



# Time Attack

## 2023 Sporting Regulations

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

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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 Time Attack 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.

## **Introduction to the new format of Time Attack:**

This format has been created to encourage Grassroot participation and enable easier execution of events for organisers. The Time Attack format can be broken up into two elements:

Shootout Qualifying runs and Single Shot Time Attack runs. Each competitor is allowed a maximum of 10 Shootout Qualifying runs in total. After which the top 4 or 2 from each class qualify for the Shootout, which will be held at the end of the event. A competitor can participate in a maximum of 5 Shootout classes.

The second element is a Single shot Time Attack, in which the competitor is given a single timed run per class to set a time. The competitor is restricted to entering a maximum of 5 Classes per event.

It is recommended that the Shootout Qualifying runs should be charged at lower entry fee than the timed runs. The competitor has the option of having a Passenger with them during their runs, however the passenger must hold a valid FMSCI license as stated in article 6.1.1 of this document.

## **1. Definition Time Attack**

An Time Attack 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 maneuverability capabilities rather than just rewarding pure speed and engine power.

## **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. The Format for the Supplementary Regulations is attached at the end of this document: Appendix 1

### **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 Time Attack 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 Time Attack events in 2023 will run under conformity of the ISC, these sporting regulations, the Time Attack 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

- 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 clerk of the course is empowered to take a decision on any case not covered by these regulations but needs to be approved by the steward.

### 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 Time Attack, the present Sporting Regulations, the Supplementary Regulations of each Competition.

**3.2** It is the endeavor 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.

**3.2.1** 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.

**3.2.2** 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 ISC and these regulations are followed by all members of his team or individuals accompanying him at the event.

- 3.2.3 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.
- 3.2.4 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.
- 3.2.5 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. During the running of the event, the presence of a certified ALS ambulance is mandatory at all times while the second ambulance should be available on the site for patient transfer. If the ALS ambulance has taken an injured person to the hospital, until it has returned or been replaced by another certified ALS ambulance the event be on hold.
- 3.2.6 It is mandatory that the fire safety protocol detailed in this regulation should be followed with Ref to Article 17 of this regulation.
- 3.2.7 The COC must have an emergency vehicle under their command equipped with hacksaw with blades, fire extinguishers, tow straps and industrial gloves and further it is recommended to have metal shears, fire resistant blanket and spanners to address any incident where extraction is necessary.

3.2.8 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.

## 4. Championship

**4.1** 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.

**4.2** 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:

The relevant letters of intimation/ permissions from all concerned departments.

The approximate track layout drawing.

The medical questionnaire.

The safety Plan of the Competition .

## 5. Officials

### 5.1 FMSCI officials

For each Competition, the FMSCI will nominate one steward.

### 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, who will also assume the role of the Safety Officer, chosen from the FMSCI list of stewards

One chief scrutineer, ( may be suggested by the organising club )

Judges of fact

All persons other than stewards, including all marshals/track marshals and other officials shall be designated as Judges of Fact.

Roles and duties of the main officials of the Competition

5.2.1 Stewards: see Articles 11.3, 11.8 and 11.9 of the ISC:

5.2.2 Clerk of the course: see Article 11.11 of the ISC.

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

#### 5.2.4 Competitor relations officer:

He is in charge of:

- a) Informing the Competitors and playing a mediating role at all times,
- b) Giving accurate answers to all questions asked,
- c) Providing all information or additional clarifications in connection with the running of the Competition.
- d) The Competitors relations 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.

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.

5.2.5 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.

5.2.6 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, if any breach is found they must inform the Clerk Of the Course. 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.

- Decisions made by judge of facts are not open to protests.
- The supplementary regulation of the event will define the facts to be judged by the various judges of facts.
- 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.

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

6.1.2 For all groups, the minimum age is 15 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 an event shall be submitted to the event organiser and must be accompanied by copies of the Competitor's FMSCI 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, provided it has been scrutineered.

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 ISC and its Appendices, by the Prescriptions and by these Regulations.

### 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.

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

7.3.4 A maximum of three different drivers may use one car in a specific class unless specified otherwise by the organiser in the SR.

7.3.5 Every driver can take a maximum of 10 Shootout qualifying runs in total. And is allowed only a single timed run per category in the Single Shot Time Attack event, with a maximum participation in 5 categories in each.

7.3.6 Rookie : A driver participating in their first calendar year in motorsport. Podium finishes in the Rookie class do not contribute to the drivers classification as a Professional.

7.3.7 Novice: A driver who has not had a podium finish in any FMSCI National Championship OR has achieved 3 or less podium finishes in FMSCI sanctioned 4W events (excluding TSD & Karting).

7.3.8 Professional : A driver who at any stage in their motorsport career has had a podium finish in any FMSCI National Championship OR has achieved more than 3 podium finishes in FMSCI sanctioned 4W events. (excluding TSD & Karting).

## 8. Eligible cars & materials

- 8.1** The FMSCI Time Attack events are open to cars complying with the Technical Regulations for Time Attack.
- 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 and modifications.
- 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 subject to the scrutineer's approval.
- 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 Time Attack events.

A factor of 1.7 for all Petrol engine vehicles b

A factor of 1.5 for all Diesel-powered vehicles

## 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.

**9.4** A class may be formed if 4 or more unique entries are officially confirmed. 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. Even if the number is below four, its upto the discretion of the organiser on whether they want to merge or cancel the class.

**9.5** The correct declaration of Rookie or Novice or Professional status lies solely & firmly with the respective entrant/driver. If a false declaration is found, the driver/entrant will be referred to the steward for sanctions, with a recommendation of immediate Disqualification, a fine of Rs.20,000/- and 1 year ban from all FMSCI events.

**9.6** Competitors will be divided into the following Groups and Classes

And the Technical requirement for the relevant class from the Time Attack Technical Regulations 2023 will apply.

#### 1. ROOKIE

A Rookie is restricted to competing only in Stock classes. They may also choose to level up and compete with the Novice drivers in any stock class but can take a maximum of 10 Shootout qualifying runs in total. Further in the Single Shot Time Attack, can take a single run per category, with a maximum participation in 5 categories. No extra runs for levelling up are permitted.

#### 2. NOVICE

A Novice could choose to compete in Stock or Modified cars and classes. They may also choose to level up and compete with the Professional drivers in any class but can take a maximum of 10 Shootout qualifying runs in total. Further in the Single Shot Time Attack, can take a single run per category, with a maximum participation in 5 categories. No extra runs for levelling up are permitted.

#### 3. PROFESSIONAL

A Professional could choose to compete in Stock or Modified cars and classes. They can take a maximum of 10 Shootout qualifying runs in total. Further in the Single Shot Time Attack, can take a single run per category, with a maximum participation in 5 categories.

4. CLASSES: The various groups will further be divided into Classes based on the Cubic Capacity(CC) of the Vehicle and can be either be categorised as Stock or Modified.

Upto 1100 cc

Upto 1450cc

Upto 1650cc

Upto 2500cc

Open (Unrestricted cc)

Ladies Open (Unrestricted cc)

4x4 Open (Unrestricted cc)

EV Open (Unrestricted KW)

5. Vehicles such as Go Karts, space frame race cars or buggies, ATVs etc can form a Support/Demo Class only and cannot participate in the Open category, unless specified otherwise in the SR.
6. The event organiser running a stand alone Time Attack meet has the freedom to insert additional classes or delete a few from those listed above. The same will be detailed in the eventsupplementary regulations.
7. The Time Attack events that are a part of a national championship/cup/series/ challenge will berun 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 writtenwaiver 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 / Competitorswho fail to report to the administrative checking shall not be authorised to take part in the Competition.

10.1.3 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 up to exclusion.

10.1.4 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 up to 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. Helmets of an FIA recognised brand or a minimum BIS/ISI approved helmet with a strong working clasp/D rings is mandatory, FIA homologated gloves are recommended, shoes that cover the entire foot are mandatory, must be worn by the driver, at scrutineering.

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 Time Attack 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.

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

**10.4** 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.

**10.5** 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 Time Attack 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 with competition numbers mentioned 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 windscreenstrips,
- 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 may be 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. 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** 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.

**13.3** 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.

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

**13.5** 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/-.

**13.6** 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 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. The track should have a minimum length of 600m. The minimum width of the track straights should be 3.5 mts with the corners being a minimum of 6 mts wide.

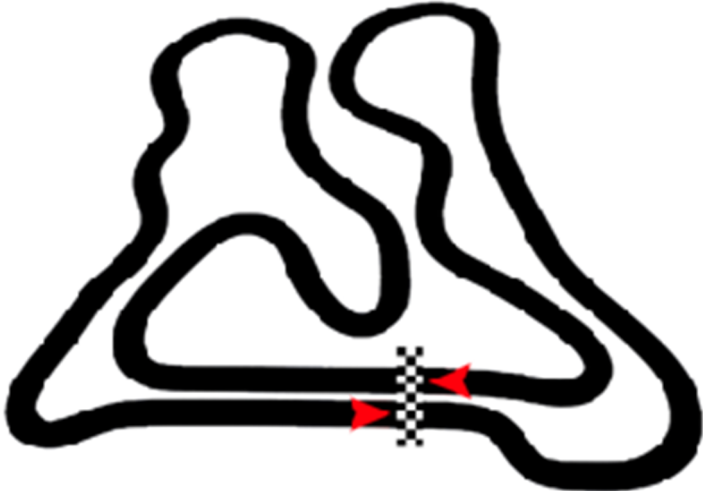
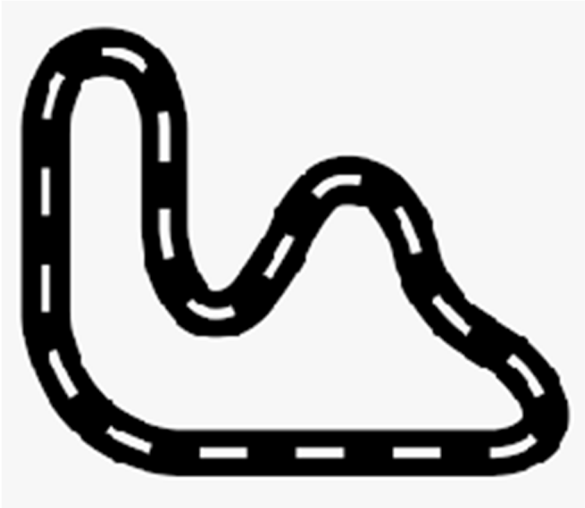
**15.3** Track design as such should limit straights where full acceleration is possible. No straight should exceed 90 meters-unimpeded without insertion of a speed control element such as a chicane.

- 15.4** 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.
- 15.5** 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. Alternatively bunting can be used to outline the track.
- 15.6** 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.
- 15.7** It is the responsibility of the organiser to take all possible steps towards dust mitigation on the track.
- 15.8** 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.
- 15.9** 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.
- 15.10** Barricading should be installed around the track to ensure that the race competition area is clearly separated from the spectating, parking and administrative areas.
- 15.11** Foam type 4kg fire extinguishers are required to be placed at each, the start line, the finish line, the pit area as well as two within the track, making a minimum of five.
- 15.12** Organisers have to be cautious and have adequate buffer around fast corners that have any hard/solid ( pole/wall/steel fence/building/ trees/ junction box) structures on the outside of the corner.
- 15.13** The fastest portions of the track should be reserved for areas far from the spectator zones and any permanently built structure on site.
- 15.14** The course surface should not have dangerous holes, steel gratings, dips or other hazardous features that may unsettle the car.

**15.15** 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 Time Attack

**16.1** 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><b>SINGLE TRACK WITHOUT CROSS OVER BRIDGE, TWO CARS RACING WITH DISTANCE DIFFERENTIAL, FACING OPPOSITE DIRECTIONS.</b></p>	
<p><b>SINGLE TRACK FOR SINGLE CAR RACING INDIVIDUALLY.</b></p>	

**16.2** Shoot Out Qualifying:

- a) Each competitor is allowed a maximum of 10 Shootout Qualifying runs in total

and can participate in a maximum of 5 shootout classes. After which the top positions from each class qualify for the Shootout, which will be held at the end of the event. The number of classes run for the shootout and the number of finalists are at the discretion of the organizer.

b) Single Shot Time Attack runs:

Each competitor is allowed a maximum of 5 Single Shot runs, with a maximum of 1 run per category, hence a competitor can compete in a maximum of 5 categories only.

c) The classification will be based on the timings posted by the competitor in this round.

d) 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

### **16.3 START/FINISH:**

a) 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.

b) 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.

c) When a false start occurs in a race start procedure the Driver(s) concerned will be penalised by a time penalty as specified in these regulations.

d) 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.

e) 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.

- f) The finish line will be clearly indicated and the marshals will time the car at this line.
- g) A run is counted once the car has crossed the start & finish line on its own engine power.
- h) Each car and each run will be individually timed.

**16.4** The scheduled time for the runs 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 )

## **16.5 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

The competitor is taking an abnormal amount of time to complete his track run.

The competitor is repeatedly/persistently deviating from the defined course .

A mechanical failure on track which could, in the opinion of the Marshal, constitute a danger.

Any safety related concern .

## **16.6 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.

## **16.7 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.

These elements have to be navigated in the prescribed manner as defined in the drivers briefing.

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

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.

## **16.8 PIT AREA**

All entrants/ participants are to report at the pit area 30 minutes before the start of the event. 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 indicated by an 'assistance allowed' signage.

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.

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.

## **16.9 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. Safety**

The competition event will run respecting certain specific conditions of appendix H which are as follows:

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

**17.2** 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.

**17.3** Each marshal post should have a red flag. 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.



- 17.4** The ambulance on duty should have a clear entry & exit passage into all areas of the track.
- 17.5** 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.
- 17.6** A professional fire engine with fire fighters is recommended on site. Alternatively track marshals should be trained on the use of fire fighting equipment.
- 17.7** A tow/recovery vehicle on track is recommended to ensure that over turned cars on track are cleared with minimal track downtime.
- 17.8** 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.
- 17.9** The Driver must keep both front side windows rolled up but may open the rear windows by 15% for ventilation.
- 17.10** It is strictly forbidden for Drivers to drive their car in a direction opposite that of the race.
- 17.11** 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.
- 17.12** 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.
- 17.13** The COC will indicate the location and exact procedure of the start by explaining it in the Driver's briefing.
- 17.14** Smoking is prohibited at the start grid, end control as well as all service/refuelling areas.
- 17.15** Use of drones is authorised after obtaining permission from the relevant authorities.

**17.16** 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.

## 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 including penalties if any.

**18.2** The official classification will be published after the completion of all the runs. It will be the only valid results subject to any amendments, which may be made under the ISC and these Sporting Regulations.

## 19. Protests & appeals

All protests and/or appeals must be lodged in accordance with Articles 13,14 and 15 of the ISC 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

## 20. 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.

## 21. 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.

## 22. 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 ISC.

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 ISC.

## 23. Penalties

**23.1** The stewards have overall authority concerning the penalties imposed.

**23.2** 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 ISC, of these Regulations and of the Supplementary Regulations.

**23.3** The organizer may add/remove or modify Penalties in the list below in the SR but subject to waiver.

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	DOUBLE ENTRY FEE/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	REPORT TO STEWARDS/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 5 SECS
17	BREACH OF TRACK BUT REVERSED BACK AT SAME SPOT	TIME PENALTY 3 SECS
18	UNAUTHORISED DRIVER IN CAR DURING COMPETITION	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
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22	FALSE START 1ST OFFENCE	TIME PENALTY 10 SECS
23	FALSE START 2ND OFFENCE	TIME PENALTY 20 SECS
24	FALSE START 3RD OFFENCE	DISQUALIFICATION
25	MISSING A TRACK ELEMENT	TIME PENALTY 20 SECS
26	LATE FOR DRIVERS BRIEFING	CASH PENALTY   INR 2000
27	ABSENT FOR DRIVERS BRIEFING	REPORT TO STEWARDS
28	NOT WEARING CORRECT HELMET	START REFUSED
29	HELMET NOT STRAPPED CORRECTLY	START REFUSED
30	HELMET MISSING	START REFUSED
31	POOR TYRE CONDITION	REFER TO SCRUTINEER
32	EXCESSIVE OIL/FUEL LEAKAGE	START REFUSED
33	LOOSE ITEMS IN CAR	START REFUSED
34	DRIVER SIDE WINDOWS NOT WOUND UP	START REFUSED

## 24. Prizes & trophies

Trophy's are mandatory for all class's formed. Prize money is at the discretion of the organiser.

## 25. Assistance

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



## 26. Course design recommendations

- MAKE A SITE MAP WITH ANY PERMANENT STRUCTURES ONSITE CLEARLY MARKED
- MARK LOCATIONS FOR ADMIN AREA/START/FINISH/PIT/SPECTATING/COMPETITOR VEHICLE HOLDINGCREATE A SMOOTH & LOGICALLY FLOWING TRACK DESIGN
- PLACE TRACK EDGE MARKERS WITH A CERTAIN LOGIC & LET THE SAME LOGIC PREVAIL THROUGHOUT THE COURSEGIVE 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 NEGOTIATEUSE 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 FEEDBACKDESIGN CORNERS OF VARYING RADII, FROM 45 DEGREES TO 180 DEGREES
- USE A COMBINATION OF TRANSIENTS, STRAIGHT SLALOM/OFFSET SLALOM/OFFSET GATES ETC

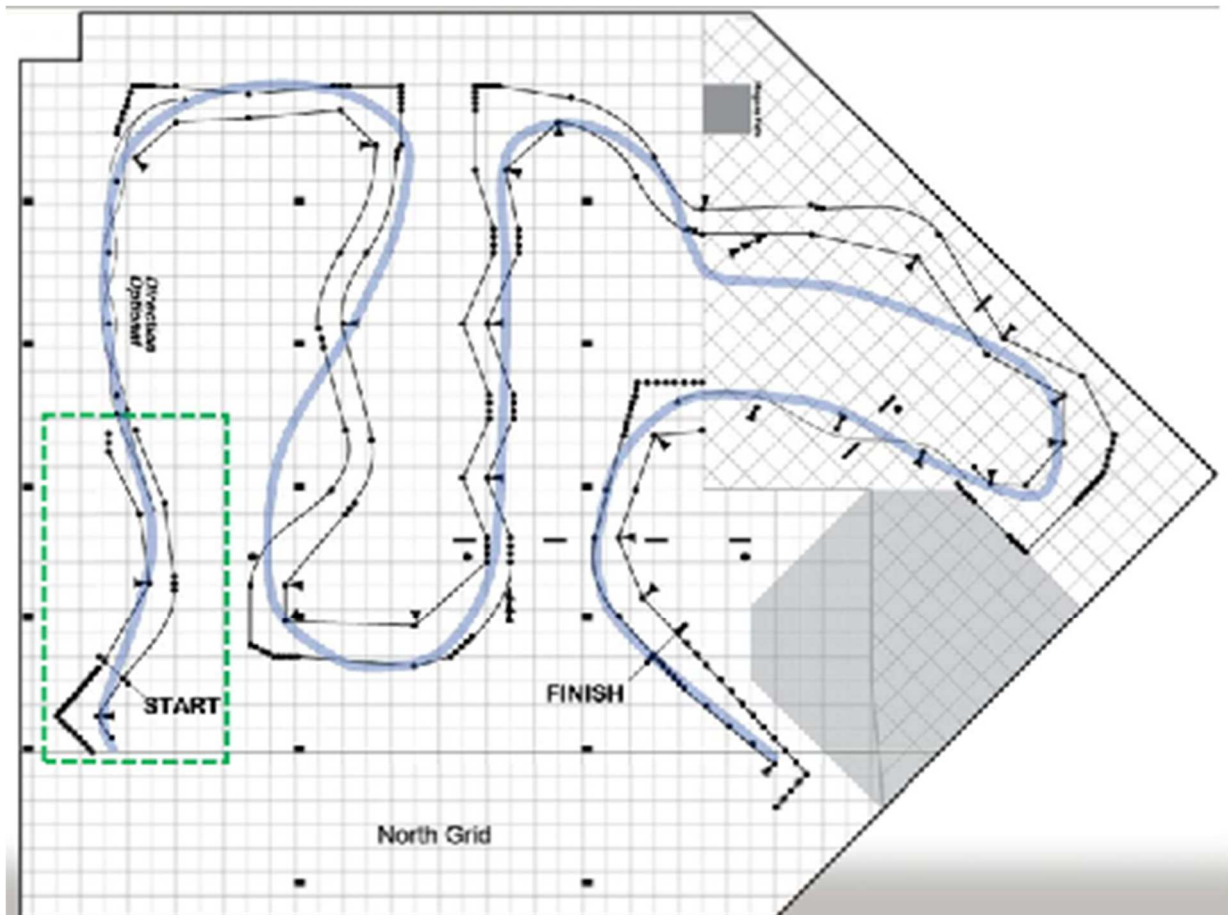


- INSERT A HIGHER DENSITY OF SWEEPING CORNERS/SLALOMS/LANE CHANGES INSTEAD OF QUICK STRAIGHTSAVOID DESIGNING THE COURSE TO FAVOUR ONE KIND OF CAR
- AVOID NECESSITATING SEVERE MANOEUVRES , EG:1ST GEAR DOWNSHIFTS/360 DEGREE PIVOTS ETC TRACK EDGE CONE SPACING SHOULD NOT BE THE SAME AS GATE OPENING TO AVOID VISUAL CONFUSIONFINAL 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 NOT 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!

## 27. Sample track layout







## Competition number plate location

