



The Federation of Motor Sports Clubs of India

**General Prescriptions**  
For  
**FMSCI AUTO KHANA 2020**  
(Closed, Closed Invitations, Open, Cups,  
Series, Challenges and National  
Championship)

APPROVED BY:



The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the Government of India)

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## 1. RULES: AMENDMENT, APPLICATION & INTERPRETATION

1.1 The FMSCI AUTOKHANA 2020 will be run in conformity with:

The International Sporting Code of the FIA (the Code) and its appendices;

The Applicable regulations of the FMSCI which includes GP, Sporting Regulations, Supplementary Regulations, Technical Regulations and CIB's

This Sporting Regulation and its appendices.

1.2 Only the FMSCI may grant waivers to these regulations.

### 1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is charged with the application of these regulations.

The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant regulations.

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the FIA International Sporting Code (Code).

Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).

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

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

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

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

### 1.8 SUPPLEMENTARY REGULATIONS

Amendments or any additional provision will be announced by dated and numbered bulletins, signed:

By the Organisers up to the day of scrutineering, and stamped by the FMSCI,

By the Stewards of the meeting, throughout the duration of the Event.

All bulletins will be posted in the Secretariat, at said AUTOKHANA HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.

### 1.9 JUDGES OF FACT

All officials, other than the Stewards, including all marshals/ track marshals & other officials shall be designated as Judges of Fact.

The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags. The colour coding needs to be as follows:

Safety Marshals: Orange

Safety Officer: Orange with white stripe and text

Post Chief: Blue with white stripe and text

Media: Green

Clerk of the course: Red with text

Competitor Relations Officer: Red jacket or red tabard

Medical: White

Radio: Yellow with blue mark

Scrutineer: Black

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

## **2. GENERAL UNDERTAKING**

2.1 Motorsports is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

2.2 The participant agrees that by entering the event, he has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition.

2.3 All drivers, competitors and officials participating in the AUTOKHANA Championship & or any other AUTOKHANA event, undertake, on behalf of themselves, their employees and agents, to observe all the provisions of these regulations.

2.4 It is the competitor's responsibility to ensure that all persons concerned by his/her entry observes all the requirements of the Code, the Technical Regulations and the General Prescriptions. If a competitor is unable to be present in person, he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

2.5 Competitors must ensure that their Vehicles comply with the conditions of eligibility and safety throughout practice and the race.

2.6 The presentation of a car for scrutineering is deemed an implicit statement of conformity to the regulations concerned.

2.7 All persons concerned in any way with an entered car, or present in any other capacity whatsoever in the paddock or on the track, must wear an appropriate pass at all times.

2.8 All/ Any particulars given at the time of registration should be true. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the competition that his automobile complies with these regulations in their entirety at all times during the competition.

2.9 Under the laws of the country, it is mandatory that any accident out of which a claim may arise be reported to the nearest police station.

## **3.CODE OF COMPETITOR CONDUCT**

3.1 In addition to the regulations, the competitor will also be deemed to have breached the Competition Rules and will be liable for sanctions under the following conditions.

3.2 Any fraudulent proceeding or act prejudicial to the interests of the Organiser, FMSCI or of the event generally.

3.3 Reckless or dangerous driving, either on course or in the pits and paddock area.

3.4 Failure to obey a direction or order of an official.

3.5 Refusing to cooperate with, interfering with, or obstructing the actions of the FMSCI officials and the event officials in the performance of their duties.

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

#### 4. DRIVERS ELIGIBILITY

- 4.1 Drivers must hold valid FMSCI License (Club sport, for closed, closed invitation, open, cup series and challenges and National Rally / Race License including Entrant license for the Championship) to drive in any of the categories in the said AUTOKHANA Event.
- 4.2 For all categories, the minimum age is 16 years and competitors in the age group of 16 to 18 need to be accompanied with a letter of consent from their Parent/s
- 4.3 Although it is not compulsory for competitor vehicle to have rally cover insurance for the period of the event, the Entrant/Drivers attention is particularly drawn to the fact that the normal Motor Policies issued in India DO NOT provide any cover for Motorsports.
- 4.4 The competing Vehicle need not have a Registration Certificate
- 4.5 The Clerk of the course or his nominated officials may at their sole discretion exclude a competitor who is deemed unfit for reasons of Health or consumption of/under the influence of alcohol or drugs.

#### 5. ELIGIBLE VEHICLES

- 5.1 The said AUTOKHANA events will be open to ALL types of Cars (Sedan and Hatchback's) in that particular Cubic Capacity Classification
- 5.2 Soft top vehicles are not allowed.**
- 5.3 Any Type of Fuel is permitted provided it complies with Government/RTO Laws.
- 5.4 After acceptance of the entry the competitor may replace the car declared in the entry form if required prior to the start of qualifying upon a payment of a fee of INR 1,000/- per change, provided this is informed to the Clerk Of the Course (COC), corrected in the entry form, documentation and pre event scrutineering completed for the replaced car. However, the entered competitor cannot be changed.

## 6 GROUPS & CLASSES

- 6.1 All Classes unless specified in the event Supplementary Regulations will be open for participation by all Makes.
- 6.2 The driver &/or entrant is solely responsible for the correct determination of the vehicles class/group.
- 6.3 Stock Vehicles are permitted to compete in the Modified Group / Class
- 6.4 A separate ladies class may be formed if there are 4 or more verified unique entrants; else they will drive amongst the men. Any Car irrespective of CC's can compete in this class. If the class is not formed, ladies entries will be classified as per the regular classes (CC classification).
- 6.5 If the number of the verified unique entrants in a class is below four, this class may be amalgamated with the class or classes above to attain the minimum number of four.
- 6.6 If after amalgamation the number of verified entries is still below four, then only the first prize will be given
- 6.7 Factory fitted (OE) Forced induction (Turbocharger, supercharger etc.) equipped vehicles will attract a multiplication factor to their stated cubic capacity. This will apply to all AUTOKHANA events.
- 6.8 A factor of 1.7 for all Petrol engine vehicles
- 6.9 A factor of 1.5 for all Diesel-powered vehicles

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

The participants of the local (Non-Championship) event will be at least divided into the following groups.

- A** Group 1 : Amateur Stock  
**B** Group 2 : Unrestricted

7.1 The Group 1 Amateur Stock will be divided into the following classes based on the cubic capacity of their vehicles: Petrol and Diesel

- I. Class 1 stock : 2-wheel drive | Upto 1400 cc  
 II. Class 2 stock : 2-wheel drive | Upto 1650 cc  
 III. Class 3 stock : 2-wheel drive | Open

7.2 The Group 2 Unrestricted will be divided into the following classes based on the cubic capacity of their vehicles: Petrol and Diesel

- I. Class 4 Unrestricted : 2-wheel drive | Up to 1400 cc  
 II. Class 5 Unrestricted : 2-wheel drive | Up to 1650 cc  
 III. Class 6 Unrestricted : 2-wheel drive | Open

- IV. Class 7 Group 2 Unrestricted : 4 – wheel drive – Petrol and Diesel  
 V. Class 8 : Go-Kart

**The above-mentioned classes are indicative and the event SR should specify the classes that will run for the said event. The organiser has the choice to add/delete classes. If the classes are different from what is stated in this General Prescription, it**

may be allowed provided it mandatorily falls into the respective category. Demo/Invitation and support classes can be requested for in the event SR.

For Cups, Challenges, Series and the National Championship, the SR will be standardised at the beginning of that Championship/Cup/Challenge and Series with both the Categories and the Classes and no deviations will be allowed mid-way.

- k) The individual Organiser needs to mention the classes for the said event in the event Supplementary Regulations. It is not compulsory to run all classes in Closed, Closed Invitation, Open events, Cups, Series, Challenges and Championship events.

## 8. PERMITTED MODIFICATIONS

REFER THE TECHNICAL REGULATIONS AUTOCROSS 2020 FOR INFORMATION

## 9. SAFETY COMPLIANCE

### 9.1 DRIVERS SAFETY:

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

- 9.1.1 Driver should wear suitable clothes; Shorts are not permitted. Gloves are compulsory.
- 9.1.2 During the event, all drivers participating should wear a Branded BIS (minimum) marked Safety Helmet and shall be properly harnessed in the seat belt. The helmet chin strap should be securely fastened while competing. BIS/FIA / Snell / SFI Approved Helmets are preferred.
- 9.1.3 Footwear should be such that shoes covering the entire foot shall be worn.
- 9.1.4 All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items.
- 9.1.5 The side windows must remain at least three quarters closed during his run.

### 9.2 VEHICLE COMPLIANCE

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

- a. Minimum 3-point Seat belts as provided by the manufacturer are mandatory for all classes.
- b. Tyres must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- c. Throttle return action shall be safe and positive.
- d. No fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- e. Vehicles which have Bonnets, doors, boot or any other part made of material other than metal are permitted. The front right door have to be original metal with opening and locking system for safety and easy access. Any other material other than metal on the front right door, the car should compulsorily have a roll cage
- f. Steering "spinner" knobs shall not be permitted and mechanical components like wheel bearings, shocks, steering and suspension shall be in good operating condition.

- g. Pedal operation must not be impeded. Driver's side floor mat must be removed unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.
- h. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
- i. Vehicles must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices

## 10. INSURANCE

### 10.1 ALL ENTRANTS MUST SIGN THE INDEMNITY DECLARATION ALONG WITH THE ENTRY FORM

#### 10.2 Participants

- a. It is recommended to have Special Rally Coverage for the vehicle during the event.
- b. Only during the running of the event, all FMSCI Competition License holders are insured for a Personal Accident Insurance as per FMSCI policy

10.3 In the event of an accident, the competitor or his representative should notify the clerk of the Course in writing.

10.4 Any driver driving any other vehicles other than those whose plate nos. are given in the entry form may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and will remain the sole responsibility of the owners /drivers.

10.5 The Insurance cover will be applicable for any accident or mishaps occurring inside the official course/track. Any accident or mishaps outside the track or course will remain the sole responsibility of the owners/driver.

## 11. ADVERTISING

11.1 The Organizer will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event and Championship if applicable Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organisers.

11.2 The organiser/FMSCI, enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.

11.3 Competitors can affix any kind of advertising to their vehicles, provided that:

11.3.1 Any instructions issued by the organisers are observed.

11.3.2 It is authorized by the National laws and FMSCI regulations

11.3.3 Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way

11.3.4 It should not be placed as to prevent recognition by Officials or Marshals.

11.3.5 The space designated in Appendix '2' of these regulations is left free of advertising other than that provided by the organisers.

11.3.6 It does not encroach upon the spaces reserved for rally competition number plates, number plates and windscreen strips,

11.3.7 It does not interfere with the crew's vision through the windows.

11.4 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 11.3.2 & 11.3.3 of these regulations.

11.5 Advertising provided by the organisers must be carried & placed ONLY as indicated in the Appendix or SR of the event.

11.6 For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by a maximum of 100%.

11.7 All stickers/ advertising of other rallies/races/autocross/any other events have to be completely removed before the new stickers can be applied.

11.8 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.

11.9 The crews will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty may be levied as per the event Supplementary Regulations and also for each repeated offence.

11.10 Any optional advertising relating to any existing sponsor of the event may result in an increase of 100% of the entry fee.

11.11 It is compulsory to carry organizers identification plates.

## **12. IDENTIFICATION**

12.1 The organisers will supply each crew with identification plates comprising: 2 panels carrying the race number termed COMPETITION NUMBERS. They will incorporate the race number, the name of the event and if appropriate the name of the organisers' main sponsor. They will be available as stickers.

12.2 Competitors taking part in the Championship may elect to keep the same competition number throughout the Championship. In this case, a written request must be made to the organiser and a written acceptance taken.

12.3 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.

12.4 The numbers plates must appear on both sides of the vehicle and be clearly visible during the entire event.

12.5 At any time during the event, the absence or incorrect positioning of a race number plate may result in a penalty upto a maximum of INR 1,000/-.

12.6 The completed Crew Identification Card issued by the organizers must be affixed on the inside of the rear windscreen.

12.7 The members of the crew will be recognisable by means of an identification tag. It must carry the competitors photograph, name & blood group. Any breach noted by an official will result in a cash penalty upto a maximum of INR 1,000/-.

#### 12.8 RACE CARDS

12.8.1 On completing the Administrative Checks & Pre-Event Scrutineering, competitors will be issued a Race Card bearing a unique number and the competitors details.

12.8.2 This Race Card would have to be produced and handed over to the Start Marshal at the start of the race.

12.8.3 Loss of Race Card: A duplicate Race Card will be issued on payment as decided by the organiser

### 13. SEALING AND MARKING

13.1 In order to prevent the engine, gear boxes, body shell and other restricted components from being changed without authorization during the event these items will be identified by the Organizers at pre-start scrutineering using a wire and special marked seals and/or paint.

13.2 Missing marks will result in immediate disqualification. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in disqualification of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.

a. Using of spare gearboxes, engines are permitted provided they have been identified by the scrutineer at pre-event scrutineering using a wire and special marked seals and/or paint. The Vehicles should be presented for re-scrutineering along with the original marked component after the said changes have been made and measure up to all safety standards as prescribed.

#### b. POST EVENT SCRUTINY

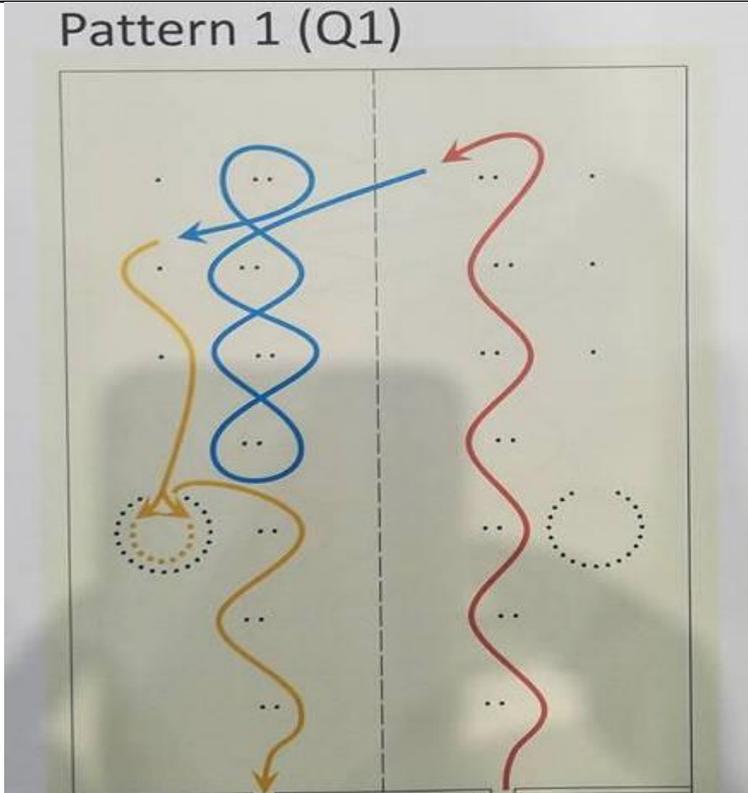
- i. Post event Scrutineering will be applicable at the discretion of the Scrutineer
- ii. After completion of the course by one group/class, the best timed 3 competitors will be requested to proceed to Parc Fermè for 30 minutes after the publication of results and then a scrutiny conducted if required.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

### 14 DRIVERS BRIEFING

14.1 A compulsory Drivers Briefing will be held as per schedule.

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

## 15 CIRCUITS: TARMAC, GRAVEL AND MIXED



Sample

## Example 1

15.1 The figure above is a sample simplified graphic illustration of a track pattern. All tracks need to follow the prescriptions listed here under.

15.2 Characteristic Length (measured along the centre-line of the course from start line to finish line): minimum 150 metres; (This is compulsory) and a maximum 400 m. The track will be a twin car track or a single car track with a width of atleast 3 metres between the two tracks in case of a twin track.

15.3 Composition: A flat or undulating circuit on natural terrain or tarmac with any kind of sealed or unsealed surface (no ditches or water crossings). A sealed starting area may be constructed. If possible this sealed area can be extended for 25 metres after the start line, provided that it does not constitute a part of the course. The course must be clearly marked with cones.

15.4 Start: The Start shall have a minimum width to accommodate 2 Vehicles next to each other in the case of a twin car track which continues up to and through to the end.

15.5 Longest Straight: 50m. Straights more than 50 m long must be followed by a bend. Marking: Should there be a deviation in the course (e.g. an artificial chicane included reducing speed), this must be marked in an obvious and entirely unmistakable way.

## 15.6 SAFETY

15.6.1 Organisers will ensure that the event conforms to the highest standards of Safety and at the very least ensure the following: Also refer Appendix – 4 of this GP

15.6.2 A Barricading around the track to ensure that the spectators are not endangered by a race vehicle.

15.6.3 At least 2 Foam Type Fire Extinguishers of 4 Kg each will be placed at the Start & a similar number will be placed at the Pits area.

15.6.4 One well-equipped Ambulance with a qualified Doctor would remain present throughout the event. Further details on safety is available through Appendix – 4

## 16 RUNNING OF THE AUTOKHANA

16.1 Before starting each stage or heat the Organizer will publish a Start List containing data the starting position sequence of each driver which will be affixed to the Official Notice Board or the copy will be distributed.

16.2 The starting sequence Qualifying Heat 1 & 2 will be determined by draw of lots in the entry list, and it's reversed for the starting sequence of qualifying heat 3 & 4.

16.3 The Start List of other sessions will be compiled based on the Qualifying Session results

16.4 Identification Number

a. The Organizer will be allocated the Race Number and event identification stickers on every car that is used

16.5 Course

A single/double course / single/double lane which formed by closing public road with asphalt / tarmac surface or gravel surface

16.6 Course Pattern and Course Walking

16.6.1 Each course pattern map will be shown by a drawn map with running direction and cone distance indicated. It will be distributed to all drivers at the drivers briefing on the first event day.

16.6.2 Individual Qualifying Session can consist of a maximum 4 (four) course patterns, that is 1A, 1B, 2A and 2B,

Individual Knockout Session can consist of 2 (two) course patterns 3A and 3B in case of a single track.

16.6.3 Team Knockout Session (If applicable) consists of 2 (two) course patterns 4A and 4B in case of a single track

Course Patterns A and B have the same cone but with different directions at some points

16.6.4 There will be a 15 minutes course walking before the start of each stage. Drivers are allowed to go through the course on foot only.

16.7 Cone

16.7.1 Cone made of cylindrical tube with height 50 cm and diameter 11 cm

16.7.2 Cone is made up of two colors to help make remembering, with the provision that the first time through the green cone will be on the left side of the driver and the red cone will be on the right side of the driver.

## 16.8 Starts and Finish

16.8.1 The start position is marked with one cone with front bumper centre placed touching the cone. Burning tyres is not allowed

16.8.2 Start signal will be with a green light or green flag. The car should immediately cross the starting line on green light turning on or deployment of green flag to trigger the timer and begin the run.

16.8.3 The reaction time is not counted, but intention to delay starting will incur penalty.

16.8.4 Any delay in start beyond 10 seconds of green light/flag, will entail a penalty of 2 seconds, which will be added to stage time.

16.8.5 The timer will stop once the car crosses the finish line.

16.8.6 A cone will be placed 10 meters after the finish line in the middle of the track. The driver must stop the car before the cone- touching or displacing the cone will entail a penalty of 5 (five) seconds added to stage time.

16.8.7 Driver must complete and finish all stage runs in order to be deemed as having completed the race. In case the driver fails to complete a run (due to route disorientation or breakdown etc.) he shall be deemed DNF (did not finish), and a bogey time will be given for that stage.

## 16.9 Penalties

16.9.1 Driver has to perform the exact given course pattern in order to be deemed to have finished within a stage time. Should the driver run a wrong route, a bogey time will be given for that run.

16.9.2 In case of a wrong turn during the run, the driver is allowed to re-trace his mistake by tracing back to the correct turn. Should the driver make further mistakes and not be able to connect back to the given course pattern, a red flag will be displayed and a bogey time will then be given for that run.

16.9.3 For every cone knocked down, a time penalty of 2 seconds will be added to stage time, but not if the cones are touched or displaced and remain upright.

16.9.4 2 seconds will be added to stage time if driver does not start within 10 seconds after Starting Signal

16.9.5 For every knocked down cone after the finish line, a penalty of 5 seconds will be added to stage time.

16.9.6 A 2 second penalty will be added every time the car comes in contact with the course edge (border barrier or fence) during the race.

16.9.7 A 2 seconds penalty will be added for any burning tire action before the start.

16.9.8 A bogey time is the slowest stage time (without penalties) plus 10 seconds.

## 16.10 Individual Qualifying Session

16.10.1 In the Qualifying Session, each driver will perform a min of 2 heats and a maximum of 4 runs (4 Heats) on 4 different course patterns (course pattern 1A, 1 B, 2A & 2B each).

16.10.2 The starting sequence Qualifying Heat 1 & 2 will be determined by a draw of lots, and it's reversed for the starting sequence Qualifying 3 & 4.

16.10.3 The second driver on registration will start first use the first car run on the course pattern A and then the first driver with the second car run course pattern B

16.10.4 The total time of all runs from different courses will be the individual qualifying result and serve as reference to the ladder position for advancement to the final knockout

## 16.11 Individual Knockout Session

16.11.1 The Final Knockout will be the shootout between two drivers based on the FIA ladder system: 1 vs. 32, 2 vs. 31, 3 vs. 30, 4 vs. 29 so on and so forth. (See the diagram in the Appendix 1)

16.11.2 All the drivers in the Qualifying can be invited to participate

16.11.3 Once the pairings are established, it may not change unless the COC determines there is adequate justification for a change and its approved by the Stewards

16.11.4 There will be only two-course patterns in use for the whole Knockout Session

16.11.5 Each driver will perform- 2 runs for each knockout pair.

16.11.6 The winner of each shootout advances to the next ladder level and so forth, until a final winner emerges.

16.11.7 If there is a tie, a re-run will be carried out with changing lane.

16.11.8 If both drivers cannot complete the course, both drivers will be knocked out

16.12 Results

16.12.1 Publication of provisional results

The provisional results will be announced on the Official Notice Board and will be published 15 minutes after each session or heat ends

16.12.2 Results will be considered official 30 minutes after posting provided that there are no protests

16.13 START/FINISH:

16.13.1 All vehicles will be started from a standing start with the engines running. One car at a time in case of a single track or two Vehicles at a time in case of a twin track. The start order & time would be at the organiser's discretion.

i.The Starting order for the qualifying runs (if applicable) will be on a mixed basis. The Starting order for the final (if applicable) rounds will be published.

ii.The scheduled time for the races will be announced. It is the competitor's responsibility to be present with his vehicle when his name is called. In case the competitor with his vehicle does not present himself at the start line within 3 minutes when called then a No Show will be recorded and the opposing competitor will be declared the winner.

iii.The finish line will be clearly indicated.

iv.A run is counted once the car has crossed the start line on its own engine power.

v.Start will be given with a Manual count down or with Starting lights.

vi.Each car and each run will be individually timed.

vii.False Start: If an entrant makes a false start, penalties as specified herein will be applicable.

viii.Only a walk-in inspection of the track after the driver's briefing is allowed. It is strictly prohibited to drive on the track for a recce and can lead to disqualification of the said competitor/team

Course Deviation:

ix.A time penalty as specified shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event.

x.The correct course to be traversed will be marked with plastic cones and markers, knocking down a cone/marker or displacing it from its original marked position will result in penalties as specified.

xi.Not following the course as specified will result in penalties as specified in the supplementary regulations.

**16.14 ELEMENTS**

- xii. The course will consist of an indicated track & elements which are composed of cones & barriers etc.
- xiii. These elements have to be navigated in the prescribed manner.

xiv. Failure to navigate the element in the prescribed manner or missing it altogether would attract penalties as specified

**16.15 STOP BOX (Optional)**

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

**17 FORMAT OF THE NATIONAL CHAMPIONSHIP****17.1 Gymkhana Series, Challenges and Championship | Points**

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

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

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

**18 CLASSIFICATION**

18.1 The car placed first will be the one having covered the scheduled distance in the manner specified in the shortest time.

18.2 The official classification will be published after the race. It will be the only valid results subject to any amendments, which may be made under the Code and these Sporting Regulations.

18.3 Points for the team championship will be restricted to the best 3 finishers of each round irrespective of the number of Vehicles in the team or classes entered by them.

18.4 If the driver changes teams during the course of the championship, he / she shall carry forward only his / her individual championship points. The team points up to the point of change will remain with the original team.

#### 18.5 DEAD HEAT

If two or more drivers / team finish the season with the same number of points, the higher place in the championship (in either case) shall be awarded to:

18.5.1 The holder of the greatest number of first places

18.5.2 If the number of first places is the same, the holder of the greatest number of second places

18.5.3 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

18.5.4 Should a tie still exist, the driver with the best result in the final race will be declared the winner

## 19 PROTESTS AND APPEALS

19.1 The time limit for protest against Provisional Results is within 30 minutes after the results are declared on the Official Notice Board at the finish venue.

19.2 Any protest must be made in writing and submitted to the COC along with the protest fee.

19.3 Any protest must be accompanied by a protest fee of INR 21,240/-. In case the protest is unfounded this amount will be forfeited. The protest for the Open Status event is INR 7080/-

19.4 If the Protest requires the dismantling and Re assembling of clearly defined parts of a car, the claimant must pay an additional deposit of ₹6000/-.

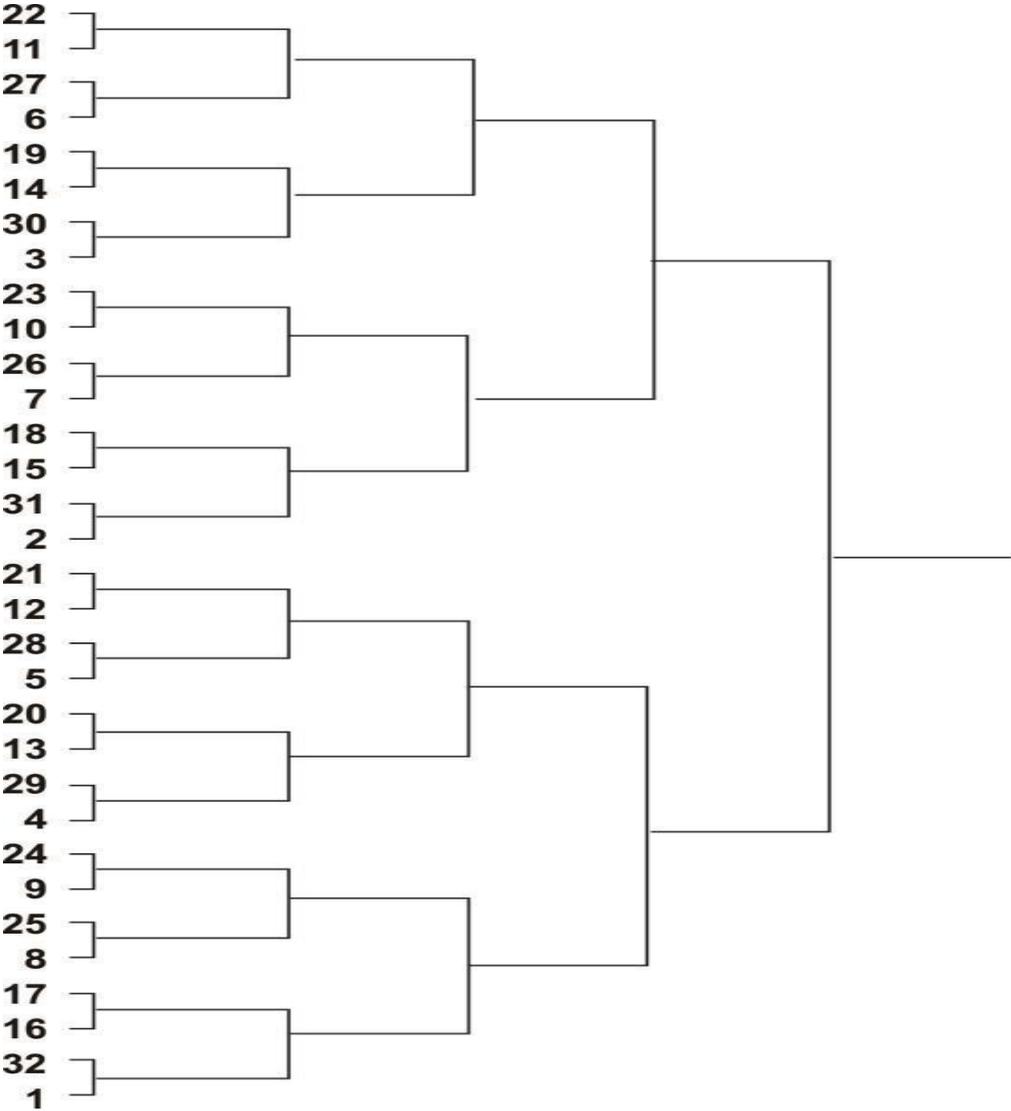
19.5 The expenses incurred for the work and the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

19.6 If the Protest is Unfounded, and if the expenses incurred by the protest (scrutineering, transport etc.) are higher than the amount of the deposit, difference shall be borne by the Claimant. Conversely, if the expenses are less, the difference shall be returned to them.

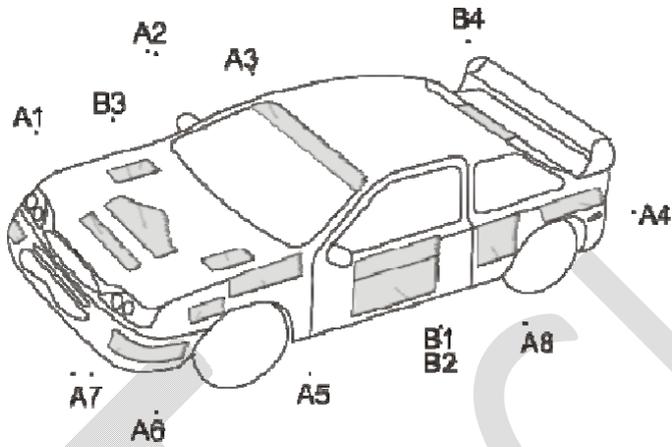
19.7 Any ruling by the stewards shall be final and subject only to the right of appeal as provided by the General Prescriptions of FMSCI

The Appeal fee is set by FMSCI as a sum of INR 113,280/- payable with grounds of appeal within 96 hours.

Appendix 1 Diagram of the Knockout's Ladder



## APPENDIX 2: COMPETITION NUMBERS &amp; ADVERTISING



A1 – A8: Optional

B1 – B4: Compulsory

**APPENDIX 3 COMPETITOR RELATIONS OFFICER**

**Photograph**

**Mobile:**

**E-Mail i.d.:**

**PRINCIPAL MISSIONS**

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

To be able to be easily identified by the competitors, The CRO will wear a RED poncho. He / She will be introduced to the competitors when there is a drivers' briefing

**PRESENCE AT THE RUNNING OF AN EVENT**

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

1. At the Secretariat.
2. At the start of the scrutineering.
3. Near the "PIT AREA".

**FUNCTION**

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

**APPENDIX-4****SAFETY Ambulance:**

Minimum well equipped 1-trauma care ambulance with doctors and one more ambulance to transport the injured to a nearby hospital.

**Barricading:**

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

**Fire Tender & Fire Extinguishers:**

Adequate number of fire extinguishers should be placed at parc fermes, pits and Marshall Posts at the track. The Stewards can inspect the available number of extinguisher's and give the go ahead if they feel it is adequate. Fire Tender is not Mandatory.

**Communication:**

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

**Security:**

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