

MMSC FMSCI Indian National Drag Racing Championship 2017

Supplementary Regulation 4-WHEELERS

Organised By:



MADRAS MOTOR SPORTS CLUB
244, Anna Salai, Thousand Lights,
Chennai – 600006
Ph: 044 – 28520023 email: race@mmsc.in
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APPROVED ON 5/7/17 BY

fmsci

The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the FIA, FIM & Government of India)

1. ORGANISATION

This event will run in accordance with the International Sporting Code of the FIA and the NCR of FMSCI - the ASN of the FIA in India, (and its appendices), , **the 2017 FMSCI GP and 4w Technical Regulations for Drag Racing** and these Supplementary Regulations.

1.1 Definitions

Name of the event: MMSC FMSCI Indian National Drag Racing Championship 2017
Organisers: Madras Motor Sports Club
244, Anna Salai, Thousand Lights
Chennai – 600006

Sponsors: TBA

FIA: Federation Internationale de l'Automobile
FMSCI: The Federation of Motor Sports Clubs of India
NCR: National Competition Rules
ASN: National Sporting Authority

1.2 Organising Committee:

Farhan Vohra	Vicky Chandhok	Manoj Dalal
Jaswant Singh	Prabha Shankar	M R Dastur
Pramod Kumar	Amit Arora	

Headquarters and Official Notice Board:

Till Monday - Madras Motor Sports Club, Chennai
Friday to Sunday – Madras Motor Race Track, Chennai

OFFICIALS:

Chief Steward : Mr. Zavareh B Doctor
2nd Steward / Observer : Mr. V. Shyam Kumar
Club Steward : Mr. Kamlesh Patel
Clerk of the Course : Mr. Farhan Vohra
Add Clerk of Course : Mr. M.R. Dastur
Secretary of the Meet : Mr. Amit Arora
Technical Delegate : TBA
Chief Scrutineer : Mr. K R S Murthy
Asst. Scrutineer : Mr. Deepak Raj
Judges of Fact for Crossing of Centre : ALL OFFICIALS AND MARSHALLS
Line Judges of Fact for False Start : ALL OFFICIALS AND MARSHALLS
Chief Time Keeper : Mr. Samir Preshad
Chief Safety Officer : Mr. Jaswant Singh
Chief Medical Officer : Dr. Paramesh
Chief Marshal : TBA
Competitor Relations Officer : Mr. Emmanuel Jebaraj
Paddock In charge : Mr. Jitesh Watwani
Chief Starter : Mr. Ajay Krishnamani

1.3 Rights & Obligations Of The Organisers

The Organisers and Stewards of the meet may issue any bulletins to participants at any time as per the Code with the approval of FMSCI / Stewards. These bulletins shall be posted on the official notice board. Written bulletins when issued shall have the same legal force as these supplementary regulations. All bulletins will be communicated, dated and sequentially numbered and written acknowledgement will be taken from all competitors.

The stewards of the meet are empowered to take a decision on any case not covered by the present regulations. The Stewards of the Meet have the right to delete and / or shorten the track should they deem it necessary or expedient at any time or due to safety or FORCE MAJEURE.

DATES & VENUES

Round	Date	Venue
1	22nd - 23rd July	MMRT, CHENNAI
2	19th - 20th August	MMRT, CHENNAI
3	16th - 17th September	MMRT, CHENNAI

PROGRAMME

	Description	Venue	Time and Date
A	Entries open with publication of these Regulations	Madras Motor Sports Club	Publication of SR's
B	Closing of entries	Madras Motor Sports Club	Normal – 10 days before the event Late – 8 days before the event
C	Document Verification	MMRT	As per schedule released for the event
D	Pre-event scrutiny of vehicle	MMRT	As per schedule released for the event
E	4W PRACTICE	MMRT	As per schedule released for the event
F	4 wheeler's Compulsory Driver / Rider Briefing	MMRT	As per schedule released for the event
G	4 wheeler's Start of Drag	MMRT	As per schedule released for the event
H	Prize Distribution	MMRT	As per schedule released for the event

General Conditions

Event Status: National Championship

FMSCI Permit No.: TBA

TRACK

Surface : Tarmac
Place : Madras Motor Race Track, Chennai
Length of Track : 402 m (quarter mile)
Braking Distance : 320m + 80m Gravel Bed + 5 layer Tyre Barrier

SAFETY PLAN

Drag Strip 402 m. + Braking distance 320 m + 80 Mts gravel bed + 5 layer tyre barrier.
Barricading -Drag strip is suitably barricaded.

- Fire – Fire extinguisher every 100 Mts. also at start, finish, parc ferme and parking areas. . (as per SOP)
- Accident – FIV placed at start. One tow truck at start.
- Medical – One advanced trauma ambulance equipped with doctor and paramedic placed at start point and 1 normal ambulance. Multi-Specialty hospital, situated at about 8 Kms. from event site..

FIRE EXTINGUISHERS – MINIMUM REQUIREMENTS

- • 2 Nos 25 Kg on a pick up truck
- • 4 Nos of 6 Kg extinguishers at the start
- • 2x2, 6 kgs extinguishers every 100 meters.
- • Water mist fire system is a must

2 Entries and Entry Fees

2.1 Eligible Competitors

Any competitor who has the following documents is allowed to participate in this event.

- Valid driving license
- FMSCI Competition license – Minimum grade is an FMSCI National Drag or National Racing License + Individual or Team Entrant license.
- Personal Accident Policy with High Risk & Hospitalization plan for minimum of Rs.2,00,000/- Table Three or above/- for motor sports

Under the laws of India, any accident out of which a claim may arise should be reported to the nearest police station.

Under no circumstances will any competitor, crew member, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the sponsors, the organizers, the owners of the venue or the FMSCI in any accident or incident which may arise.

Any indemnity and / or declaration as prescribed if signed by a person under the age of 18 years shall be counter signed by that person's parent or guardian whose full name and

address shall be given. Failure to do so will result in the competitor not being allowed to start.

The Entry Fee shall be as follows

Class	Individual	Team
Unrestricted	5000	7500
Indian Open	5000	7500

Entry Forms and Fees (per round) 10% discount if paid for all 3 rounds

Team Entry shall refer to any vehicle which has a team name mentioned on the vehicle in the form of a sticker, paintwork or other form.

Late fee entries shall be 50% additional of the normal fee.

Participants must send the Official Entry Form duly completed, by the appropriate closing date to one of following locations:

**Madras Motor Sports Club
Chandhok Centre – Ground Floor
244, Anna Salai, Thousand Lights,
Chennai - 600006**

Payments should be made in cash or by means of Demand Draft payable in favour of **Madras Motor Sports Club** payable at Chennai.

ii. The maximum number of entries shall be for Cars-40. Entries shall be accepted on a “first come first served” basis.

iii. Minimum number of entries for each class is 6. If insufficient entries are received for a class, the class may be cancelled ~~or merged with the next higher class.~~

iv. Entry forms, which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee, may be rejected.

v. A separate entry form is to be completed for each round.

vi. All completed entries must reach the organiser before the closing date and time, failing which they may be deemed null and void.

vii. By the very fact of signing the entry form, the entrant as well as the driver submit and bind themselves to resort to the International Sporting Code of the FIA, the NCR of the FMSCI, ~~the 2017 FMSCI GP and 4w Technical Regulations for Drag Racing~~ and these supplementary regulations.

viii. An entry form that contains false and / or incorrect statements shall be deemed null and void, the entry fee may be forfeited and the entrant/driver excluded from the meet.

ix. Each participant shall be given 2 mechanics passes per car entered. Photographs for the pit crew should be presented at the time of documentation; failure to do so will result in pit crew being denied entry into the paddock.

x. Entry fees or part thereof will be refunded only in the following circumstances:

- If any entry is not accepted – 100%
- If the date of the meet is altered – 100%
- If the meet is cancelled – 100%

xi. MADRAS MOTOR SPORTS CLUB HAVE THE RIGHT TO ACCEPT OR REJECT ANY ENTRY AFTER PROVIDING SUFFICIENT REASON FOR THE SAME.

3. ADMINISTRATIVE CHECKS & DOCUMENT VERIFICATION

3.1 The Entrant should produce original copies (photocopies are to be sent along with the entry form) of the following for inspection at the time of submitting the vehicle for scrutiny and administrative checks:

- High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid on Drag Dates **COMPULSORY**
- Driving licence - **COMPULSORY**
- FMSCI Competition licence or licence number confirmed by FMSCI -- **COMPULSORY**
- Copy of licence to be handed over at the time of entry or license number confirmed by FMSCI - **COMPULSORY**
- 2 Passport size photographs of the competitor – **COMPULSORY**
- Copy of Registration book to be handed over at the time of entry – **COMPULSORY**
- Authority letter from the owner if the driver is not the owner of the Vehicle.- **COMPULSORY**
- **For foreign cars the competitor must produce the R/C Book / legal import documents.**

3.2 All the above documents shall be valid for both the days of the event. Competitors are required to carry all the above documents throughout the event.

3.3 The administrative checks of these documents have to be completed to be eligible to enter into paddock area.

INSURANCE

Organizers holding a valid 2017 FMSCI Permit for an event are covered for

Competitors : A maximum of 250 competitors with valid FMSCI Competition License participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs. 5 lakhs with Rs. 5 Lakhs medical expense extension per person.

Officials : A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.1 lakh medical expense extension per person.

THESE INSURANCES ARE ISSUED BY NEW INDIA INSURANCE COMPANY LTD AND VALID DURING THE RUNNING OF THE EVENT ONLY. ORGANIZERS / COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCES THEY MAY DEEM FIT. IF THEY HAVE MORE THAN

100 OFFICIALS & ALSO REQUIRE DOOR TO DOOR COVERAGE PLEASE CONTACT: S.MANIKANDAN@STENHOUSE.IN

4. GENERAL UNDERTAKING

All Drivers and Entrants participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the

Code), the NCR of the FMSCI applicable, **the 2017 FMSCI GP and 4w Technical Regulations for Drag Racing** and these Supplementary Regulations.

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials that have been handed to them by the Organisers.

5. NON-LIABILITY OF AND INDEMNITY TO THE ORGANISERS

The organisers decline liability for any accident caused by or to any entrant or driver or third party or to the competing vehicle either before or during the events. The organisers also decline liability for breach of any law in which the competitor may be involved in and each competitor shall decline to the duly authorised official or to the organisers, in regards to any and all incidents from which liability may arise and shall indemnify the organisers, sponsors, FIA, FMSCI / MADRAS MOTOR SPORTS CLUB, relevant State Government & Govt. of India in regards to all liabilities. The entrant and his executors/administrators and legal representatives shall not have any claim whatsoever on the organisers, sponsors, FIA, FMSCI, and relevant State Govt. & Govt. of India, their officials, agents, representatives, employees, owners of the grounds and all persons assisting them in the events either before or during the event.

Each entrant and competitor will execute and deliver an indemnity, declaration and undertaking as stated at the back of the entry form. Failure to do so will result in the competitor not being allowed to start.

Entrant and Driver's attention is particularly drawn to the fact that normal insurance policies issued in India do not provide cover for motor sports.

Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station. Under No circumstances will any Driver, Competitor, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the organizers, sponsors, and the owners of the venue or the FMSCI in any accident or incident.

6. DRIVERS BRIEFING

The drivers briefing for all the drivers will be held at time and venue noted in the official programme. All the drivers MUST attend the briefing meeting where an attendance register will be maintained. Non-attendance will be reported to the Stewards of the meet and shall entail a penalty of Rs.2,000/- AND/OR Disqualification.

7. SCRUTINY

Any car taking part in the event must be presented by the driver or his official representative to Scrutineering, at time and venue noted in the official program of each round. Competitors reporting later than their schedule will be charged a late scrutiny fee of Rs.100/- per minute later than their slot up to maximum of 15 minutes lateness allowed. after which the participant will be excluded.

Each Car must carry the competition number and the advertising stickers provided by the Organisers when it reports for Scrutiny. The details of where to put the advertising stickers and the competition number will be given on date and time noted in the official programme of each round.

Competitors ID Tag must have name / photo / Blood Group

All drivers must comply with the minimum following regulations as specified in the FMSCI Racing Regulations:

- Minimum ISI standard Helmet
- Long pants/Jeans
- Shoes

It is also recommended that all drivers use:

- Fire resistant clothing
- Driving gloves

The first three cars in each category will be subject to compulsory post event scrutiny. Other finishers will be held in parc ferme and can only leave on the approval of the organiser. The participants must come prepared with their own mechanics at the time of Scrutiny.

Safety Requirements for 4 Wheelers

DRIVER COMPARTMENT

Both doors must be functional from inside and outside on all full-bodied cars. All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the driver compartment of enclosed-cockpit cars where the driver is located behind the engine must be constructed of materials other than magnesium. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission. All holes in firewall must be sealed with aluminium or steel. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

8. APPAREL

8.1 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the race track. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements.

8.2 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel attending contestant vehicles is equally important, and is subject to the same considerations

8. ADVERTISING

The competitors are allowed to carry any other kind of advertisements on their car provided that:

1. It is authorized by the National laws and FMSCI regulations
2. it is not likely to cause any offense
3. It is not political or religious in nature
4. It does not encroach upon the space reserved for plates, competition number and organisers stickers
5. It does not interfere with driver vision.
6. Compulsory stickers as provided by the organisers must be affixed before scrutiny and must remain affixed throughout the event.
7. It is not of any competing brand who has sponsored the event.

9. ELIGIBLE CLASSES AND CATEGORIES AND TECHNICAL REGULATIONS

(Refer to General Prescriptions for Drag)

A participant can take part in as maximum of 2 classes as he/she wants; however this could be on the same car. Participants cannot enter in multiple vehicles in the same class.

9.1 Unrestricted Class.

This class is open to all Indian cars with foreign engines, foreign cars and Specials, single seater and non-production vehicles. Single seater & Dragsters are allowed provided the drivers equipment will have to comply with FMSCI safety regulations as follows.

- Indian Homologated Open Wheel Single Seater Vehicles (without any modifications) : Roll cages specified in the FMSCI Racing Regulations & Vehicle Homologation.
- Open Wheeled Single Seaters not approved by the FMSCI : Transverse front Engined and Front Engined rear wheel drive cars of unit built construction not allowed (i.e. non series-production cars) Rear engined rear wheel drive dragsters allowed.
- Cars faster than 7.5 seconds not allowed
- Roll Cage Specifications as per FMSCI General Prescriptions.
- The driver's equipment will have to comply with the FMSCI Racing Safety Regulations.

9.2 Indian Open

Indian Open

1. Indian Series Production cars with an engine and drive train from an Indian series production car (no Completely Built Unit power plant allowed). CBU Cars not allowed. Cars assembled in India is allowed.

2. Any body shell of an Indian Series Production car. The chassis or unitary construction must remain to the manufacturer's original specification ~~including suspension mounting points and design (e.g. Monocoque should remain a Monocoque and a McPherson Strut should remain a McPherson strut).~~

3. The origin of the block, head and gearbox casing are to be from an Indian series production car. The internals for the engine & drive train are free. Gear shift pattern has to be the same as the original or as the donor car, in case the gearbox is from another series production Indian car.

4. Turbo charging and Super Charging is allowed but not in combination. Nitrous is allowed only for naturally aspirated engines.

5. Engine relocation permitted, provided the Technical Delegate / Scrutineer are satisfied with the safety of the vehicle particularly with regard to directional stability. Roll Cage to be the same as Group N Rally car. Firewall and Driver compartment as defined earlier in the General Prescriptions (pages 4 - 5). The engine should be from an Indian series production car.

6. The scrutineer / technical delegate should be satisfied with the structural integrity of the vehicle as well as its directional stability and braking capability. If these are not to the satisfaction of the scrutineer / Technical Delegate, the car will not be allowed to participate. When one or both tyres on either side of the car are deflated fully, no part of the body work should touch the road surface.

7. Any cars with modifications beyond what is allowed above can only take part in the Unrestricted category.

Safety Compliances as per FMSCI Racing Safety Regulations In all the approved classes, Pre-event scrutiny will be for safety, and post event will for technical compliance. All vehicles entering in the

above approved classes undertake to permit opening of their vehicles, engines, gearboxes and any other subsystem for post-event scrutiny. Irrespective of whether the approved classes are run or not, the safety requirements as specified by the FMSCI from time to time shall be met without exception. Please note that the intention is to shift to regulations modelled on FIA regulations for the year 2019. Hence competitors may keep this in mind while making new investments on their vehicles.

9.3 Nitrous Oxide: Commercially available Nitrous Oxide is permitted on all vehicles. However, bottles must be securely and permanently mounted and stamped with a DOT 1800 pound rating. Bottle to solenoid hoses must be high-pressure braided steel type.

- a) Any liquid leak will prevent cars from being permitted to stage or race.
- b) Fuel – free

10. POINTS

Points for Drivers Titles and Team will be awarded for each race according to the following scale and all race points will count for the National Championship Winner. Only Top 2 finishers points will count towards the team points.

1 ST PLACE	25	5 TH PLACE	10
2 ND PLACE	18	6 TH PLACE	08
3 RD PLACE	15	7 TH PLACE	06
4 TH PLACE	12	8 TH PLACE	04

11. RUNNING OF EVENT

11.1 BURNOUTS - are NOT PERMITTED.

11.2 QUALIFYING / FREE PRACTICE In order to constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event. For all categories of competition, including ET classes, an individual vehicle cannot be used for multiple entry. Vehicles must remain in the same category entered, with maximum of TWO registered driver for the duration of the event.

11.3 Starting Line & Staging Procedures

The class that is to run will be announced, followed by the competition numbers of each car participating in that class. Competition numbers will be announced in pairs in the order of racing precedence. The first pair of cars will be called to the starting line by their competition numbers. When the first car arrives at the starting line, the second car has one (1) minute to arrive and stage at the starting line. Cars that fail to stage at the starting line within one minute may be immediately disqualified.

Each competitor will be issued a start card for each eligible run which should be surrendered before taking the start. A start shall not be permitted without the surrender of the card.

11.4 There will be no choice of lane. Any competitor found not listening to the start line marshal or any other official at the start, may be excluded immediately.

11.5 The Starting Lights will be 3 Amber lights followed by a Green light for GO.

- 11.6 The cars will be judged according to timings. Timing will be recorded by a beam trigger. The timing will be recorded from the time the car starts (beam is open) up to when the driver crosses the finish line.
- 11.7 If a driver makes a false / jump-start, the RED light will come on and the participant may be DISQUALIFIED from that particular run. If the lights fail, there shall be a manual timing system for that entire class. For the classes that have already been completed, the timing light time shall remain.
- 11.8 Once the vehicle has finished its run, the competitors have to go to the end of the Track and return via the earmarked route for which the speed limit will be 30Kms/hr, OR, in the absence of a return road, the competitors will have to wait in the designated area to be escorted back by the organizers in accordance with their instructions.
- 11.9 The procedures and other details of the drag shall be informed to all competitors at the Briefing Meeting.
- 11.10 The CLASS & CATEGORY Winners will be determined by the fastest timings. All class/category-winning vehicles will be then taken to Parc Ferme for post event scrutiny.
- 11.11 **The cars used for qualifying cannot be changed on the race day. If done will entail disqualification. Any tampering with or attempt to transfer competition and scrutiny stickers will entail disqualification and the ocmpetitors will be reported to the stewards. The chief scrutineer shall be the sole authority to determine whether any such attempts have been made.**

12. PENALTIES

- 12.1 False Start / Jump Start: A false start occurs when the vehicle moves forward or backwards from the prescribed position before the Start signal. The penalty for this is DISQUALIFICATION. The Start Marshal's decision will be Final.
- 12.2 Refusal to obey officials of the meet may result in DISQUALIFICATION.
- 12.3 Driving dangerously in restricted area may result in DISQUALIFICATION.
- 12.4 Crossing of center line may result in DISQUALIFICATION
- 12.5 If a competitor arrives late for staging, he/she shall not be allowed to start.
- 12.6 Any driver found driving fast, rashly or negligently, or practicing or tuning their cars on the track, may be DISQUALIFIED.
- 12.7 Any competitor who does not have his / her I.D. Tag may not be allowed to start.
- 12.8 There will be a speed limit on the return run of 30 KMPH. Any competitor found breaking this speed limit MAY BE DISQUALIFIED
- 12.9 The Stewards of the meet may adjudicate on any matter not covered by these regulations and impose penalties in accordance with the Code.
- 12.10 Burnouts are only permitted on the drag strip at the designated area.
- 12.11. A participant found not conforming to these Supplementary regulations or by refusing to make their vehicle available for inspection may be excluded from the event.
- 12.12 Disqualification if a car found over bored beyond its cubic capacity allowed in its class.
- 12.13 The cars used for qualifying cannot be changed on the race day. If done may entailed disqualification.

13. RESULTS

- 13.1 Results will be posted on the official notice board after each class finishes.
- 13.2 Results will also be displayed on screens after each race.
- 13.3 **Tie Breaker:** In case of a tie, the competitor with the least reaction time shall be declared the winner. Reaction time is the time taken by a competitor to cross the start line after the Green GO Light comes on. If the Tie is still not resolved, the award/s will be divided amongst both the competitors.

- 13.4 If a car is excluded for technical or any other reason, the car placed behind him will move up to take the position.

14. PROTEST & APPEALS

- 14.1 All protests shall be lodged to the Clerk of the Course within 30 minutes of the provisional results being posted. The protest fee, as set by the FMSCI, is Rs. 18,000/-, or at the rates prescribed by the FMSCI from time to time.
- 14.2 The protest must be in writing and submitted to the COC, or in his absence, the Stewards of the meet, along with the protest fee.
- 14.3 If the protest requires the dismantling and the re-assembly of different parts of a car the claimant must pay an additional deposit of Rs.18,000/-
- 14.4 The expenses incurred by the work and for 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.
- 14.5 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.
- 14.6 Should the owner/driver of a protested vehicle refuse to make the vehicle available for inspection, or refuse to disassemble the appropriate equipment, it will be classed as acknowledgement of the specified illegality.
- 14.7 The appeal fee, as set by the FMSCI, is Rs. 96,000/- (Rs.48000/= to be paid with intention to appeal and & balance Rs.48000/= to be paid along with grounds of appeal within 96 hours)

15. PRIZES & TROPHIES & PRIZE MONEY

Prize Money for the overall championship for the following categories:-

Unrestricted Cars/ Indian Open

- 1st in Class: Trophy
2nd in Class: Trophy
3rd in Class: Trophy

Best Team Trophy will be awarded to the team with the highest points at the end of the year.

(The organiser reserves the right to increase the prize money)

For Each Race there will be prizes as per below:

- 1st in Class: Trophy + Certificate
2nd in Class: Trophy + Certificate
3rd in Class: Trophy + Certificate

Best Tuner:

Trophy + Certificate this award goes to the tuner whose car clocks the quickest time of the day.

Fastest time of the day (Indian / Foreign Cars)

Trophy + Certificate

ARTICLE 16 JUDGES OF FACT - All Marshals shall be judges of fact.

“MOTOR SPORTS CAN BE DANGEROUS”

“Despite the organizers taking all responsible precautions unavoidable accidents can happen. You are present here at your own risk.”

	Unrestricted
Seatbelt	OE/4 Point FIA Approved Harness
Seats	OE/Competition Fixed Back
Wheel Size/material	Free
Tyres	Free
Brakes	Free
head/tail Lights	Free
Lightening of Bodywork	Free
Interior trim	Free
Intake	Free
Exhaust	Free
ECU	Free
Fuel Injection/carbs	Free
Engine	Free
Gearbox	Free
Suspension	Free
Turbo/Supercharger	Free
Nitrous	Free