

INDIAN NATIONAL
autocross
CHAMPIONSHIP 2023 

SPORTING REGULATIONS 2023 | AUTOCROSS.

APPLICABLE TO ALL
CHAMPIONSHIP / CUPS / SERIES / LEAGUE / OPEN / CLOSED / INVITATIONAL EVENTS

MEMBER OF



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Foreword

These regulations are drafted by and are the property of the FMSCI . These 2023 sporting regulations supersede all previous regulations pertaining to the FMSCI Autocross format. These sporting regulations are non litigable, should a participant initiate a litigation in violation of this provision, that participant agrees to reimburse the FMSCI towards all costs of litigation, travel and legal expenses.

Art .1 Definition

An autocross event is one in which an automobile is timed over a defined course, either on a paved or dirt surface, with elapsed time and appropriate penalties added for course deviation and track violations being the determining factor for awards/classifications. This shall not preclude the running of more than one car at a time provided that they are separated on course by adequate time and distance to eliminate possibilities of passing or contact. The course design in this format is one that tests driver skill, ability and the cars manoeuvrability capabilities rather than just rewarding pure speed and engine power. The course may consist of elements such as slalom and offset gates to enhance the difficulty quotient.

2 Regulations

2.1 Interpretation

The final text of the Sporting Regulations and Supplementary Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in these documents are for ease of reference only and do not form part of the Regulations.

2.2 Sporting Regulations

2.2.1 These Sporting Regulations come into force before the commencement of the new season of each year, and replace all previous FMSCI Autocross Sporting Regulations.

2.2.2 Only the FMSCI is allowed to modify or grant waivers to the present Sporting Regulations through numbered bulletins .

2.2.3 The FMSCI Autocross events in 2023 will run under conformity of the ISC, these sporting regulations, the autocross technical regulations 2023 and other official bulletins, if any.

2.3 Supplementary Regulations

2.3.1 The Supplementary Regulations must comply with the prescriptions of the International Sporting Code and its appendices.

2.3.2 No alterations shall be made to the Supplementary Regulations after the opening date for entries.

a) Any further information will be announced to the competitors by dated and numbered bulletins which will be an integral part of these Regulations. These bulletins and all decisions will be posted on the official notice board on yellow paper.

b) Any bulletin concerning sporting matters must be signed by the stewards before being published.

c) The stewards are empowered to take a decision on any case not covered by these Regulations.

3 General provisions

3.1 All Drivers, Competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the ISC and its Appendices, the Technical Regulations for Autocross, the present Sporting Regulations, the Supplementary Regulations of each Competition.

3.1.1 It is the endeavour of this regulation set to ensure that all the participants, volunteers and spectators at the event enjoy a pleasant and welcoming experience. Every effort should be made by the organisers and the event officials to maintain an environment that is free of harassment, discrimination but facilitates a safe, fun and exciting experience.

a. The event venue must have basic utilities like safe drinking water, clean washrooms, wholesome & safe food for purchase, seating area under shade, all marked with clear legible signage. The event administration areas should be well covered and dust proof.

b. The official notice board should be available at a prominent but easily assessable site.

c. Official classifications should be updated on this board periodically.

3.1.2 The start & finish line should have a clear demarcation, essentially a gate or a set of pillars, visible from far. The event site should have quality branding like a wrinkle free flex backdrop stating the event name and supporting partners and a winner podium. There should be a smaller media backdrop for recording audio bytes for social media use.

3.1.3 The participant acknowledges the assumption of risk that motorsport 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. The participant agrees that by officially entering an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has

voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death, or loss or damage to property against the FMSCI or its member clubs. The participant further acknowledges that he is responsible to ensure that all provisions of the code and these regulations are followed by all members of his team or individuals accompanying him at the event.

3.1.4: The responsibility of ensuring vehicle conformity with the prescribed conditions of eligibility and safety, from the start to the end of the event, lies solely with the entrant/driver. All information shared by the driver/entrant at registration is assumed to be true, any false information shared by the driver would be deemed as a fraudulent attempt of misrepresentation of facts and hence forwarded to the stewards for sanctions.

3.1.5: The following will be construed as breach of these regulations :

- A. Dangerous and reckless driving at and/or in the area around the event venue.
- B. Failure to obey directions of the event officials.
- C. Obstructing or interfering with the performance of duty of an event/FMSCI official.
- D. Unsporting conduct or physical violence towards any participant/official or spectator.
- E. Ecological damage to the event site.
- F. Exceeding defined speed limit on areas other than the track/course.
- G. Any activity that may be construed as 'performing stunts', at the event venue.
- H. Behaviour unbecoming of a sporting athlete.

3.1.6 Two ambulances with doctors should be available on site through the running of the event. One of which should be a certified ALS ambulance, while the other could be a patient transfer ambulance. The emergency protocol safety plan should be drafted in detail and overseen by the event safety officer and shared with the FMSCI prior to issue of permit.

3.1.7 It is mandatory that the fire safety protocol detailed in this regulation should be followed to the T.

3.1.8 The COC must have an emergency vehicle under his command equipped with metal shears, hacksaw with blades, spanners, fire resistant blanket, tow straps and industrial gloves to address any incident where extraction is necessary.

3.1.9 All event officials must use caution to avoid any individual conflict of interest situations during the running of the event.

3.1.10 No person may compete who has individually pre run through all or any part of the course, in a wheeled vehicle before the actual competition date, unless authorised by the COC/ Stewards

4. Championship

4.3 Each Competition will be organised in accordance with the approved sporting & technical regulations and Organisation Agreement entered into between the Competition promoter/ organiser, and the FMSCI.

4.5 Each organiser, shall supply the information set out in the Supplementary Regulations of the Competition to the FMSCI, no later than the deadline set by the secretariat , in addition an english version of each following document:

The relevant permissions from all concerned departments.

The track layout drawing in scale.

Track details such as length, minimum width, longest straight, direction of travel.

Barricading details, such as type, location on track, distance from track edge.

Marshal post locations.

The medical questionnaire.

The safety Plan of the Competition .

Images of the venue from three different angles.

5. Officials

5.1 FMSCI officials

For each Competition, the FMSCI will nominate officials: -

Two stewards, one of whom will be nominated chairperson of the panel of the stewards. The second steward will also be entrusted the entire safety protocol portfolio.

In addition, the FMSCI may nominate other officials depending on the stature/type of event.

5.2 Event officials

The FMSCI is the permit issuing authority to organise the competition, and hence shall appoint the following officials:

- One chief steward, chosen from the FMSCI list of stewards
 - One Safety steward, chosen from the FMSCI list of stewards
 - One club steward (may be suggested by the organising club)
 - One clerk of the course, (may be assigned by the FMSCI for new clubs)
 - One assistant clerk of the course, (may be suggested by the organising club)
 - One chief scrutineer, (may be suggested by the organising club)
 - One chief medical officer , (may be suggested by the organising club)
 - One Competitors relation officer, (may be suggested by the organising club)
 - One secretary of the Competition, (may be suggested by the organising club)
 - One chief timekeeper, (may be suggested by the organising club)
- *It is strongly recommended that the organisers appoint a dedicated :

A Safety officer, a Secretary of the stewards & a Press officer.

Judges of fact

(May include all authorised motorsport officials present at the venue during the event, other than the stewards, entrusted with various responsibilities by the COC.)

The start & end controls should ensure no children under the age of 14 are present there.

All track officials should be made aware that smoking on track is not permitted.

It is mandatory for all track officials to be standing when a competition car is on track.

Track officials should not be using their cell phones when a competition car is on track.

5.3 Roles and duties of the main officials of the Competition

5.3.1 Stewards: see Articles 11.3, 11.8 and 11.9 of the Code.

5.3.2 Clerk of the course: see Article 11.11 of the Code.

5.3.3 Technical delegate: He is responsible for scrutineering and has full authority over the chief scrutineers.

5.3.4 Chief medical officer: he is responsible for handling all medical emergencies.

5.3.5 Competitor relations officer:

a) He is in charge of:

Informing the Competitors and playing a mediating role at all times, Giving accurate answers to all questions asked, Providing all information or additional clarifications in connection with the regulations and the running of the Competition, Avoiding forwarding questions to the stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (e.g. clarify disputes over times, with the assistance of the timekeepers).

The Competitors' liaison officer shall refrain from saying anything or taking any action which might give rise to protests.

b) In addition, he must present a schedule of his duties, which shall be posted on the official notice board and which shall include:

Presence at scrutineering,

Presence at the Secretariat of the Competition, - Presence at the stewards' meetings,

Presence in the pre-grid/starting grid.

c) The Competitors' liaison officer must be able to be easily identified by the participants. To this end it is advisable that:

he wears a very conspicuous badge or a tabard, his name, photo, mobile phone number and schedule are posted on the official notice board.

d) This post must be entrusted to an English-speaking official with good communication skills and with good knowledge of the General Regulations. He may attend the stewards' meetings in order to keep abreast of all the decisions taken.

5.3.6: Safety officer : It is the duty of the safety officer to ensure that the track design is safe and that detailed risk assessment of the track site is done. All the emergency protocols and medical services are in place. A detailed site safety plan has been drafted which ensures that the emergency & medical evacuation protocols are detailed. All emergency contact numbers are listed in the plan.

5.3.7: Judge of fact : There may be start, track side & finish line judge of fact with specific duties towards false starts, track infringements and finish line decisions. The judgement calls made by them are open to amendments by them if they feel they have made an error of judgement and the stewards concur. The stewards may choose to not accept the proposed amendment.

5.3.8: Decisions made by judge of facts are not open to protests.

5.3.9: The supplementary regulation of the event will define the facts to be judged by the various judges of facts.

5.3.10: It is possible that the COC may appoint an assistant or even a replacement for a judge of fact if required.

6. Eligible drivers & competitors

6.1 Eligible Drivers

6.1.1: Drivers must hold valid FMSCI license.

(Club Sport/Autocross License or National Rally / Race License including Entrant license) to drive in any of the groups in the said Autocross Event. The event Supplementary Regulations need to specify the type of License acceptable/applicable to the said Autocross

6.1.2 For all groups, the minimum age is 16 years, and they need to be accompanied with a letter from consenting Parent/s.

6.1.3 The Clerk of the course or his nominated officials may at their sole discretion pull aside a competitor who is deemed unfit for reasons of Health or consumption of/under the influence of alcohol or other banned narcotic substances. He may be referred to the stewards for sanctions.

7. Competitor application

7.1 Entry form

7.1.1 Applications to participate in a Competition of the Championships shall be submitted to the event organiser and must be accompanied by copies of the Competitor's and Driver's Licences. The entry fee will have to be sent to the organiser of the Competition.

7.1.2 No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the Competitor may freely replace the car declared on the entry form with another from the same group/class, up to the point of scrutineering.

7.1.3 By the very fact of signing the entry form, the Competitor and all his team members agree to be bound by the Code and its Appendices, by the Prescriptions and by these Regulations.

7.1.4 Any application for entry cannot be accepted unless it is accompanied by the total amount of the entry fees.

7.1.5 Acceptance of entries will be decided by each organiser but priority will be given to the 15 leading point scorers in each category in the Championship classifications.

7.2 Entry fee

7.2.1 The entry fee will be specified in the specific event Supplementary Regulations.

7.2.2 Additional fees may be payable by a Competitor who refuses to carry the organiser's sponsor advertising (see Supplementary Regulations).

7.2.3 Entry fees may be refunded only:

- to candidates who are not accepted,
- in the case of the Competition not taking place.

7.2.4 Team entries may be charged an additional team registration fee.

7.2.5 Entry fee payments may be made online or physically in cash at the event venue.

7.3 Entry conditions

7.3.1 The Organising Committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal.

7.3.2 The entry may submit their entries on the event website, physically at the event office or in a manner described in the SR. Online entries shall need to bring a copy of the filled form at the event venue for verification. The entry is officially accepted if accompanied by the applicable fee as prescribed in the supplementary Regulations .

7.3.3 Any change of Competitor after the closing of entries is forbidden.

7.3.4 The maximum number of starters is defined in the Supplementary Regulations . They will be a cumulative of entries in all groups & classes.

7.3.5 Online entries would need to physically sign the indemnity in the presence of an event admin official at the event venue.

7.3.6 A maximum of three different drivers may use one car in a specific class.

7.3.7 For a specific car cc class & driver combination, two re entries are permitted for the same specific class. The same car & driver configuration cannot exceed a maximum six re entries across all groups & classes.

7.3.8 Events running as National championships / cups / series or challenges do not permit re entry.

7.3.9 Any competitor who has not had a podium finish in any FMSCI held permit event may be deemed an amateur. Additionally if an individual has not held an FMSCI competition license for a period of the last three years may also be deemed an amateur.

8. Eligible cars & materials

8.1 The FMSCI Autocross championship and other non championship events are open to cars complying with the Technical Regulations for Autocross. The vehicles must have 2 or 4 wheel drive system of power delivery to the track.

8.2 Each car must be accompanied by a technical scrutiny passed sticker / document, obtained after successfully passing technical checks and it must be presented at the start line to be eligible to compete for each Competition.

8.3: Eligible cars may be categorised into different groups depending on their technical conformity specifications.

8.4 Any Type of Fuel powered vehicles are permitted provided it complies with Govt/RTO Laws.

8.5 Vehicles with fabric top roofs are not permitted.

8.6 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.

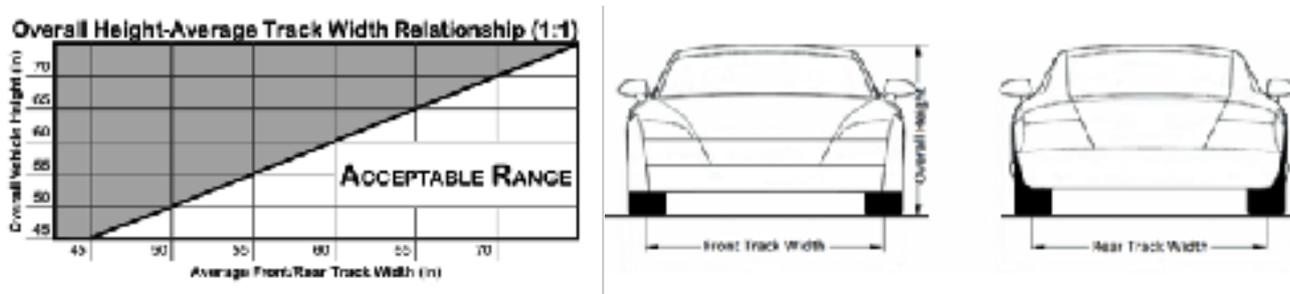
8.7: The vehicle entering the competition need not present a Registration Certificate.

8.8: Forced induction (Turbocharger, supercharger etc.) equipped vehicles will attract a multiplication factor to their stated cubic capacity.

This will apply to all Autocross events.

- a A factor of 1.7 for all Petrol engine vehicles
- b A factor of 1.5 for all Diesel-powered vehicles

8.9 Vehicles with higher roll centres should not be allowed on competition courses where the track design encourages fast corners. A basic evaluation chart is detailed below



9. Groups & classes

9.1: All classes (unless stipulated in the SR) are open to vehicles from all makes & brands.

9.2 : A ladies class may be formed if 4 or more unique entries are officially confirmed, failing which they compete with the men.

9.3: The responsibility of entering the correct group/class lies solely & firmly with the driver/entrant.

9.5: When the number of verified unique entrants in a class is found to be less than four, the said class will be merged into the next higher class. If even then the number is below four, then only the first place prize will be awarded. Groups cannot be merged.

9.6: The correct declaration of Amateur or Pro status lies solely & firmly with the respective entrant/driver. Determination & verification of the same status lies with the organisers, false declaration may entail being referred to the stewards for sanctions.

9.7: The competitor may amend the Group & Class declared in the entry form prior to scrutineering upon a payment of a fee (if applicable) and provided if the same is intimated to the event secretary, duly corrected in the entry form and all relevant documentation completed. This fee would apply even if the change is necessitated due to Scrutineers observations .

9.8: The competing vehicles will be divided into the following GROUPS

1. INAC 1 **OPEN** :

The relevant Safety and Technical requirement for the Unrestricted Class from the Autocross Technical Regulations 2023 will apply to this class.

2. INAC 2 **MODIFIED**:

Naturally aspirated and Turbo

The relevant Safety and Technical requirement for the Modified from the Autocross Technical Regulations 2023 will apply to this class.

3. INAC 3 - **STOCK**

The relevant Safety and Technical requirement for the Stock Class from the Technical Regulations Autocross 2023 will apply to this class.

9.9: CLASSES: The various groups will further be divided into Classes based on the Cubic Capacity (CC) of the Vehicle.

Class A : Upto 1100 cc

Class B : From 1101 - 1400 cc

Class C : From 1401 - 1650 cc

Class D : From 1651 - 2400 cc

Class E : Open to all cc

Class F : Lady driver open (only applicable to INAC 2 & 3)

Class G : Amateur open. (only applicable to INAC 3)

Class H : EV open. (only applicable to INAC 3)

9.10 : All wheel drive / 4wd vehicles to have dedicated class other than those listed above. 4WD vehicles do not compete in 2WD class.

Class I : 4WD open

9.11 : The organisers have the freedom to form support /demo classes for specific events.

* A Kart class for rear/front engined space frame buggies (subject to CIK / Cross car regs)

* Open class for foreign import cars (invitational demo / subject to FMSCI tech regs)

9.12: The event organiser running a stand alone autocross meet has the freedom to insert additional classes or delete a few from those listed above. The same will be detailed in the event supplementary regulations.

9.13: The autocross events that are a part of a national championship/cup/series/challenge will be run under an approved template of a standardised supplementary regulation with fixed groups and classes.

10. Checks & audits

10.1 Administrative checking

10.1.1 The Driver / Competitor must report in due time to the administrative checking, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the clerk of the course.

10.1.2 Unless a waiver has been granted by the clerk of the course, those Drivers / Competitors who fail to report to the administrative checking shall not be authorised to take part in the Competition.

10.1.3 At the administrative checking, the Drivers / Competitor's FMSCI Licences in original, including three passport sized pictures and any additional paperwork (specified in the SR) will be inspected.

10.1.4: No driver may consume any alcohol or intoxicant while being present in the event or until the event is not officially closed. Violators will be referred to the stewards and penalties may lead upto exclusion.

10.1.5 Any driver who drives unsafely at / near the event site or displays any actions that can be construed as unsportsmanlike behaviour shall be referred to the stewards who might apply sanctions leading upto exclusion. This applies to all the team members of a driver/competitor as well.

10.2 Safety Scrutineering

10.2.1 The Driver or his Competitor must report in his specified time to scrutineering, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the clerk of the course.

10.2.2 Unless a waiver has been granted by the clerk of the course, those Drivers and Competitors who fail to report to scrutineering shall not be authorised to take part in the Competition. Financial penalties may be applied in case of late arrival to scrutineering.

10.2.3 No car may participate in a Competition unless it has been checked by the scrutineers. Drivers' clothing (FIA approved overalls, underwear, Frontal Head Restrain (FHR) system, helmet of an FIA recognised standard are recommended) BIS approved helmet with a strong working clasp is mandatory, FIA homologated gloves are mandatory, shoes that cover the entire foot, full length trousers and full sleeve shirt that effectively cover the body from neck to ankles and wrists, must be worn by the driver, at scrutineering.

It is mandatory that driver's clothing should be 100% cotton with no blends, if he is not attired in a FIA approved racing overall.

10.2.4 Submitting a car to scrutineering shall be considered as an implicit statement of conformity. No car will be allowed to start unless it complies with the current autocross technical Regulations.

10.2.5 Additional scrutineering may be carried out at any time during the Competition. The scrutineers may in particular:

- check the eligibility of the car or of the Driver's equipment.
- require a car to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied.
- require a Competitor to supply them with such parts or samples as they may deem necessary.
- proceed with fuel controls; in order to do so, it must be possible for the scrutineers to collect 3 samples of 200ml of fuel each.

10.2.6 Any car which, after being passed by the scrutineers, is dismantled, modified or repaired in a way that 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 scrutineering approval.

10.2.7 All loose items in the car must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items.

10.2.8 Pedal operation must not be impeded at any cost. Driver side floor mat must be removed unless secured by OE fasteners designed to anchor the mat onto the floor and not allow it to move forward.

10.2.9 Any camera if attached, installed inside or outside the car, must be securely fastened and should not hinder the driver or the operation of any track official/volunteer. The technical scrutineers call on this will be final.

10.2.10 Tyres must be in good condition in terms of tread depth, condition and vintage. The technical scrutineers call on this will be final.

10.2.11 No excessive fuel, oil, water, or brake fluid leaks should be observed.

10.2.12 Engine crankcase vent plumbing, if relocated, must terminate in containers of at least half litre capacity. These containers cannot be vented into the driver/engine compartment.

10.2.13 Steering spinner knobs will not be permitted.

10.2.14 Suspension/Steering components, Wheel bearings to be in good operating condition.

10.2.15 Vehicle battery to be securely fastened and the hot terminal to be insulated.

10.3 Each competing car will have to display the official mandatory branding of the Championship as per these Regulations.

10.4 The use of pre-heating or heat-retaining devices on tyres is prohibited.

10.5 Fuel used for competition should be that which is readily available at any government approved fuel pump.

10.6 Passing pre event safety scrutiny does not in any way imply that the said vehicle complies with all applicable technical regulations .

10.7 The scrutineer may choose to mark/seal certain components to prevent unrestricted replacement or repair. Removal or tampering with these marks/seals is prohibited. Those found to be in conflict with the above could have sanctions imposed on them leading upto exclusion. Any additional competitor found to be colluding in the above fraud may have similar sanctions imposed on him, even leading of suspension of the competition license.

10.8 Spare engines and gearboxes are permitted, provided they have been inspected & marked/ sealed by the scrutineer during the pre event scrutiny. In such a case, in the event of post event scrutiny, all marked components should be presented (Spare components as well as those installed in the car)

10.9 The scrutineer may at his discretion, short list certain top winning cars for post event scrutiny. In case of technical infringements being found in any winning car, the car with the next best timing will be awarded the said slot, provided it conforms technically.

10.10 After publication of the final classifications, all podium finishers will be required to park in the Parc ferme and await notification from the technical scrutineers for a post event scrutiny, if any.

PLEASE REFER TO THE AUTOCROSS TECHNICAL REGULATIONS 2023 WHICH WILL LIST DETAILS OF THE SPECIFIC MODIFICATIONS ALLOWED IN ALL GROUPS.

11 Insurance

IT IS MANDATORY FOR ALL ENTRANTS TO SIGN THE INDEMNITY DECLARATION ALONG WITH THE ENTRY FORM

11.1 It is to be noted by all participants that only during the running of the event, all FMSCI Competition License holders are insured for a Personal Accident Insurance as per FMSCI policy

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

11.3 Any other vehicles other than those whose plate nos. are given in the start list 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 respective owners /drivers.

11.4 The Insurance cover will be applicable for any accident or mishaps specifically occurring inside the officially designated course/track. Any accident or mishaps outside the track or course will remain the sole responsibility of the owners.

12. Advertising

12.1 All the driver/entrants give an undertaking, by virtue of entering the event, 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. Furthermore, the competitor will make the above 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/ promoter.

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

12.3 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- a. All instructions pertaining to advertising issued by the organisers are observed.
- b. It is authorized by the National laws and FMSCI regulations .
- c. Advertising must not be of a political, obscene or of insulting nature. It must be in good taste and not conflict with the vehicle's official competition numbers in any way
- d. It should not be placed so as to prevent recognition by Officials or Marshals.
- e. The space designated in these regulations is left free for advertising provided by the organisers, which is to be affixed exactly as per template provided.
- f. It does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips,
- g. It does not interfere with the crew's vision through the windows.
- h. 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 maybe levied as per the event Supplementary Regulations.
- i. Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 12.3 of these regulations.

13 Identification

13.1 Competition number stickers should be displayed once on each side of the car. All other numbers are prohibited on the car. The panel must measure 24 x 35cm. The number must be 18cm high with a stroke thickness of 4cm, printed in yellow on a black background.

13.2 The name and blood group of the Driver/drivers in white letters of a height of 6 cm, must be featured on the left and the right side rear door of each car.

13.3 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, in advance, and a written acceptance taken.

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

13.5 At any time during the event, the absence or incorrect positioning of a race number plate may result in a penalty.

13.6 The duly filled crew identification card issued by the organizers must be affixed on the inside of the rear windscreen/side window qtr glass where it should be clearly visibly & readable.

13.7 The driver will be recognisable by means of an identification tag which must be worn at all times during the competition event. 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/-.

13.8 On successful completion of the administrative checks & pre-event scrutineering, competitors will be issued a Race Card bearing a unique number and the competition details. This Race Card would have to be produced and handed over to the start marshal at the start of the race.

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

14 Briefing

14.1 A mandatory Drivers Briefing will be held as per the schedule mentioned in the supplementary regulations. The language of communication will be English.

14.2 It is compulsory for the driver/entrant to attend the said meeting.

14.3 An attendance register/sheet shall be maintained to ensure compliance.

14.4 Finer details of the track design, various on track elements and surface details will be shared.

14.5 All track related safety points will be discussed at this meeting.

14.6 A graphic representation map of the track layout (in scale) will be shared with the drivers, additionally it will be posted on the official notice board.

15. Competition track

15.1 The competition track surface may be dirt, gravel, paved or mixed surface in any ratio with all spectator/competitor and race admin areas cordoned off with proper barricading.

15.2 An official track familiarising walk will be allowed for all drivers at a predetermined time listed in the SR. The same will be supervised by a senior track official.

15.3 No practice laps in the competing car will be allowed on track but the COC may authorise a controlled speed parade lap of the track by all cars in a convoy with a course car in front to ensure speed compliance.

15.4 The track should have a minimum length of 700 mts with a maximum cap of 2500mts. The minimum width of the track straights should be 3.5 mts with the corners being a minimum of 6 mts wide.

15.5 Track design as such should limit straights where full acceleration is possible. No straight should exceed 100 mts. unimpeded without insertion of a speed control element such as a chicane and speeds in excess of 100 kmph should not be achieved for over a distance of 30 mts.

15.6 Long straights should lead to bends having a maximum radius of 25mts (measured from the track width centre) but not lead into tight U turns. If required, chicanes may be placed short of the bends to reduce entry speed into the corners but the exit should align the car to the correct racing line.

15.7 The track design may be such that which accommodates a singular car or it may be designed to accommodate twin car competition, side by side, starting on similar surface but should not run in close proximity to each other. The twin track design may feature a cross over bridge.

15.8 If the track design features a cross over bridge, the design, material and construction specification of which should conform to those detailed in these regulation.

15.9 Track alignment marking should be extremely well defined and done with coloured cones, coloured tyre stacks or small coloured plastic pipes/drums marking the edges.

15.10 The entry speed into the bridge up slope ramp, as well as the underpass should be such that no vehicle gets airborne at the bridge table top or the underpass exit.

15.11 The track surface preparation should be done by skimming, watering and careful compaction by road rollers . The surface deterioration, in case of a dirt/gravel surface, should be contained by ensuring repeated watering and compaction.

15.12 The start and end zones of an unpaved track surface should be artificially treated so as to not deteriorate drastically over repeated use and create a safety hazard.

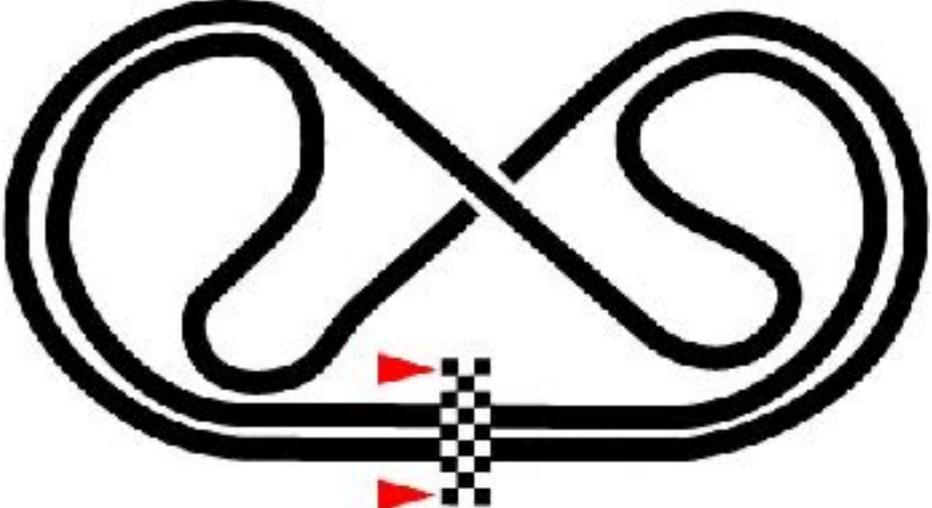
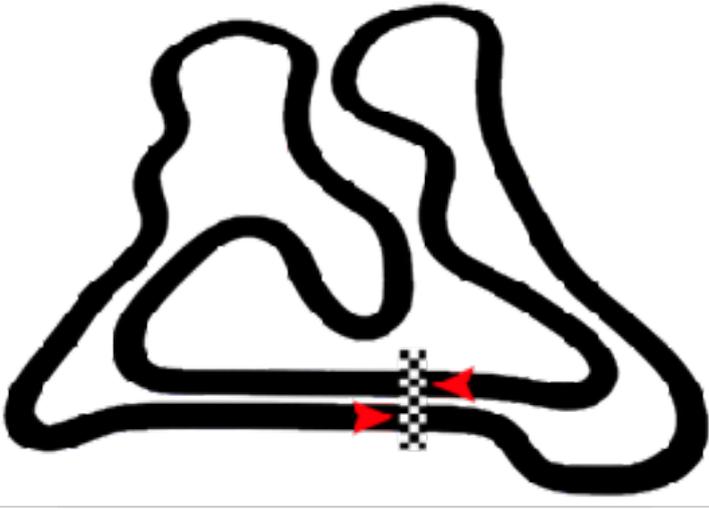
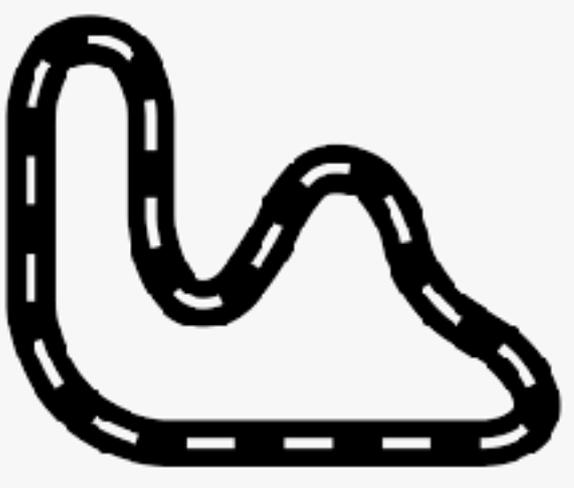
15.13 The incorporation of jumps, yumps and water splashes on the track are prohibited.

15.14 The timing system at the start and finish lines is recommended to be that of a IR beam trigger with a manual stop watch back up system for safety.

- 15.15** It is the responsibility of the organiser to take all possible steps towards dust mitigation on the track .
- 15.16** It is imperative that no unauthorised personnel/spectators/service crew should congregate in potentially dangerous zones on outside of fast corners or alongside straights of the track.
- 15.17** Safe viewing areas should be created for spectating, with good view of the racing action, to ensure that non competing individuals can be placed there.
- 15.18** Barricading should be installed around the track to ensure that the race competition area is clearly separated from the spectating, parking and administrative areas.
- 15.19** Two foam type 4kg fire extinguishers are required to be placed at each, the start line, the finish line, the pit area as well as four within the track, making a total of ten.
- 15.20** It is mandatory that fast corners (speeds over 40 kmph) do not have any hard/solid (pole/wall/steel fence/building/ trees/ junction box) structures on the outside of the corner.
- 15.21** The fastest portions of the track should be reserved for areas far from the spectator zones and any permanently built structure on site.
- 15.22** The course surface should not have dangerous holes, steel gratings, dips or other hazardous features that may unsettle the car.
- 15.23** Portions of the course where significant braking is necessary shall not terminate at a point where dangerous obstacles are present upfront, essentially to safe guard competing cars with brake problems or stuck throttles.

16 Running of the autocross

16.1 The event may be run either as a twin track format with a cross over bridge in which 2 competitors can race together . A single track format may also be used on which competitors are required to race individually, additionally a single track may be used with two competitors racing at the same time but spaced out by a distance differential (ideally 45%-50% of the track length). In case of the latter, the competitor at the start line may be facing in the same direction or opposite direction.

| | |
|---|---|
| <p>TWIN TRACK WITH CROSS OVER BRIDGE, TWO CARS RACING SIDE BY SIDE IN THE SAME DIRECTION.</p> |  A diagram of a twin-track autocross layout. The track consists of two parallel paths that cross each other via a bridge. A checkered start line is positioned at the bottom center, with two red arrows pointing in the same direction (to the right) on either side of the bridge. |
| <p>SINGLE TRACK WITHOUT CROSS OVER BRIDGE, TWO CARS RACING WITH DISTANCE DIFFERENTIAL, FACING OPPOSITE DIRECTIONS.</p> |  A diagram of a single-track autocross layout. The track is a single continuous path. A checkered start line is positioned at the bottom center, with two red arrows pointing in opposite directions (one to the left and one to the right). |
| <p>SINGLE TRACK FOR SINGLE CAR RACING INDIVIDUALLY.</p> |  A diagram of a single-track autocross layout. The track is a single continuous path with a dashed line indicating the direction of travel. |

16.2 Qualifying (If Applicable)

All contestants would be timed over the complete laid down circuit. Any penalties incurred by them would be added to the time taken and the total would constitute their qualifying time.

The organiser may choose to give each competitor additional qualifying runs.

In case of a twin track, the fastest 16, 8, 4 or 2 timed vehicles per class, as is decided, shall be shortlisted to move to the next level. In case of a single track this restriction need not apply

The organizers would determine this cut-off number based on the total number of participants in the class broadly ensuring the cut-off at about half of the total participants in the class.

16.3 Finals in a twin track format

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

Pre quarter finals – 8 races

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

Quarter finals – 4 races

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

Semi Finals – 2 races

- *1st races with 3rd*
- *2nd races with 4th*

16.4 Finals in a Single Track format (If applicable)

- Post qualifying, the qualified competitors will be given an opportunity to race again.
- The Track may be changed and / or altered or the number of laps increased or reduced post qualifying for subsequent races.
- The classification will be based on the timings posted by the competitor in this round.
- The Knock-Out system can be adapted in the single-track format and the winner's classification in such cases should be based on the timings posted

16.5 START/FINISH:

- All vehicles will be started from a standing start , accelerating away across the start line with their own engine power. One car at a time in case of a single track or two cars at a time in case of a twin track. The start order & time would be at the organiser's discretion.
- 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.
- Judges of fact for the start grid will be appointed to determine false starts. Additionally, beams or mechanical systems must be used for each car to detect false starts. A false start will be declared if a car crosses its starting line before the green light is switched on or it starts before the start marshal gives a signal.

- d. In the event of a false start, the race is stopped and a new start procedure must be started.
- e. When a false start occurs in a race start procedure the Driver(s) concerned will be penalised by a time/cash penalty as specified in these regulation.
- f. Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshals' posts. This indicates that Drivers must immediately cease racing and proceed slowly or stop as directed by the marshals.
- g. The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact if they deem fit.
- h. The finish line will be clearly indicated and the marshals will time the car at this line.
- i. A run is counted once the car has crossed the start & finish line on its own engine power.
- j. Each car and each run will be individually timed.

16.6 The scheduled time for the races will be announced. It is the competitor's responsibility to be present with his vehicle when his name is called. In case the competitor with his vehicle does not present himself at the start line within 5 minutes when called then a 'No Show' will be recorded and the opposing competitor will be declared the winner.

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 (unless directed by the COC for a parade lap)

16.7 STOPPING THE RACE

A Red Flag signal will be shown by track marshals to stop the race at any time, this may be for various reasons including any safety reasons. No other flag signals are to be shown.

In case of accidents and mechanical/technical failures while competing on track, the entrant/driver will be ruled as DNF (Did not finish), reruns will not be given in this case.

Reruns will be granted in case of, but not limited to, timing system error, red flag or other safety related situations at the discretion of the COC in consultation with the Steward/s.

The track marshal, may at his discretion and/or under consultation with the COC, stop any competitor and may mark him as a DNF under any of the following circumstances

- a. The competitor is taking an abnormal amount of time to complete his track run.
- b. The competitor is repeatedly/persistently deviating from the defined course .
- c. The competitor is driving in a reckless and dangerous manner.
- d. A mechanical failure on track which could, in the opinion of the Marshal, constitute a danger.
- e. Any safety related concern .

16.8 COURSE DEVIATION

A penalty as specified in these regulation shall be applied for any uncorrected deviation from the course, or for delaying the event due to driving out of the specified competition track.

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.

16.9 ELEMENTS

The course will consist of a defined driving track & various driving challenge elements (chicanes/ slalom/ boxes / gates) which will be composed of cones & barriers etc.

- a. These elements have to be navigated in the prescribed manner as defined in the drivers briefing.
- b. Failure to navigate the element in the prescribed manner or missing it altogether would attract penalties as specified.
- c. Dislodging / knocking down these elements in entirety or part of, will attract time penalties as specified.

It is the duty of the COC/marshals to ensure all displaced course markers shall be replaced before the next competitor enters the course. Track officials should have extra markers to replace damaged ones.

16.10 STOP BOX (Optional)

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. Failure to stop with all 4 wheels within the prescribed boundary would incur penalties as specified.

16.11 PIT AREA

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

b. It is permitted to conduct any kind of repairs to the competition vehicle only in the designated area demarcated within the pit area, once the driver/entrant has entered the event venue. This will be done essentially to ensure that there is a clear entry and exit passageway available in the pit area. This will be indicated by an 'assistance allowed' signage.

c. The scrutineers may be present in this area and could inspect the vehicles. If the Scrutineer notes that a vehicle seems to be in a condition which is not compatible with the competition regulations, they will inform the Clerk of the Course or his Deputy thereof who may request that the car be rectified or be declared a non-starter.

d. Only participating vehicles will be allowed in the Pit Area. Any infringement of Pit Area regulations may result in being reported to the Stewards of the Meet for further sanctions.

16.12 PARC FERME

The scrutineers may convert a part of the pit area or similar near by suitable area into a Parc ferme to hold some competing cars for post event inspection. Some physical demarcation, to physically define this area will be done. All Parc ferme rules will apply in this area ensuring no unauthorised entry into this space is allowed.

Vehicles parked in this area may be removed at the end of the event as per programme after the protest period has elapsed, subject to the approval of the Stewards of the Meet.

17 INAC Point system

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

1st place, 2nd place, 3rd place, 4th place, 5th place, 6th place, 7th place, 8th place, 9th place and 10th place

will accrue 25 points, 18 points, 15 points, 12 points, 10 points, 08 points, 06 points, 04 points, 02 points, 01 point respectively.

Based on the format of the Championship, the final winner will be the one with the maximum points, crowned the FMSCI INDIAN NATIONAL AUTOCROSS CHAMPION for that year.

18 Safety

The competition event will run respecting certain specific conditions of appendix H.

18.1 The presence of a PA system connecting the pit area, track, the admin area and the spectating areas is mandatory.

18.2 Marshal posts should be placed at intervals along the track not exceeding 200 m and each in visual contact with the preceding and the following post. The posts should have adequate weather protection & consist of an area adequately protected against imminent danger from a competing car.

18.3 Each marshal post should have a red flag and a device to cut the seat belt. The marshals should have radio communication with the COC or his deputy. It is recommended that a minimum of 4kg foam type fire extinguisher be placed at each of these points.

18.4 The ambulance on duty should have a clear entry & exit passage into all areas of the track.

18.5 Medical team should be wearing tabards with colour coding for clear identification. The designated CMO should have an understanding of extrication of injured from a damaged or overturned car. In addition, expertise in resuscitation and initial treatment of burn injuries is mandatory.

18.6 A professional fire engine with fire fighters is recommended on site. Alternatively track marshals should be trained on the use of fire fighting equipment.

18.7 A tow/recovery vehicle on track is recommended to ensure that over turned cars on track are cleared with minimal track downtime.

18.8 During all races, each driver must wear a helmet and and be properly restrained in his seat by the safety harness up until crossing the finish line.

18.9 The Driver must keep both front side windows rolled up but may open the rear windows by 15% for ventilation.

18.10 It is strictly forbidden for Drivers to drive their car in a direction opposite that of the race.

18.11 The speed of the cars outside of the track may not exceed the specified speed detailed in the SR. Failure to comply with this limit shall result in a penalty applied by the stewards.

18.12 The clerk of the course, or the chief medical officer can require a Driver to have a medical examination at any time during a Competition.

18.13 The COC will indicate the location and exact procedure of the start by explaining it in the Driver's briefing.

18.14 Smoking is prohibited at the start grid, end control as well as all service/refuelling areas.

18.15 Use of drones is authorised after obtaining permission from the relevant authorities.

18.16 Each Driver is responsible for ensuring that a single unit of a foam type fire extinguisher of minimum 4kg is available within his own team's area/parking slot inside the pit area.

18.17 Drivers have to ensure that a plastic sheet (minimum dimensions 4 x 5m) is spread on the ground where work is to be done on his car, in order to prevent any pollution in case of an accidental leak of lubricants/fuels or other liquids.

19 Classification

19.1 The car placed first will be the one having covered the scheduled distance in the manner specified in the shortest time including penalties if any.

19.2 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.

19.3 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.

19.4 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.

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

a. The holder of the greatest number of first places.

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

c. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges .

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

20 Protests & appeals

All protests and/or appeals must be lodged in accordance with Articles 13,14 and 15 of the Code and where applicable, with the FIA Judicial and Disciplinary Rules.

| | STATUS | AMOUNT | GST | TOTAL IN INR |
|--|------------------------------------|--------|------|--------------|
| | CLOSED | 6000 | 1080 | 7080 |
| | CLOSED INVITATIONAL | 6000 | 1080 | 7080 |
| | OPEN | 6000 | 1080 | 7080 |
| | CHALLENGE/SERIES/CUP/TROPHY/LEAGUE | 12000 | 2160 | 14160 |
| | NATIONAL | 18000 | 3240 | 21240 |
| | CHALLENGE/SERIES/CUP/TROPHY/LEAGUE | 18000 | 3240 | 21240 |
| | OTHER CHAMPIONSHIP ROUND | 18000 | 3240 | 21240 |
| | NATIONAL CHAMPIONSHIP ROUND | 18000 | 3240 | 21240 |

21 Deposits

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit must be specified in the supplementary regulations of the event or will be specified by the Stewards upon a proposal of the FMSCI Technical delegate / Chief scrutineer.

22 Expenses

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

If the protest is unfounded, and if the expenses incurred towards 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.

23 Appeals

Appeal Fees : Rs.96,000/= + 18% GST. Total Rs.113,280/=

Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 15.1 of the Code.

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.

The right to bring an appeal to the FMSCI expires 96 hours from the moment the stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the stewards within one hour of the publication of the decision.

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.

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.

The confirmation of an appeal to the FMSCI must be accompanied by a fee of Rs.96,000/- +18% GST. Total Rs.113,280/=.

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.

If the appeal is rejected or it is withdrawn after being brought, no part of the fee shall be returned.

If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.

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.

24. Penalties

24.1 The stewards have overall authority concerning the penalties imposed.

24.2 The stewards either themselves or upon the proposal of the COC, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of these Regulations and of the Supplementary Regulations.

Time penalties and being denied a start for late arrival at the starting line are not susceptible to appeal.

The following list of examples is indicative but not exhaustive.

| | | |
|----|---|--------------------------------------|
| 1 | ENTRY FEE UNPAID | START REFUSED |
| 2 | INCOMPLETE DOCUMENTATION | START REFUSED |
| 3 | NOT CARRYING MANDATORY ADVERTISEMENT | START REFUSED |
| 4 | LOSS OF RACE CARD | CASH PENALTY FOR RE ISSUE INR 1000 |
| 5 | LATE SIGN IN AT QUALIFYING | CASH PENALTY INR 1500 |
| 6 | LATE AT START LINE UPTO 60 SECS | CASH PENALTY INR 2000 |
| 7 | DELAYED AT START LINE BEYOND 60 SECS | REPORT TO STEWARDS /START REFUSED |
| 8 | OFF THE TRACK SPEED LIMIT INFRINGEMENT | REPORT TO STEWARDS |
| 9 | UNSPORTING BEHAVIOUR | REPORT TO STEWARDS |
| 10 | MISSING SEALS/MARKS IN ENGINE COMPARTMENT | EXCLUSION |
| 11 | ATTEMPT TO DEFRAUD | REPORT TO STEWARDS / EXCLUSION |
| 12 | DRIVING IN OPPOSITE DIRECTION TO RACE TRAFFIC | REPORT TO STEWARDS / EXCLUSION |
| 13 | BREACH OF TRACK TO WILFULLY GAIN ADVANTAGE/ SHORT CUT | REPORT TO STEWARDS / EXCLUSION |
| 14 | OVER SPEEDING AFTER FINISH LINE | TIME PENALTY 10 SECS |
| 15 | DISPLACEMENT OF TRACK MARKER FROM ITS ORIGINAL LOCATION | TIME PENALTY 2 SECS |
| 16 | KNOCKING DOWN A TRACK MARKER | TIME PENALTY 3 SECS |
| 17 | BREACH OF TRACK BUT REVERSED BACK AT SAME SPOT | TIME PENALTY 3 SECS |
| 18 | UNAUTHORISED DRIVER IN CAR DURING COMPETITON | REPORT TO STEWARDS / EXCLUSION |
| 19 | CRASHING INTO/ DAMAGING TIMING SYSTEM | CASH PENALTY UPTO INR 500000 |
| 20 | FAILURE TO OBEY TRACK MARSHAL INSTRUCTIONS | REPORT TO STEWARDS |
| 21 | INFRINGEMENT OF PARC FERME REGULATIONS | REPORT TO STEWARDS |

| | | |
|----|----------------------------------|---------------------------------|
| 22 | FALSE START 1ST OFFENCE | TIME PENALTY 3 SECS |
| 23 | FALSE START 2ND OFFENCE | TIME PENALTY 10 SECS |
| 24 | FALSE START 3RD OFFENCE | TIME PENALTY 15 SECS + INR 2000 |
| 25 | MISSING A TRACK ELEMENT | TIME PENALTY 10 SECS |
| 26 | LATE FOR DRIVERS BRIEFING | CASH PENALTY INR 1000 |
| 27 | ABSENT FOR DRIVERS BRIEFING | REPORT TO STEWARDS |
| 28 | NOT WEARING CORRECT RACE ATTIRE | START REFUSED |
| 29 | HELMET NOT STRAPPED CORRECTLY | START REFUSED |
| 30 | HELMET MISSING | START REFUSED |
| 31 | NON CONFORMING SEAT BELTS | START REFUSED |
| 32 | NON CONFORMING SEAT MOUNTS | START REFUSED |
| 33 | POOR TYRE CONDITION | START REFUSED |
| 34 | EXCESSIVE OIL/FUEL LEAKAGE | START REFUSED |
| 35 | LOOSE ITEMS IN CAR | START REFUSED |
| 36 | DRIVER SIDE WINDOWS NOT WOUND UP | START REFUSED |

25. Prizes & trophies

Prizes will be awarded to the winner and the runners up in each class/group as follows

- For the National Championship, Cups, Challenges and Series overall, a minimum Prize money of INR 25,000/- to be awarded. A minimum of INR 10,000/- to be awarded for individual rounds
- For Closed, Closed invitational and Open events, it is left to the individual Organizing Club
- In recognition of the fastest time scored during the final if applicable The Organisers/ Sponsors may at their discretion:
 - a. Offer awards in addition to those specified in these Supplementary Regulations.
 - b. Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion
- The first placed Driver in the competition must be present at the annual FMSCI Prize-Giving. Any such Driver who fails to attend will be penalised by the loss of any monetary award and/ or benefit associated with the corresponding position at the end of the Championship and may further be fined by the FMSCI

26. Assistance

The area where assistance is allowed and where it is not allowed will be demarcated by signage such as that displayed below



27. Course design parameters

MAKE A SITE MAP TO SCALE WITH ANY PERMANENT STRUCTURES ONSITE CLEARLY MARKED

MARK LOCATIONS FOR ADMIN AREA/START/FINISH/PIT/SPECTATING/COMPETITOR VEHICLE HOLDING

CREATE A SMOOTH & LOGICALLY FLOWING TRACK DESIGN

PLACE TRACK EDGE MARKERS WITH A CERTAIN LOGIC & LET THE SAME LOGIC PREVAIL THROUGHOUT THE COURSE

GIVE ADEQUATE WIDTH & FLOW SMOOTHNESS IN CORNERS TO FACILITATE VISUALLY DRAMATIC POWER SLIDES

DESIGN EQUAL AREAS TO FAVOUR HORSE POWER & VEHICLE HANDLING DYNAMICS

INSERT DRIVING CHALLENGES INTO THE DESIGN WITHOUT MAKING IT IMPOSSIBLE TO NEGOTIATE

USE DROPPED CONES TO SHOW DIRECTIONAL FLOW

PLACE TRACK ELEMENTS LIKE GATES IN A MANNER THAT AVOID VISUAL CONFUSION

SHARE INITIAL DESIGNS WITH OTHER ORGANISATIONAL TEAM MEMBERS TO TAKE FEEDBACK

DESIGN CORNERS OF VARYING RADII, FROM 45 DEGREES TO 180 DEGREES

USE A COMBINATION OF TRANSIENTS, STRAIGHT SLALOM/OFFSET SLALOM/OFFSET GATES ETC

INSERT A HIGHER DENSITY OF SWEEPING CORNERS/SLALOMS/LANE CHANGES INSTEAD OF QUICK STRAIGHTS

AVOID DESIGNING THE COURSE TO FAVOUR ONE KIND OF CAR

AVOID NECESSITATING SEVERE MANOEUVRES, EG: 1ST GEAR DOWNSHIFTS/360 DEGREE PIVOTS ETC

TRACK EDGE CONE SPACING SHOULD NOT BE THE SAME AS GATE OPENING TO AVOID VISUAL CONFUSION

FINAL TWEAKING ON GROUND TO BE DONE AFTER DISCUSSIONS WITH THE SAFETY OFFICER

ROUGH TRACK SURFACE CAN LEAD TO DAMAGED BODY/CHASSIS/SUSPENSION/TRANSMISSION

TRACK MARSHAL POSTS SHOULD IDEALLY BE BEHIND A SOLID OBJECT IF POSSIBLE

MARSHAL POSTS SHOULD ALWAYS BE LOCATED ON THE INSIDE OF A CORNER

THE FINISH LINE SHOULD NOT BE RIGHT AFTER A DECREASING RADIUS CORNER

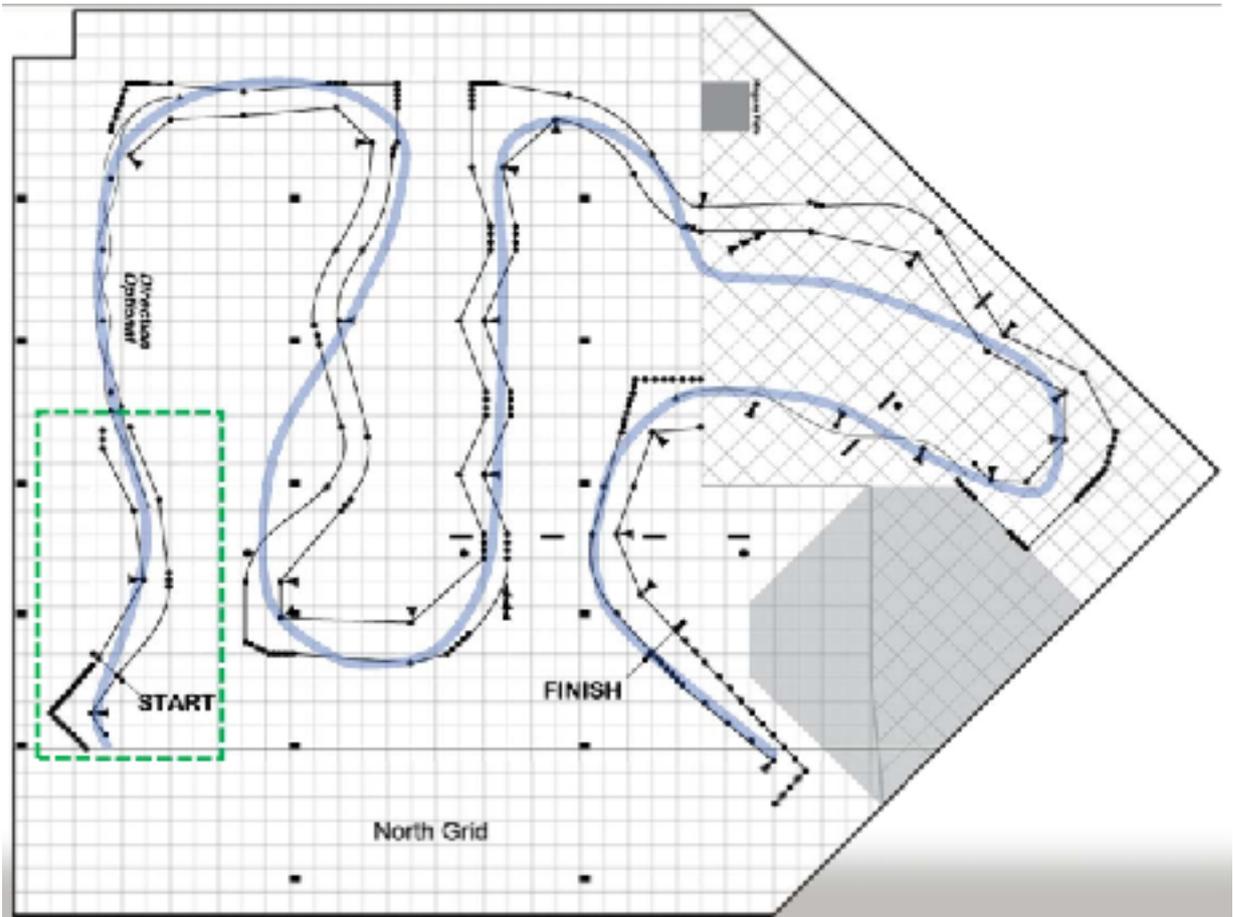
DO NOT INSERT A TIGHT SLALOM OR CHICANE RIGHT BEFORE THE FINISH LINE

DO INSERT A 90 DEGREE CORNER BEFORE A STRAIGHT LEADING TO THE FINISH LINE

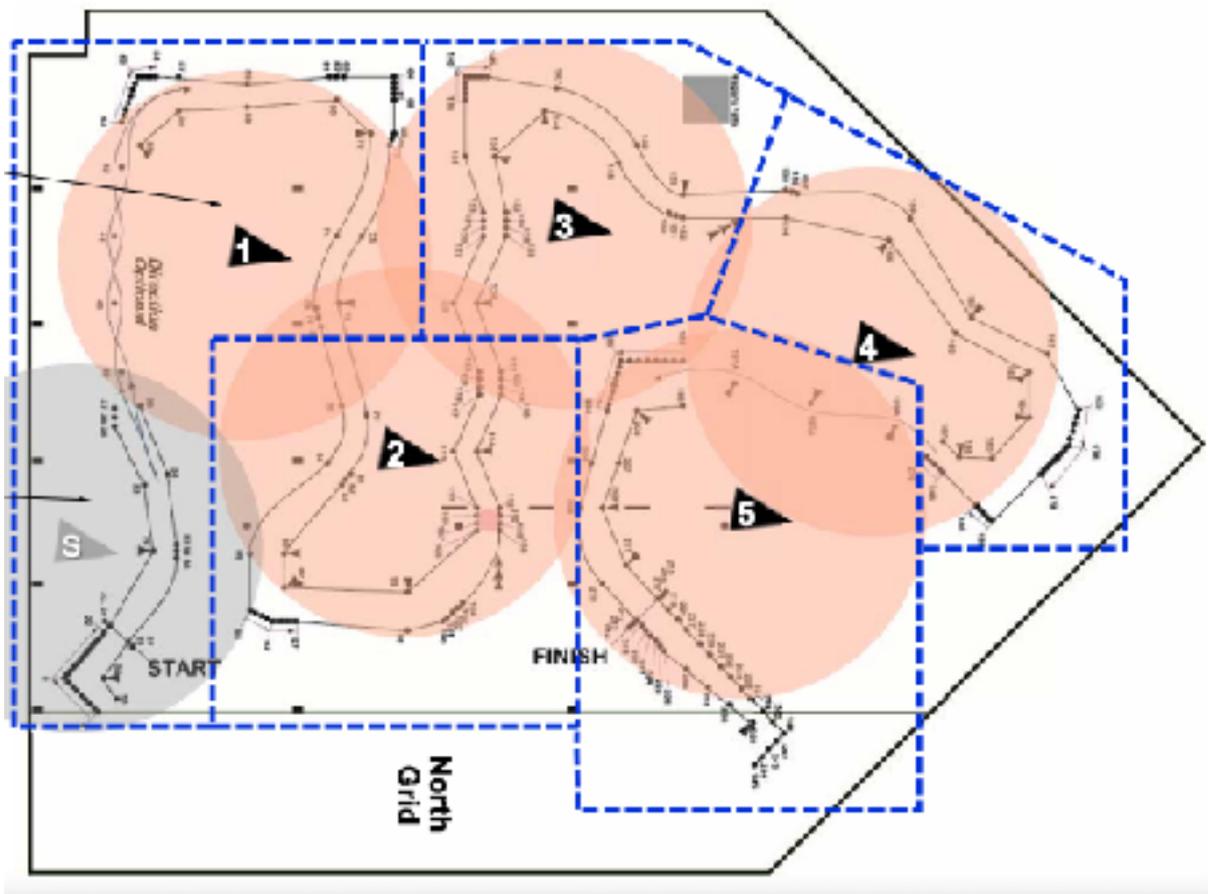
THE DRIVERS WILL TEND TO FLOOR IT AT THE FINISH, ALLOW IT BY MAKING IT SAFE AND REGULATED

AS COURSE DESIGNERS, REMEMBER HIGH SPEEDS WILL MAKE RISK MITIGATION DIFFICULT FOR THE ORGANISER!

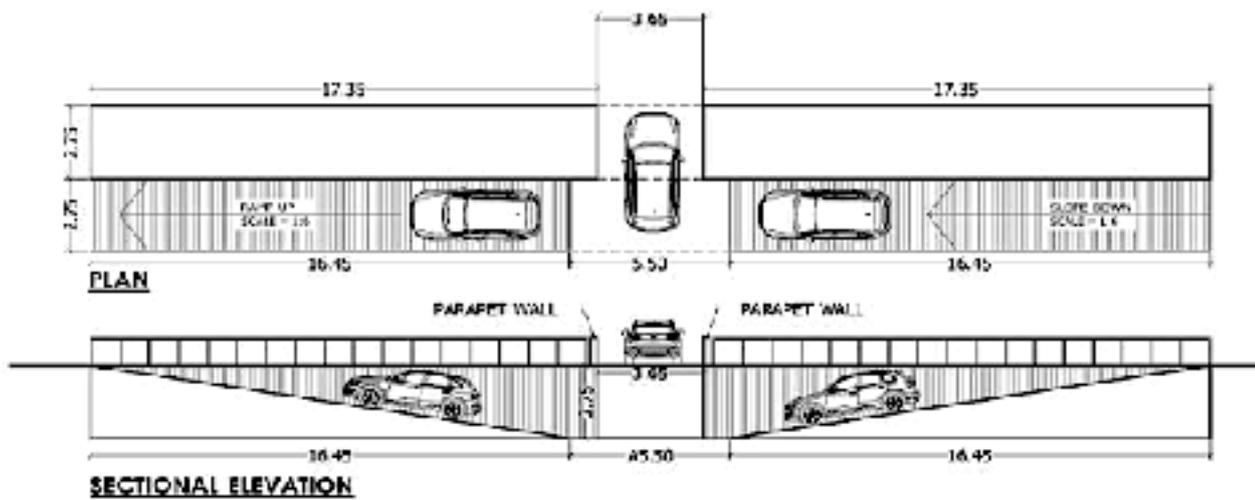
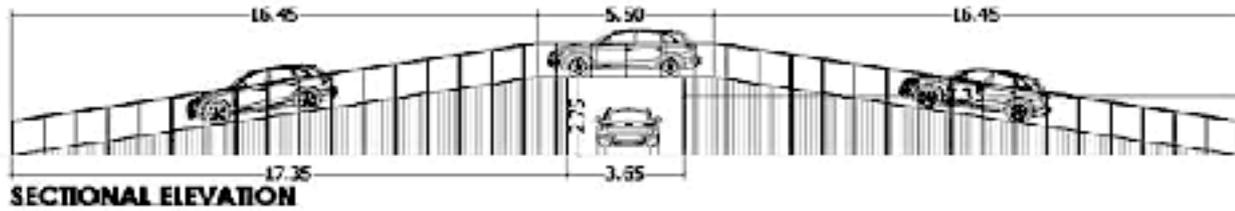
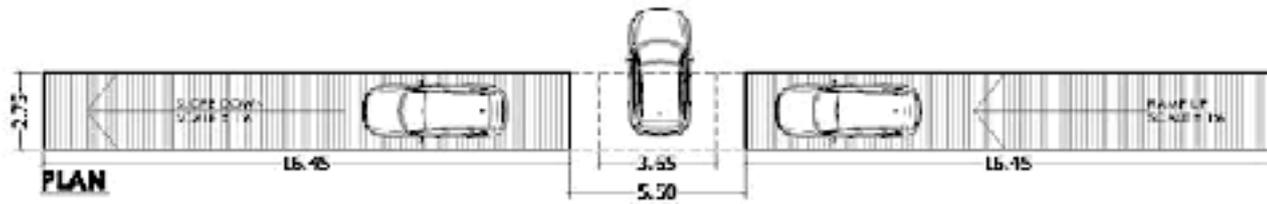
28 Sample track layout



29. Sample MP location



30. Cross over bridge & underpass design specs



31. Competition number plate location

