Rs.20,000/-

For Non Cup Registered Competitors the round entry fee is -

Rs.10,000/-

14.2.1. Entry fees will be refunded in full:

- to a competitor whose entry has not been accepted,
- in the case of the event / race not taking place

A14.3. **Late Entry**

Entries received after the close of entries (i.e. 15 days prior to Day 1) will be treated as late entries. However late entries will be accepted only upto 7 days prior to Day 1(Friday) of the 1st race weekend. The late entry fees will be **Rs 5,000/- per car** (Five Thousand only) in addition to the Standard entry fee as detailed above per car.

A14.4. Payments must be made either by **Cash** or by **Demand Draft (DD)** only in favour of **Madras Motor Sports Club**, payable at **Chennai** (Cheque payments not accepted). Alternatively, payments can be made by Bank transfer or Remittance into the organiser's bank account provided below.

Account Name	: MADRAS MOTOR SPORTS CLUB
Bank	: HDFC Bank
Branch	: Santhome Branch
Account Number	: 50100008894164
IFSC Code	: HDFC0000386

A14.5. Government levies and taxes, if applicable, are EXTRA and payable by the Competitor.

A15.0 **Organising Committee & Cup Officials**

A15.1. Organising Committee –

Mr. Vicky Chandhok – Chairman

Mr. Manoj Dalal

Mr. Prabha Shankar

Mr. Jaswant Singh

Mr. Pramod Kumar

Mr. Amit Arora

A15.2. The Organiser will nominate the following Officials who will officiate through all rounds of the Cup:

- Race Director – Mr. Manoj Dalal
- Secretary of the Event – Mr. Prabha Shankar

In case a Cup Official is unavailable during an event, the Organiser will nominate an alternate official specifically for that event and the same will be notified in advance of the Event.

A16.0 **Change of Driver / Car**

Change of driver is allowed before pre-event scrutiny for the round begins. Any subsequent change will have to be referred to the **Stewards** for approval.

A16.1. Car replacement, i.e. change of car is permitted subject to the request being made by Volkswagen due to technical problem in the car provided by VW. There will be no penalty and the car will have to be re-scrutineered. If the car is replaced by VW due to the mistake or fault of the driver the car will need to be re- scrutineered and a **Penalty** of 5 grid positions for the immediate succeeding race of the round when the change is affected.

A16.2. Change of Engine/ Gear Box is permitted subject to the recommendation being made by VW India and the car being re-scrutineered.

A17.0 **Display of Competition Number / Driver's Name**

The race numbers must be in conformity with Chapter XVII of the International sporting code. **Three clear areas along with the Mandatory**

logo for the display of Cup numbers must be reserved. For Saloon Class, one on the bonnet and one each on the front left and right front doors. Event Specific Windscreen stickers are compulsory.

See **Appendix 2 also**.

A17.1. The name of the driver along with blood group must also appear on the bodywork. For Saloon Class, on each side of the fenders, and be clearly legible.

A18.0 **General Safety**

A18.1. Officials instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

A18.2. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the **Marshals**.

A18.3. Any driver intending to leave the track or go to his pit or the paddock area must signal his/ her intention to do so in good time making sure that he can do this without danger.

A18.4. During practice and the race, drivers may use only the track, and must at all times, observe the provisions of the code relating to driving behaviour on circuits.

A18.5. A driver who abandons a car must leave it in neutral and with the steering wheel in place. The driver must stay in close proximity to assist with recovery.

A18.6. Repairs to a car may be carried out only in the pit lane, team garages and on the grid before the start.

A18.7. Refuelling, when permitted, is to be carried out in the Pit Lane & Team Garages only.

A18.8. At no time may a car be reversed in the pit lane under its own power.

A18.9. During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the **Parc fermé**, no one is allowed on the track, the pit entry or the pit exit with the exception of:

- a) **Marshals** or other authorized personnel in the execution of their duty;
- b) Drivers when driving or on foot, having first received permission to do so from a **Marshal**;

A18.10. During a race, the engine may only be started with the starter except

- a) In the pit lane where the use of an external starting device is allowed or,
- b) If, after the start, a car is immobilized on the starting grid it shall be the duty of the **Marshals** to push it into the pit lane by the fastest route. If the driver is able to restart the car whilst it is being pushed he may re-join the race from Pit lane.
- c) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may re-join the race from the Pit lane. The driver and mechanics must follow the instructions of the track **Marshals** at all times during such a procedure.

A18.11. No driver will be allowed to take part in any official practice, qualifying or race unless they have the following:

- **Driving Suit – Fire Retardant (FIA Approved).**
- **Shoes. (FIA Approved).**
- **Full fingered gloves. (FIA Approved).**
- **Full Face helmet (FIA-approved) for open-wheel cars. Open face Helmet or Full face helmet (FIA-approved for saloon cars).**

The condition and fit of the **Helmet** should be to the satisfaction of the Scrutineers.

The driver's equipment and helmet must be presented to the Chief Scrutineer or Technical Delegate at pre-event scrutiny for eligibility.

- A18.12. If a driver has serious mechanical difficulties during practice, qualifying or the race he must leave the track as soon as it is safe to do so.
- A18.13. The car's lights and/or the car's red rear light must be illuminated at all times when a track that has been declared wet. The technical delegate may check the light at any time until 15 minutes before the green flag. No **Penalty** will be imposed if the light fails during a race, nor need the car be stopped.
- A18.14. Only team members of participating cars (all of who shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.
- A18.15. Animals, except those, which may have been expressly authorized by the organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- A18.16. The Race Director, clerk of the course, **Stewards** or medical delegate can require a driver to have a medical re-examination at any time during an event.
- A18.17. Failure to comply with the general safety requirements of the Code or these Sporting Regulations or the General Prescriptions or any other relevant regulations may result in the **exclusion disqualification** of the car and driver concerned from the event.

A19.0 Instructions and Communication to Competitors

- A19.1. The Race Director or Clerk Of the Course may give instructions to competitors by means of special bulletins in accordance with the Code. These bulletins will be distributed to all competitors who must acknowledge receipt save in case of force-majeure duly recognized as such by the **Stewards**.
- A19.2. All classifications and results of practice, qualifying and the race, as well as all decisions issued by the officials of the event, will be posted on the official notice board within 30 min.

- A19.3. Any decisions or communication concerning a particular competitor must be given to him or her **within 45 (Forty-Five) minutes of such decision** and receipt must be acknowledged.
- A19.4. All Competitors are required to be available for receiving such communication at the Event, for a **period of 45 minutes after the end of the Race**.

A20.0 **Sanctions**

- A20.1. The **Stewards** may inflict the penalties specifically set out in these sporting regulations in addition to or instead of any other penalties available to them under the Code.

A21.0 **Driving standards & Race penalties**

- A21.1. The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect:
- A21.2. The Organisers reserve the right to impose further penalties on competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the Cup into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or ~~exclusion~~ **disqualification** from the Cup. In cases of repeated offences, the Stewards reserve the right to ~~exclude~~ **disqualify** any other competitor from a fixed number of races or from the Cup. In such cases no other competitor's score shall be adjusted.
- A21.3. The Cup organisers reserve the right to view data from any source on the car if data logging equipment is fitted, this includes the ECU and any camera equipment.
- A21.4. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the CUP into disrepute, the CUP Race Director will be entitled to request that the CUP Stewards consider the

inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or **exclusion disqualification** from the CUP.

- A21.5. Cars which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or CUP Stewards to be below an acceptable standard may be **excluded disqualified** from the grid
- A21.6. Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next event will be issued by CUP Organisers.
- A21.7. At the end of ANY session no driver may cross the Chequered Flag more than once. A violation of this in the first instance will incur a **Penalty of Rs 2,000/-** (Rupees Two Thousand). Subsequent violations of crossing the Chequered Flag more than once will incur a Penalty of **Rs 3,000/-** (Rupees Three Thousand).
- A21.8. All drivers are required to respect & obey all flag signals (annexure 1) without fail while driving on the race track failing which the competitor is liable to be penalised.
- A21.9. Infringements of Technical Regulations
- 21.9.1. **Arising from post-practice (qualifying), Scrutineering.**
- 21.9.2. Minimum Penalty: Should a vehicle be found ineligible after practise, but subsequently be approved before the race, the vehicle will have all its practise times disallowed. The Clerk of the Course may permit it to start from the back of the grid.
- 21.9.3. **Arising from post-race Scrutineering:**
- 21.9.3.1. Minimum Penalty: Any competitor whose vehicle is **excluded disqualified** from the results of the meeting will be subject to the following penalties:
- (a) Count the event as one of the events contributing to their CUP score
 - (b) Be **excluded disqualified** from the event forfeiting all CUP points, prize money and other awards.

A21.10. Specific CUP Penalties

21.10.1. Where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

21.10.2. Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a “double header” event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

21.10.3. The offences are;

- a) Reckless or dangerous driving in the course of a meeting.
- b) Careless driving in the course of a meeting.
- c) Driving in a manner not compatible with general safety.

A21.11. The Stewards of the CUP reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

A21.12. Track Usage Limits

21.12.1. Drivers must use the track at all times.

21.12.2. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

21.12.3. A driver will be judged to have left the track if no part of the car remains in contact with the track.

21.12.4. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.

21.12.5. A driver may not deliberately leave the track without justifiable reason.

A21.13. Defending a Race Position

21.13.1. More than one change of direction to defend a position is not permitted.

21.13.2. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

- 21.13.3. Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his.
- 21.13.4. Whilst defending in this way the driver may not leave the track without justifiable reason.
- A21.14. For the avoidance of doubt, if any part of the front tyre of the car attempting to pass is alongside the rear tyre of the car in front this will be deemed to be a 'significant portion'.
- A21.15. Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

A22.0 Incidents

A22.1. Incident means an occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the **Stewards** by the Clerk of the Course / race director (or noted by the **Stewards** and referred to the Clerk Of the Course for investigation) which:

- Necessitated the stopping of a race
- Constituted a breach of these sporting Regulations, or the code and its appendices;
- Caused a false start by one or more cars;
- Caused a Collision or tried (attempted to) to cause a collision;
- Forced a driver off the track or tried (attempted to) to force a driver off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving one or more cars, will normally be investigated after the race.

A22.2. It shall be at the discretion of the **Stewards** to decide, upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an incident shall be penalized.

22.2.1.1. If a driver is involved in collision or incident he must not leave the circuit / venue / premises without the consent of the **Stewards**.

22.2.1.2. If an incident is under investigation by the **Stewards**, it will be announced through the public address system & put up on the notice board within 45 min. after the practice, qualifying or race has finished. The onus of reporting to the officials is on the competitor.

A22.3 Penalties

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the ~~exclusion~~ **disqualification** of the Car and Driver concerned from the Event.

The Stewards may impose any one of the following penalties on any Driver involved in an incident. They may also choose to impose any other penalties as laid down in the International Sporting Code or any combination thereof:

- a) A drive through Penalty – The Driver must enter the pit lane and rejoin the Race without stopping.
- b) A 10 Second Time Penalty – The Driver must enter the pit lane and stop in the working lane near the pit lane exit for at least 10 seconds and then rejoin the Race. This will be supervised by an official in the Pit Lane.

Should either of the penalties under (a) or (b) above be imposed during the last three laps, or after the end of a Race, article A.22.4 will not apply, and 20 seconds will be added to the elapsed Race time of the Driver concerned in case of (a) and 30 seconds will be added in case of (b).

- c) A time Penalty
- d) A Reprimand

If any of the four penalties above are imposed they shall not be subject to appeal.

- e) A drop of any number of grid positions at the Driver's next Race / Event.
- f) ~~Exclusion~~ **Disqualification** from the results.
- g) Suspension from the drivers next event.

A.22.4 Should the Stewards decide to impose either of the penalties under Article 22.3 (a) or (b), the following procedure will be followed:

a) The Stewards will give a verbal and / or written notification of the time penalty, which has been imposed, to an official of the team concerned.

b) From the time the Steward's decision is notified the relevant Driver may cover no more than two complete laps before entering the pit lane and, in case of a penalty under 22.3 (b) proceeding to the end of the pit lane, where he shall remain in the Working Lane for the period of the time penalty.

Whilst a Car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

c) When the time penalty period has elapsed the Driver may rejoin the Race.

d) Any breach or failure to comply with Articles A.22.4 (b) or A.22.4 (c) may result in the Car being ~~excluded~~ **disqualified**.

A23.0 Fuel

Only commercially-available fuel sold nationally in government authorised fuel outlets or fuel supplied by the organiser for the event, is permitted for use.

A24.0 Supply of Tyres in the Cup and tyre limitation during the Event

A24.1. MMSC will specify Tyres for the Cup which will be given to the competitors free of cost or at subsidized cost.

A24.2. Tyres will be issued by the Technical Delegate / Chief Scrutineer.

A24.3. The only eligible tyres are those supplied by the official Tyre supplier as the official control Tyre. These tyres will carry official series marking and will be the only tyres permitted to be used at any time during any practice sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible ~~exclusion~~ **disqualification** from the Cup.

A24.4. Race-and-Return Tyres:

- A24.5. The number of Tyres issued to each competitor per round for the qualifying session and the races will be limited to 8 (EIGHT) tyres for a 2 race weekend & 10 (TEN) tyres for a 3 or more race weekend.
- 24.5.1. A set of 8 (EIGHT) or 10 (TEN) racing tyres will be issued to each competitor per round. Replacement tyre will be issued if one of the tyres from the original set gets damaged during a practice / qualifying session / race. In the event of a spare tyre being used, the damaged tyre must be presented to the technical delegate / chief Scrutineer immediately in order to justify use of the spare tyre. A replacement may be provided only on return of the damaged tyre to the Technical Delegate / Chief Scrutineer.
- A24.6. Tyres shall all be made of the same quality of compound and shall be strictly identical. These tyres shall be marked by the Technical delegate (or Chief Scrutineer) of the FMSCI with a marker supplied by the FMSCI. Additional tyres (Spare tyres) will also be marked may be used if a replacement is justified.
- A24.7. All tyres must be used as supplied by the official tyre supplier, any modification or treatment such as cutting, grooving the application of solvents or softeners; the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.
- A24.8. With the exception of race day, wet-weather tyres may only be used after the track has been declared wet by the race director, and, during the remainder of the relevant session, the choice of tyres is free.
- A24.9. A competitor wishing to replace an already allocated unused tyre by another unused one must present both tyres to the technical delegate/chief Scrutineer.
- A24.10. The use of tyres without appropriate identification is strictly forbidden.
- A24.11. No tyre allocated for one event may be used at another event unless this tyre is remarked by the technical delegate/chief Scrutineer.
- A24.12. If, in the opinion of the tyre technicians and appointed officials, the nominated tyre specification proves to be technically unsuitable, the **Stewards** may authorize the use of additional tyres to a different specification.

A24.13. In those exceptional cases where, in the judgment of the Technical delegate or Chief Scrutineer in his absence, damage to the tyres through no fault of the competitor/driver makes further participation in the event impossible, one supplementary replacement front and/ or rear tyre will be marked & issued for use.

A24.14. **Place and time for distribution of tyres:** Tyres will be distributed at the Scrutiny area before Official Practice on Friday before the race week end or as mentioned in the official timetable put up on the notice board.

A25.0 **Scrutineering**

A25.1. Initial scrutineering (pre-event scrutiny) of the car will take place at a time and place given in the official programme of each event.

A25.2. No car may take part in the event unless it has been passed by the Scrutineers.

A25.3. The Scrutineers may

a) Check the eligibility of a car or of a competitor at any time during an event.

b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) Require a competitor to pay the reasonable expenses while exercise of the powers mentioned herein may entail,

d) Require a competitor to supply them with such parts or samples as they may deem necessary.

A25.4. Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutiny approval.

A25.5. The Race Director / Clerk of the Course may require any car involved in an accident be stopped and checked.

A25.6. Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the **Parc fermé** and who alone are authorized to give instructions to the competitors.

A26.0 **Parc fermé**

A26.1. Only those officials charged with supervision may enter the **Parc fermé**. No intervention of any kind is allowed there unless authorized by such officials.

A26.2. When the **Parc fermé** is in use, **Parc fermé** regulations will apply in the area between the Line and the **Parc fermé** entrance.

A26.3. The **Parc fermé** shall be sufficiently large and secure that no unauthorized persons can gain access to it.

A27.0 **Drivers Briefing**

A27.1. A briefing for the drivers chaired by the Race Director or COC will be held at a time and location as mentioned in the timetable and may be notified to each team.

A27.2. All drivers must attend the meeting. One Team Representative is also allowed to be present for the briefing.

A27.3. A Register will be maintained in which all the drivers are required to sign.

A27.4. Drivers who do not attend this mandatory Drivers Briefing will be penalized **Rs 3,000/-** (Rupees Three Thousand) and reported to the **Stewards** for further action.

A27.5. Drivers reporting late (beyond the specified time) for the Drivers Briefing will be penalized **Rs 1,000/-** (One Thousand).

A27.6. All such penalties specified above are payable immediately. Competitors with unpaid penalties will not be allowed to proceed with the practice sessions.

A28.0 **Pit Lane**

A28.1. For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the “fast

lane” and the lane closest to the garages is designated the “inner lane” The inner lane is the only area where any work can be carried out on a car.

- A28.2. During all practices and races, there will be a green or a red light/Flag at the end of the pit lane. Cars may only leave the pit lane when the green light is on or green flag shown.
- A28.3. Competitors must not paint lines on any part of the pit lane.
d) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.
- A28.4. A speed limit of 60 km/h will be enforced in the pit lane.
- A28.5. During practice, qualifying and reconnaissance laps any driver who exceeds the limit in the pit lane will be fined a sum of **Rs 300** (Rupees Three Hundred) **for every kilometre beyond the specified limit subject to a minimum fine of Rs 1,000/-**(One Thousand) for the **first offence**. (eg. For a reported speed of 72 km/hr, the fine is Rs 3,600. For a reported speed of 63 km.hr, the fine is Rs 1,000)
- A28.6. For every subsequent offence, the driver will be fined a sum of **Rs 500** (Rupees Five Hundred) **for every kilometre beyond the specified limit subject to a minimum fine of Rs 2,000/-**(Two Thousand). During the race, the **Stewards** will impose a time **Penalty** of 10 seconds on any driver who exceeds the pit lane speed limit.
- A28.7 Cutting across the white line at the Pit Lane Entry while entering the pit lane or cutting across the line at the Pit lane exit while rejoining the track is prohibited and will be subject to penalties under Article 22.3 of these sporting regulations.

A29.0 **Free Practice**

- A29.1. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- A29.2. The timetable of each event shall be issued to competitors prior to the event along with the Supplementary Regulations.

- A29.3. A blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- A29.4. If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the **Marshals** to assist him.
- A29.5. In the event of a driving infringement during practice, the **Stewards** may delete any number of qualifying times from the driver concerned or drop the driver any number of grid positions as they consider appropriate. In this case, he or his team will not be able to appeal against the **Steward's** decision.
- A29.6. The Clerk Of the Course may interrupt practice as often and for as long as he/she thinks necessary to clear the track or to allow the recovery of a car. The Clerk Of the Course may decline to prolong the practice period after an interruption of this kind.
- A29.7. Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all **Marshal** posts.
- When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.
- A29.8. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.

A30.0 **Qualifying**

- A30.1. There will be ONE qualifying session of 15 minutes to determine the grid position for the races, during which all laps covered will be timed.

- A30.2. The grid for Race 1 will be determined on the basis of fastest lap time in the qualifying session. The grid for Race 2 will be as per the results of Race 1 in which the TOP 4 RESULTS ARE REVERSED. The grid for Race 3 if applicable, will be as per the SECOND FASTEST LAP TIME in the qualifying session. The grid for Race 4 will be as per the results of Race 3 in which the TOP 4 RESULTS ARE REVERSED. The grid for Race 5 if applicable, will be as per the THIRD FASTEST LAP TIME in the qualifying session.
- A30.3. Any driver whose car has been assisted for an engine restart during the qualifying session, will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits, will be held in **Parc fermé** until the end of the session.
- A30.4. The fastest Lap time / times of drivers receiving any assistance from the **Marshall's** during the course of a qualifying session which may result in the driver resuming the session, will be deleted. However if the Driver & car after having received such assistance reports immediately and directly to **Parc fermé**, the above **Penalty** will not apply. Such cars will be held in **Parc fermé** till the end of the session and will not be permitted to take any further part in the session.
- A30.5. No driver may start the race without taking part in a qualifying session, without the express permission of the **Stewards**.

A31.0 Transponder Modules

- A31.1. All cars must be fitted with transponders. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event.
- A31.2. Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

A31.3. Competitors must not place electronic timing equipment within five metres of the Official Start/ Finish or any other timing lines at any event. Any such team equipment placed within these zones will be removed.

A32.0 Weighment

A32.1. After the qualifying session, cars will be weighed as follows:

- 1) The organizer will install / nominate the weighing equipment.
- 2) All Cars will have to undergo the weighing procedure after each qualifying session.
- 3) After qualifying all cars will proceed directly to the weighing area and stop the engine.
- 4) The car will then be weighed and the reading will be acknowledged by the driver by a signature.
- 5) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the **Marshals** who will take the car to be weighed.
- 6) A car or driver may not leave the weighing area without the consent of the technical delegate/chief Scrutineer.
- 7) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- 8) The weight is the weight of the car in the condition in which it crosses the finishing line (including the driver) or at any time during the Cup, including practice. All drivers must make themselves available to be weighed if required by the Scrutineers at any time during the Cup but in particular immediately following the end of qualifying session and race.
- 9) The minimum racing weights for the following will be as specified in the corresponding Technical Regulations of that category.

- A32.2. After the race each car crossing the line will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate/chief Scrutineer to weigh him in order that this weight be added to that of the car.
- A32.3. Should the weight of the car be less than that specified in the Regulations when weighed, the car and the driver will be ~~excluded~~ **disqualified** from the qualifying or race results save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure duly accepted by the **Stewards**.
- A32.4. No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (except by a Scrutineer when acting in his official capacity).
- A32.5. Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- A32.6. Any breach of these provisions for the weighing of cars may result in the ~~exclusion~~ **disqualification** of the relevant car as decided by the **Stewards**.

A33.0 **The Grid**

- A33.1. At the end of qualifying practice, the fastest time achieved by each driver will be officially published. Only these cars may be allowed to start the race subject to Art.14B of the **FMSCI GP**.
- A33.2. The fastest driver will start the race from the position on the grid, which has been designated as the pole position.
The grid will be drawn up in the order of the fastest time achieved by each driver. Should two or more drivers have set identical times, their second fastest time will determine the position and so on.
- A33.3. Any driver whose best qualifying lap exceeds 115% of the pole position time may not be allowed to take part in the warm up or the race. Under exceptional circumstances, however, which may include setting a suitable lap time in a previous free practice session, the **Stewards** may permit the car to start the race from the back of the grid. Should there be more than

one driver accepted in this manner, their order will be determined by the **Stewards**. In either case, a Team will not be able to appeal against the **Stewards'** decision.

A33.4. The starting grid will be published on the official notice board. Any competitor/team whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. Failure to inform the organisers within the stipulated time will entitle penalties as decided by the stewards.

The final starting grid will be published 30 minutes before the start of the race.

A33.5. The grid will be in a staggered 1 x 1 formation.

A33.6. Any car which has not taken up its position on the grid by the time the FIVE-minute signal is shown will not be permitted to do so and must join the start at the back of the grid.

A33.7. The organizers reserve the right to amalgamate or combine the classes of cars for the race.

A34.0 **Start Procedures**

A34.1. **17 (Seventeen) minutes** before the starting time, a **warning signal** announcing the Opening of the pit exit in 2 minutes will be given.

A34.2. **15 (Fifteen) minutes** before the starting time the **pit exit will be opened** with the display of Green Light/ Flag at the end of pit lane.

A34.3. **10 (Ten) minutes** before the starting time, the **pit exit will be closed** and a **second warning signal** will be given. Any car, which is still in the pits, can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

- A34.4. **Refuelling on the starting grid is forbidden. No refuelling is allowed during the race.**
- A34.5. The approach of the start will be announced by signals shown, **five minutes, three minutes, One Minute and finally Fifteen seconds** before the start of the formation lap, each of which will be accompanied by **an audible warning**.
- A34.6. When the **three-minute signal is shown, everybody except drivers, officials and team staff must leave the grid.**
- A34.7. When the three-minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the three minute signal must start the race from the back of the grid or the pit lane.
- A34.8. When the **one-minute signal** is shown, **engines should be started** and all team personnel must leave the grid by the time the 15-second signal is given. If any driver needs assistance **after the 15 second signal he must raise his arm** and, when the remainder of the cars able to do so, have left the grid, his/her team may attempt to rectify the problem. In this case, **Marshals** with yellow flags may stand beside the car (or cars) concerned to warn drivers behind.
- A34.9. When the green flag/ light is shown, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed one by one.
- A34.10. During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Any one guilty of dropping behind without a valid reason, will be reported to the **Stewards** for further action. Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly

delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. In case any driver is unable to regain his original starting position before he reaches **Safety Car** line 1, he must enter pit lane and take a pit lane start.

- A34.11. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the start line, and must start the race from the pit lane. If more than one driver is affected, they must form up at the pit exit in the order they report to pit exit. If the line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.
- A34.12. A time **Penalty** of 10 seconds (added to total time) will be imposed on any driver who, in the opinion of the **Stewards**, unnecessarily overtook another car during the formation lap. The same **Penalty** may apply for practice starts during the formation lap.
- A34.13. Any driver who is unable to start the formation lap must raise his arm or open his door and, after the remainder of the cars has crossed the line, his mechanics may attempt to rectify the problem under the supervision of the **Marshals**.
If the car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.
- A34.14. When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the five-second signal will be shown and 5 seconds later the starter will switch on the red light(s) in sequential order i.e. 1, 2, 3, 4, 5. After the 5 red light(s) becomes visible, the race will be started by the red lights going off together.
- A34.15. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire **Marshals** all of whom shall have been issued with and shall be wearing the appropriate pass.

A34.16. If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head or open the car door (in case of saloons) and the **Marshal** responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a **Marshal** with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap the race distance will be reduced by 1 lap. The car will be pushed into the pit lane by the shortest route. The Team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power. Vacant positions due to this will not be filled.

A34.17. If a problem arises when the cars reach the starting grid at the end of the formation lap the following Procedure shall apply:

- (a) If the race has not been started, a red flag and a “start delayed” board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.
- (b) If the start light procedure has commenced & in the opinion of the starter the start needs to be ABORTED the red lights will freeze & a red flag will be shown at the starters box to indicate the start has been delayed.
- (c) If the race has been started the **Marshals** alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- (d) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the **Marshals** to push it into the pit lane by the fastest route.

(e) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may re-join the race. The driver and mechanics must follow the instructions of the track **Marshals** at all times during such a procedure.

A34.18. A **Drive-Through Penalty** will be imposed for a false start. If for any reason the penalty is not determined or communicated 4 laps before the end of the race then 20 sec. will be added to the total time of that driver.

A34.19. Only in the following cases, will any variation in the start procedure be allowed:

34.19.1. If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director/COC, the Teams should be given the opportunity to change tyres, a "**Start Delayed**" board will be shown on the Line and the starting procedure will begin again at the 10-minute point.

A34.20. The **Stewards** may use any video or electronic means to assist them in reaching a decision. The **Stewards** may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the ~~exclusion~~ **disqualification** of the car and driver concerned from the Event.

A35.0 **The Race**

A35.1. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue

A35.2. During the race, drivers leaving the pit lane may only do so at their own responsibility, and when the pit exit light is green or a green flag is waved. A **Marshal** with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

A36.0 **Safety Car**

A36.1. The Clerk of the Course reserves the right to introduce a **Safety Car** at any time during a race, until such time as the race leader has completed 80% of the scheduled race distance.

- A36.2. The **Safety Car** will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.
- A36.3. 15 minutes before the race start time the **Safety Car** will take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under 34.14) below) it will cover a whole lap of the circuit and position itself at the end of Pit Lane.
- A36.4. A Medical Car will position itself at the back of the grid for the formation lap and will follow the cars after the race has started for 1 lap before entering pit lane.
- A36.5. When the order is given to deploy the **Safety Car**, all observers' posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.
- A36.6. The **Safety Car** with its yellow lights illuminated will join the track regardless of where the race leader is (preferably in front of the race leader).
- A36.7. All competing cars must then form up in line behind the **Safety Car** no more than 5 car lengths apart and overtaking is forbidden until the cars reach the start line after the **Safety Car** enters the pit lane. Overtaking will be permitted under the following circumstances:
- If a car is signalled to do so from the **Safety Car**;
 - Under 36.14 below;
 - If any car slows with an obvious problem.
- A36.8. When ordered to do so by the race director the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the **Safety Car**.
- A36.9. The **Safety Car** shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the **Safety Car**, the race leader must keep within 5 car lengths of it (except under i) below) and all remaining cars must keep the formation as tight as possible.

A36.10. While the **Safety Car** is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the **Safety Car** and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the **Safety Car**. Under certain circumstances the race director may ask the **Safety Car** to use the pit lane or other parts of the circuit. In these cases, and provided its yellow lights remain illuminated, all cars must follow it without overtaking.

Any car entering the pit lane under these circumstances may stop at its designated garage area. Generally applies: If the yellow lights are illuminated all cars must follow the **Safety Car**.

A36.11. When the race director calls in the **Safety Car**, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the **Safety Car** may dictate the pace and, if necessary, fall more than five car lengths behind it. As the **Safety Car** is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap. Overtaking will be permitted after the finish line.

A36.12. Each lap completed while the **Safety Car** is deployed will be counted as a race lap.

A36.13. If the race ends whilst the **Safety Car** is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

A36.14. In exceptional circumstances the race may be started behind the **Safety Car**. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the **Safety Car**. When the green lights are illuminated the **Safety Car** will leave the grid with all cars following in grid order, no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights

are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

A36.15. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the **Safety Car**. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the **Stewards**, unnecessarily overtook another car during the first lap.

A36.16. The Clerk of the Course may impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these **Safety Car** Regulations. In the event that one competitor breaches these **Safety Car** Regulations for the benefit of another competitor, then both may be penalized.

A37.0 **Stoppage a Race**

A37.1. Should it become necessary to stop the race because the circuit is blocked by an accident or because of weather or any other conditions that make it dangerous to continue, the clerk of the course shall order a red flag to be shown at all **Marshal** points. When the signal is shown, all cars shall immediately reduce speed.

The race classification will be that at the end of the lap prior to that during which the signal to stop the race was given.

The Red Flag may be due to following

- Race and service vehicles may be on the track,
- The circuit may be totally or partially blocked because of an accident,
- Weather conditions may have made the circuit non-drivable at racing speed,

A37.2. The procedure to be followed varies according to the number of laps completed by the

Race leader before the signal to stop the race was given:

- Case A. Less than two full laps. If the race can be restarted, Article A.39.1 will apply
- Case B. Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article A.39.2 will apply.
- Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the **Parc fermé** and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap prior to that during which the signal to stop was given.

A38.0 Race Restart

A38.1. Case A.

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.
- d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his ORIGINAL GRID position;
- e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either to:
 - to their original grid position or,
 - as directed by the **Marshals**.
- f) Cars may be worked on the grid, if work is carried out on the grid; this must be done in the car's correct grid position and must in no way impede the restart. Refuelling is not permitted.

A38.2. Case B.

- a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the line for the penultimate time before the race was stopped.
- b) The length of the re-started race (second part) will be three laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started race will be arranged in the race order at the end of one lap prior to that during which the signal to stop was given.
- d) Only cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorized route to either:
 - **Safety Car** line 1 / Last grid position
 - As directed by the **Marshals**.
- e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the cars correct grid position and must in no way impede the restart.

A38.3. In both Case A and Case B:

- b) 5 minutes after the stop signal, the five-minute signal will be shown, and the normal start procedure will re-commence.
- c) Any car which is unable to take up its position on the grid before the five-minute signal will be directed to the pits. It may then start from the pits.

A39.0 **Race Finish**

- A39.1. The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance
- A39.2. Should for any reason (other than under Article A.35.1) the end-of-race signal be given before the leading car completes the scheduled number of laps,

the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

A39.3. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

A39.4. After receiving the end-of-race signal all cars must proceed on the circuit directly to the **Parc fermé** without stopping, without receiving any object whatsoever and without any assistance (except that of the **Marshals** if necessary).

Any classified car which cannot reach the **Parc fermé** under its own power will be placed under the exclusive control of the **Marshals** who will take the car to the **Parc fermé**.

A40.0 **Prizes**

Top 3 winners of each race will be given trophies. Only the drivers who have registered for the Cup are eligible for the Cup Awards as follows.

A40.1. Organizers / Promoters reserve the right to increase the above mentioned prize monies and to give additional prizes & monies in excess of what is mentioned above.

A40.2. All prize monies are subject to Governmental Tax Deductions and levies, taxes if any are extra and payable by the Competitor.

A41.0 **Protests**

A41.1. All protests must be lodged in accordance with the stipulations of the Code (Articles 13 et seq.) and within 30 minutes of the publication of Provisional results.

- A41.2. All protests must be lodged in writing and handed to the clerk of the course together with the **protest fee of Rs.18,000/-** (Eighteen Thousand), which shall not be returned if the protest is judged unfounded.
- A41.3. If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of **Rs 18,000/-** (eighteen Thousand) per component.
- A41.4. The expenses incurred by the work and by 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.
- A41.5. 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 to them.

A42.0 **Appeals**

- A42.1. Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 14 et seq. of the Code.
- A42.2. Competitors have the right to appeal against a sentence or other decision pronounced on them by the **Stewards** of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the **Stewards** of the meeting in writing within one hour of the publication of the decision of their intention to appeal along with a fee of **Rs.48,000/-** (Rupees Forty eight Thousand Only) .
- A42.3. The right to bring an appeal to the **FMSCI** expires two days after the date of the decision of the **Stewards** of the event on condition that the intention of appealing has been notified in writing to the **Stewards** of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The **FMSCI** will give its decision within a maximum of 30 days. The confirmation of an appeal to the

FMSCI must be accompanied by the fee of **Rs.48,000/-** (Forty eight Thousand) along with grounds of appeal within 96 hours.

- A42.4. All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
- A42.5. This fee becomes due from the moment the appellant notifies the **Stewards** of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.
- A42.6. If the appeal is rejected or it is withdrawn after being brought, no part of the appeal fee shall be returned.
- A42.7. If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.
- A42.8. If it is proved that the author of the appeal has acted in bad faith, the **FMSCI** may inflict upon them one of the penalties laid down in the Code.

A43.0 **Podium Ceremony**

- A43.1. The drivers finishing the race in **1st, 2nd & 3rd positions** must attend the prize-giving ceremony on the podium and abide by the podium procedures set. Failure to attend the prize-giving ceremony will incur a fine of **Rs 10,000/-** (Rupees Ten Thousand), the payment of which is a pre-requisite for collection of the prize.
- A43.2. Drivers finishing in **First, Second and Third positions** must **wear caps** provided by the organizers at the press conference, or during the winners' podium presentation, such that the logo on the cap can be seen from the front.
- A43.3. The cap should be removed when the National Anthem is played and held in front of the body.
- A43.4. The Winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

A44.0 Car Setup / Scope of work on car / Additions to car or driver

- A44.1 All cars will be run in the same standard configuration as decided by Volkswagen Motorsport India.
- A44.2 Only the following setup changes can be altered / specified by the driver
1. Tyre Pressure
 2. Anti-Roll Bar Settings
 3. Swapping of tyres (only within allocated tyres).
- A44.3 Every driver must nominate only 1 helper for the event. The helper is authorized to help the driver only & is not allowed to work on the car in any respect.
- A44.4 It is the driver's duty to ensure that no person other than an authorized Volkswagen Motorsport Official works on or makes changes to their respective car.
- A44.5 Tyre Pressure –Setting of tyre pressure is free within the range as specified by Volkswagen Motorsport India and MRF Tyre. A driver and / or his helper are authorized to change / reset the tyre pressure on any type of tyre within the specified range, at any point of time during the event. Volkswagen Motorsport will not be responsible for filling or checking of air in tyres at any point of time. The responsibility rests solely with the driver.
- A44.6 Only air supplied at the Volkswagen Motorsport India pits, or air supplied by Volkswagen Motorsport India is authorized for use. Participants are not allowed to fill tyres from any other pits or their own pumps. Uses of any other gases to fill tyres are not allowed, unless expressly authorized by Volkswagen Motorsport India for all cars.
- A44.7 Drivers can specify their choice of Anti Roll bar Settings between Soft, Medium or Hard. Their choice must be given by means of the setup sheet within the prescribed time. ONLY authorized Volkswagen India Motorsport personnel are allowed to change the Anti-Roll Bar settings.
- A44.8 Every round, a driver is allocated 6 slick tyres. 3 are for use on the left side & 3 are for use on the right side. This is indicated by the rotation direction marked on the tyre. Drivers are free to specify these tyres for use in the front, rear or as a spare for each session. This must be expressly mentioned in the setup sheet within the specified time. Swapping of a tyre meant for the left to the right & vice versa is NOT allowed.
- A44.9 In the event of a round having 3 races – only then will the following rules apply
-

At the first such round (having 3 races) a driver will be issued with 4 Left tyres & 4 Right tyres. A driver is free to specify the use of these tyres without swapping from Left to Right or vice versa. At the end of the round, each driver must then nominate 1 Left tyre & 1 Right tyre which will be carried forward to the next Round.

At the next Round, the driver will be issued with their normal allocation of tyres, minus 2 (1 left + 1 Right) new tyres. The shortage of 2 tyres will be filled by the 2 tyres assigned by the driver from the previous round.

Only MRF Tyre & Volkswagen Motorsport reserve the right to issue 2 fresh tyres if found to be necessary.

- A44.10 The setup sheet issued by Volkswagen Motorsport India must be filled by all drivers prior to each on-track session. The setup sheet must be handed over as per the procedure as specified by Volkswagen Motorsport India, within the specified time (Usually 15 minutes after the end of the last on-track session). Anything left blank in the setup sheet will not be touched & will be left as is. No changes or additions are allowed in the setup sheet after the submission deadline.
- A44.11 Any footage from any camera on board the cars / drivers will belong to VW Motorsport. Irrespective of the ownership of the camera, the footage can only be downloaded by officials of VW Motorsport India. Drivers / entrants are not allowed to edit / delete footage especially in- case of an incident. Drivers must first submit the footage after every session to VW Motorsport India. Only then can the footage be taken by the driver / entrant for their own use, after receiving written permission from VW Motorsport India.
- A44.12 In exceptional circumstances (eg. Changing weather conditions or severe time constraints) in the interest of ensuring a fair opportunity to all drivers, Volkswagen Motorsport will specify a standard setting for all cars or an unchanged setting for all cars. This decision is taken solely by Volkswagen Motorsport India.

B1.0 **Cars and Drivers**

- B1.1. Drivers must put their own name on each side of the car.
- B1.2. A car may only participate in a race or any other part of an Event if it carries the markings and advertising signs referred to under Article B.2.
- B1.3. All surfaces which have not been claimed for stickers by the Promoter and Organiser or used for the application of starting numbers are free for use.
- B1.4. No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area within the Series:
- Tobacco and tobacco products
 - Alcohol
 - Politics
 - Religion
 - Tyre manufacturer, other than MRF
- B1.5. Official logos will be provided; the correct attachment of the logos will be checked in the course of scrutineering. In case of any non-compliance with this regulation, the Organizers have the right to **exclude disqualify** the Driver and/or the Team from the event

B2.0 **Series decals supplied by the promoter or organiser**

- B2.1. Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be liable to a fine of up to **Rs.10,000/-** (Ten Thousand).
- B2.2. Every competing car is compulsorily required to carry the mandatory decals in position as shown in the **Appendix 2**.

B3.0 **Advertising**

- B3.1. Each Driver and Entrant must procure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws of the country in which the relevant Event is to take

place including complying with any National restrictions required in order to permit the filming and television coverage of the event.

- B3.2. The organiser of an event shall ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

B4.0 General

- B4.1. Competitors must agree to take part in the Official Annual Prize Giving Ceremony of the **FMSCI**, abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by the organizer.
- B4.2. With the submission of Regulation/Entry by the entrant/driver and accepted by the organizer. The entrant/driver are both deemed to have accepted and understood these Regulations in full.

B5.0 Promotion

- B5.1. Each Driver and Entrant must use reasonable endeavours to assist the Promoter and Organiser in the promotion of the Series and each Event including the television coverage of each Event.
- B5.2. Each Driver and Entrant must use their best endeavours to make themselves available for any promotional activities prior to and following a Race.
- B5.3. At end of each day's event, a press briefing will be held which is compulsory for Podium winners and ALL Team Representatives.

B6.0 Presentation

- B6.1. Trophies are to be presented at the end of each race or at the Race Presentation Ceremony.

B7.0 Tax Liability

- B7.1. All drivers and teams are to observe the country's tax laws and adhere to them.

B7.2. All payments of fines, penalties, fees of any kind, prize monies, etc may be subject to extra Governmental levies and taxes and/or tax deductions as applicable

B8.0 **Television**

B9.0 **B8.1** **The Promoter shall have the exclusive right to procure the filming of each race and any other part of the Event for television or other media and to license and otherwise exploit rights arising from such filming in its absolute discretion.**

B8.2 The Promoter may exclusively determine all editorial decisions concerning the filming or television coverage of a Race or any other part of the Event.

B8.3 **All Drivers and Entrants shall provide all assistance reasonably requested by the Promoter, the Organiser or any television or film producer authorised by the Promoter to assist in the filming and television coverage of each Race and the Event.**

B8.4 **The Organiser may choose at random competitors to carry in-car cameras at each event. Should any competitors be invited to carry an in-car camera, it will be mandatory that the logo supplied by the organiser is displayed in front of the camera.**

B8.5 Competitors can use personal On-Board cameras for their own personal & analytical use only. The video from any onboard camera **cannot** be uploaded on any social media like Facebook, youtube etc. without the written permission of the organisers/ promoter. On demand the competitor shall immediately provide any onboard video to the organisers/ promoters. The organiser/ promoter shall have exclusive rights to publish/ broadcast any video.

B8.6 No component of any onboard camera if installed must be allowed to come in contact with any moving part of the car, the camera must be fitted at least 5cm behind the drivers helmet or below his field of vision.

C1.0 **Assumption of Risk and Liability**

- C1.1. By applying for entry to participate in an event or the series and by subsequently participating in that Event or the Series each Driver and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participation including the risk of Loss to themselves or to other persons.
- C1.2. Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series. This paragraph C.1.2 shall not apply to liability with respect to death or personal injury.
- C1.3. Each Entrant and Driver agrees that each of the Promoter, the Organizer, the FMSCI, the FIA, relevant State Government, Government of India, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of or in connection with the entry, participation or failure to participate by the Entrant or Driver in an Event or the Series.

C2.0 **Release**

- C2.1. Each Driver and / or Entrant releases and discharges the promoter, the Organizer, the FMSCI, the FIA, relevant State Government, Government of India, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry,

participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

C3.0 Indemnity

C3.1. Each Driver and/or Entrant indemnifies the Promoter, the Organizer, the FMSCI, the FIA, relevant State Government, Government of India, each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series.

C4.0 Loss

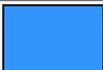
C4.1. In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

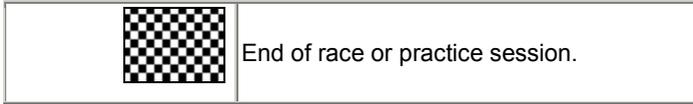
C5.0 Reading Down

C5.1. Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.



Appendix-1: FLAG SIGNALS

Flag	Meaning
	(Double yellow) – Extreme Caution - Be prepared to stop. No overtaking
	(Single yellow) - Caution - Signal of danger. No overtaking
	Course clear
	Overtaking flag – The competitor is about to be lapped and must give way.
	Service car or slow moving vehicle on the circuit
	Stopping of race or practice session
	Track surface slippery
	A warning of apparent mechanical failure or fire*
	A warning to the driver that his behavior is suspect*
	Driver must stop at his pit within one lap. A penalty of exclusion disqualification may be enforced*

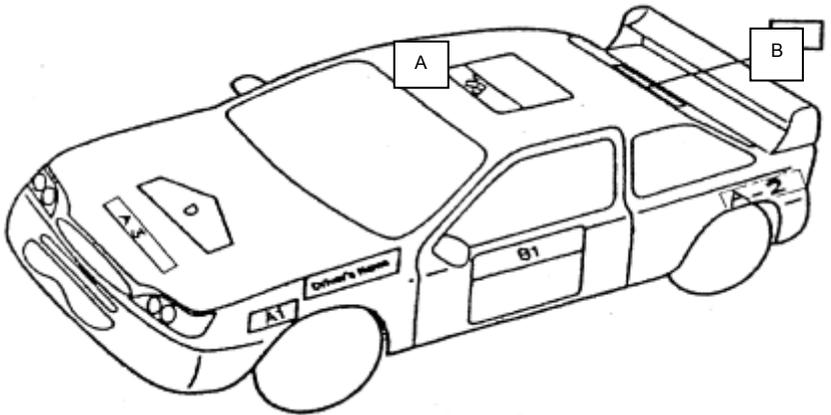


* - Displayed with a white number

Appendix-2: MANDATORY DECALS

Saloon Cars:

Both sides: A1, A2, A3, B1, B2, C, D



**Appendix-3: OFFENCES & RE
COMMENDED PENALTIES**

N o.	Offence	Practice	Qualifying	Race
1	Late Arrival at Drivers Briefing	Rs 1,000		
2	Absent at Drivers Briefing	Rs 3,000		
3	Absent at Press Conference	Rs 10,000		
4	Practiced a start on the track	Up to Rs 2,500	Up to Rs 2,500	Add Time 10 Sec to total time
5	Cross the white line at pit exit	Warning	Up to Rs 5,000	Drive through or add 30 seconds to total time
6	Reversed the car under its own power in the pit lane	Up to Rs 2,500	Up to Rs 5,000	Up to Rs 10,000
7	Chequered flag more than once	Warning	Rs 2,000	Rs 3,000
8	Speeding in pit lane	1 st offence –300 per KM (min. Rs.1000/-) 2 nd offence –500 per KM (min. Rs.2000/-)		Add time 10 sec
9	Disrespected the Marshal's instructions	Up to Rs 10,000	Up to Rs 10,000	Up to Rs 10,000
10	Did not comply with blue flag or stopping other car along the track	Warning	Cancellation of best time	Up to Rs 10,000
11	Pushing another car	Black Flag	Black Flag	Up to 30 sec + fine up to Rs 20000
12	Caused an avoidable collision / contact (imprudence)	5 Grid position	Drop of 5 positions + fine up to Rs 25000	Up to 30 sec penalty + fine up to Rs 25000

13	Caused an avoidable collision / contact (not finishing the race) (intentionally)	Dropping of 10 grid places	Dropping of 10 grid places + suspended for 1 round + fine up to Rs 40000	Dropping of 10 grid positions + suspended for 1 rounds + fine up to Rs 75000
14	Did not comply with red flag	Up to Rs 15,000	Dropping of 5 grid places + fine up to Rs 15,000	Fine up to Rs 25,000
15	Did not comply with yellow flag	Rs 7,500	Cancellation of fastest lap(s) + fine up to Rs 15,000	Up to 30 sec penalty + fine up to Rs 15,000
16	Overtaking on formation lap			Add Time 10 Seconds to total time
17	Jump start			Drive through or Add Time 20 seconds to total time

Note: All fines / monetary penalties to be remitted to FMSCI **as per Art 12.7 of FIA Code**

NOTES

NOTES

1. CIBs

