



The Federation of Motor Sports Clubs of India

**2024 General Prescriptions
Applicable to all FMSCI 4W Racing
Competitions run on Circuits**

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Each time the word “Championship” is used in these present General Prescriptions, the expression automatically includes the FMSCI Championships, Challenges, Trophies and Cups, as well as the Regional Championships.

1. Application of the General Prescriptions

All regulations of 4W Circuit Racing Competitions shall comply with the International Sporting Code (Code) and its Appendices, FMSCI Official Bulletins, the present General Prescriptions (the Prescriptions), and **the Specific or Supplementary** Regulations of the Championship (Regulations) of which the Competition forms a part. In the event of differences between these various texts, the Code will take precedence.

Only the FMSCI may grant waivers to the above-mentioned Prescriptions and Regulations.

2. Status of Competitions

All Competitions along with **their** status must be entered on the National Sporting Calendar of the FMSCI and must also be mentioned in the Event Specific Sporting & Administrative Regulations.

3. Eligible Automobiles

Save for Hill Climbs, only Automobiles of the groups or the formulae specified in the Regulations can be admitted to a Competition.

4. Registration of Competitions

- A. All applications for the inclusion of a Competition in a Championship must reach the FMSCI Administration before the deadline set by the FMSCI.
- B. The Competitions of a Championship shall be separated by at least two weeks. The FMSCI reserves the right to shorten or increase the interval according to the special circumstances prevailing.
- C. Any Organizer wishing to apply for a new Competition to be included in a Championship shall notify the FMSCI who will nominate at least one FMSCI observer to be present at the Competition organized during the year preceding the one in which the Competition is to be entered on the National sporting calendar.

5. Stewards & FMSCI delegates

For competitions above Open Status, amongst the stewards the FMSCI **Volunteers and Officials commission along with** the Race Commission will appoint the Chief Steward who is not a member of the organizing club, and who does not reside in the same city as the Organizing club. The Chief Steward will be the Chairman of the panel of stewards for the meet. The **Volunteers and Officials commission along with** Race commission will also appoint the second steward. **The** third steward will be appointed by the organizer. In the event of a tie, the chairman of the panel of stewards

shall have a casting vote. The FMSCI will also appoint a Technical Delegate who shall be responsible for scrutineering and shall have full authority over the scrutineers. The FMSCI may appoint other delegate(s) whose names must be included in the regulations.

6. Cancellation or Postponement of a Competition

- A. The cancellation of a Competition shall be notified to the FMSCI at least three weeks prior to the date for which the Competition was scheduled.
- B. The FMSCI may designate a replacement for a cancelled Competition giving priority to any reserve Competitions.
- C. Cancellation of a Competition with less than 3 weeks' notice may entail refusal of the entry of the Competition in the Championship for the following year, except in cases of Force Majeure accepted by the FMSCI.

7. Publication of the Regulations

- A. The Event Specific Sporting, Technical, Supplementary, and Administrative Regulations shall be submitted to the FMSCI for approval at least 2 months before the date of the first competition.
- B. The Specific or Supplementary Regulations and Program shall be sent at least 1 month before each round of the event.
- C. The Official language shall be English.
- D. The Specific or Supplementary regulations of the Competition must comply with the Code, with these Prescriptions and with the Technical Regulations concerned, except in cases where a waiver has been granted by the FMSCI.
- E. Any amendment or additional provision to the regulations of a Competition may only be announced in accordance with it and the Code by dated and numbered addendum which will be an integral part of the Competition regulations.
- F. Any addendum to the regulations published before the opening date for entries, shall also be published and two copies shall be sent to the FMSCI Administration for approval. These addenda will be posted on the official notice board and will also be communicated to the Competitors who must acknowledge receipt by signature, save in case of Force Majeure duly recognized as such by the stewards.

8. Acceptance of Entries

- A. Notwithstanding Article 3.14 of the Code, which authorizes the Organizer of a Competition to refuse an Entry, no Organizer may refuse the Entry of a Competitor who has scored at least 30% of the total points obtained by the leader of the provisional Championship classification; for the first Competition of the year, the final classification of the previous year's Championship will apply.
- B. In the regulations of the Competition, the Organizer may state the minimum number of entered Automobiles. If that number is not reached, the Organizer may cancel the Competition after obtaining the FMSCI's approval.

9. General Undertaking

- A. All drivers, competitors and officials participating in any FMSCI authorized event, undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of the regulations mentioned in Article 1 of the General Prescriptions.
- B. It is the competitor's responsibility to ensure that all persons or teams concerned by his / her / their entry observe all the requirements of the regulations mentioned in the preamble. The person or Team having charge of an entered car during any part of an event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- C. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.
- D. The presentation of a car for pre-event scrutiny will be deemed an implicit statement of conformity to the regulations concerned.
- E. All persons concerned in any way with an entered car or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

10. Driver Eligibility

- A. Drivers must hold valid FMSCI Licenses in order to drive in any of the categories of the event entered.
- B. For all categories, the minimum age is 15 years as prescribed by the FMSCI and is to be adhered to. There is no restriction on the maximum age.
- C. Drivers must have a valid insurance policy for the event.
- D. Foreign drivers must have a valid racing license (International Grade C or above) from their respective ASN along with a No-Objection Certificate (as per Article 3.9.4 of the Code).
- E. They can take part in the race and are entitled to race awards and are eligible for points or awards (as per article 2.3.6 of the International Sporting Code).
- F. All necessary permissions and compliances as prescribed by the Indian Government must be completed on or before arrival into India.

11. FMSCI Competition Licenses

- A. If the Entrant & Driver is an **individual**
 - 1. If the driver is below 18 years of age, then the driver must hold a current and valid FMSCI National Racing License, and his / her Entrant must hold a current and valid FMSCI Individual Entrant License.
 - 2. If the driver is 18 years and above, then the driver must hold a current and valid FMSCI National Racing Driver and Entrant License.
- B. If the Entrant is a **Team**
 - 1. The Entrant must hold a current and valid FMSCI Corporate Entrant License.
 - 2. The Drivers must hold a current and valid FMSCI National Racing License.

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

12. General Safety

- A. Drivers are strictly forbidden to drive their Automobile in the opposite direction to the race unless this is absolutely necessary in order to move the Automobile from a dangerous position. An Automobile may only be pushed to remove it from a dangerous position as directed by the marshals.
- B. Drivers may use only the track only during practice, qualifying, and the race, and must always observe the provisions of the Code relating to driving behavior on Circuits.
- C. If an Automobile stops during practice, qualifying, or a race, it will be removed from the track as quickly as possible so that its presence does not constitute a danger to or hinder other Competitors.
- D. If the Driver is unable to drive the Automobile from a dangerous position, it shall be the duty of the marshals to help; however, if any assistance is given which causes the engine to start, the Automobile will be disqualified from the results of the qualifying, practice, or race during which the assistance was given.
- E. A Driver who abandons an Automobile must leave the steering wheel with the Automobile. The driver must be in close proximity to assist with the recovery if asked to do so by the Marshals.
- F. Repairs to an Automobile may be carried out only in the paddock and pits or on the grid before the start.
- G. If refueling is allowed, it may only be carried out in the Pit Lane (Working Lane) or in the team garages only. For the Formula Classes, the Driver must be outside the vehicle whilst it is being refueled.
- H. Save as specifically authorized by the Event Specific Regulations or by the Code, no one except the Driver may touch a stopped Automobile unless it is in the pits or on the starting grid.
- I. When the track is closed by race control during and after practice and after the showing of the green flag, no one is allowed on the track except the marshals in the execution of their duty and the Drivers when driving, or under the direction of the marshals the mechanics during the formation lap, until all relevant Automobiles, whether mobile or not, have arrived in the Parc Fermé.
- J. During a race, the engine may only be started using the on-board starter, except in the pit lane where the use of an external starting device may be allowed.
- K. Drivers taking part in practice and the race must always wear the clothes and helmets specified in Article 22 of these General Prescriptions.
- L. At no time may a car be reversed in the pit lane under its own power or be driven or pushed in the opposite direction in the pit lane.
- M. If a Driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so.
- N. The Automobile's red rear light must be illuminated at all times when on a track that has been declared wet. The technical delegate may check the light at any time until 15 minutes before the green flag. No penalty will be imposed if the light fails during a race, nor need the Automobile be stopped.
- O. During the event, official instructions will be given to Drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. Organizers may also use digital display to convey signals set out in the code.

- P. Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- Q. Only team members of participating cars (all of whom shall have been issued with and wearing special identification) are allowed in the signaling area during practice and the race.
- R. The Race Director, clerk of the course, Stewards or medical delegate can require a driver to have a medical re-examination at any time during an event.
- S. At the end of ANY session no driver may cross the Chequered Flag more than once. A violation of this in the first instance will incur a minimum **Penalty of Rs 2,000/-** (Rupees Two Thousand). Subsequent violations of crossing the Chequered Flag more than once will incur a minimum Penalty of **Rs 5,000/-** (Rupees Five Thousand) and is subject to further action as deemed fit by the stewards.
- T. Failure to comply with the general safety requirements of the Code or these General Prescriptions or any other relevant regulations may result in the disqualification of the car and driver concerned from the event.

13. Instructions and Communication to Competitors

- A. The Race Director or Clerk of the Course may give instructions to competitors by means of special bulletins in accordance with the Code. These bulletins **will be posted on the official notice board as stated in the Specific or Supplementary Regulations.**
- B. All classifications and results of practice, qualifying and the race, as well as all decisions issued by the officials of the event, will be posted on the official notice board within 30 min.
- C. Any decisions or communication concerning a particular competitor must be given to him or her within 45 minutes of such decision, and receipt must be acknowledged.
- D. All Competitors are required to be available for receiving such communication at the Event, for a period of 45 minutes after the end of the Race.

14. Driving standards (Also Refer **the Code Appendix L, Chapter IV)**

The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect:

- A. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behavior, on or off the track, in a manner considered to have brought the event into disrepute, the event Race Director will be entitled to request that the event Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident.
- B. A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the waved blue flag to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Stewards.
- C. Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not deliberately leave the track without justifiable reason.

- D. Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offence will be reported to the Stewards.
- E. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to another competitor at any time.
- F. Causing a collision, repetition of serious mistakes, or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.
- G. The driver must drive the car alone and unaided. No Radio, Mobile, or any other communication device is allowed to be either on person or fitted to the automobile unless the technical regulations of that class of vehicle permits the same. All instructions must be conveyed using boards which can only be shown from the pit signaling platform. Any breach of this regulation will be reported to the stewards for further action.
- H. The event officials reserve the right to view data from any source on the car if data logging equipment is fitted, this includes the ECU and any camera equipment.
- I. All drivers are required to respect and obey Marshals' instructions and all flag signals (Annexure 1) without fail while driving on the racetrack failing which the competitor is liable to be penalized.
- J. The Stewards reserve the right to impose penalties on competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or disqualification from the event.

15. Track Limits (Also Refer the Code Appendix L, Chapter IV)

- A. Drivers must use the track at all times.
- B. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but not the kerbs.
- C. A driver will be judged to have left the track if no part of the car remains in contact with the track.
- D. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver may be reported to the Stewards should they perform any act which results in debris being brought onto the track.
- E. A driver may not deliberately leave the track without justifiable reason.

16. Defending a Race Position (Also Refer the Code Appendix L, Chapter IV)

- A. More than one change of direction to defend a position is not permitted.
- B. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- C. Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his.

- D. Whilst defending in this way the driver may not leave the track without justifiable reason.
- E. For the avoidance of doubt, if any part of the front tyre of the car attempting to pass is alongside the rear tyre of the car in front this will be deemed to be a 'significant portion'.

17. Pit Lane

- A. For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "working lane" The working lane is the only area where any work can be carried out on a car.
- B. During all practices and races, there will be a green and red light or flag at the end of the pit lane. Cars may only leave the pit lane when the green light is on, or the green flag shown.
- C. A blue flag or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- D. Competitors must not paint lines on any part of the pit lane.
- E. No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.
- F. A speed limit of 60 km/h will be enforced in the pit lane.
- G. During practice and reconnaissance laps any driver who exceeds the limit in the pit lane will be fined a sum of **Rs 300 for every kilometer beyond the specified limit subject to a minimum fine of Rs 1,000/-** for the first offence. (e.g. For a reported speed of 72 km/hr, the fine is Rs 3,600. For a reported speed of 63 km.hr, the fine is Rs 1,000). For every subsequent offence, the driver will be fined a sum of **Rs 500 for every kilometer beyond the specified limit subject to a minimum fine of Rs 2,000/-**. During Qualifying, the Stewards will delete the fastest time of the driver. During the race will impose a time Penalty of 10 seconds on any driver who exceeds the pit lane speed limit.
- H. Cutting across the white line at the Pit Lane Entry while entering the pit lane or cutting across the white line at the Pit Lane exit while rejoining the track is prohibited and will be subject to penalties under Article 19 of these General prescriptions. (Refer the Code Appendix L, Chapter IV article 5 & 6).

18. Incidents

- A. Incident means an occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Clerk of the Course / race director (or noted by the Stewards and referred to the Clerk of the Course for investigation) which:
 - a) Necessitated the stopping of a race.
 - b) Constituted a breach of these Regulations, or the code and its appendices.
 - c) Caused a false start by one or more cars.
 - d) Caused a Collision or tried (attempted to) to cause a collision.
 - e) Forced a driver off the track or tried (attempted to) to force a driver off the track.
 - f) Illegitimately prevented a legitimate overtaking maneuver by a driver.

- g) Illegitimately impeded another driver during overtaking.

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

- B. It shall be at the discretion of the Stewards to decide, upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an incident shall be penalized.
- C. If a driver is involved in collision or incident, he must not leave the circuit / venue / premises without the consent of the Stewards.
- D. If an incident is under investigation by the Stewards, it will be announced through the public address system and put up on the notice board within 45 minutes after the practice, qualifying, or race has finished. The onus of reporting to the officials is on the competitor.

19. Penalties

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact.

A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the disqualification of the Car and Driver concerned from the Event.

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

- a) A Drive Through Penalty – The Driver must enter the pit lane and rejoin the Race without stopping.
- b) A 10 Second **Stop-and-Go** Penalty – The Driver must enter the pit lane and stop in the working lane near the pit lane exit for at least 10 seconds and then rejoin the Race. This will be supervised by an official in the Pit Lane.
- c) A Time Penalty – **The specified time will be added to the elapsed Race time of the competitor.**
- d) A Reprimand
If any of the penalties above (a, b, c, or d) are imposed, they shall not be subject to appeal.
- e) A drop of any number of grid positions at the Driver's next Race **or** Event.
- f) Disqualification.
- g) Suspension from the driver's next event.

Should the Stewards decide to impose either of the penalties under Article 19(a) or 19(b), the following procedure will be followed:

- i. The Stewards will give a verbal and / or written notification of the time penalty, which has been imposed, to an official of the team concerned.
- ii. From the time the Steward's decision is notified the relevant Driver may cover no more than two complete laps before entering the pit lane and, in case of a penalty under 19(b) proceeding to the designated area in the pit lane, where he shall remain in the Working Lane for the period of the time penalty.

- iii. Whilst a Car is stationary in the pit lane as a result of incurring a **Stop-and-Go** penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- iv. When the time penalty period has elapsed, the Driver may rejoin the Race.
- v. Any breach or failure to comply with Articles 19(a) or 19(b) may result in the Car being disqualified.

Should either of the penalties under 19(a) or 19(b) above be imposed during the last three laps or after the end of a Race, Article 19 above will not apply, and 20 seconds will be added to the elapsed Race time of the Driver concerned in case of 19(a) and 30 seconds will be added in case of 19(b).

20. Sanctions

The **Stewards** may inflict the penalties specifically set out in these General Prescriptions in addition to or instead of any other penalties available to them under the International Sporting Code.

21. Infringement of Technical Regulations

A. Arising from Post Qualifying Scrutineering.

Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The stewards may permit it to start from the back of the grid.

B. Arising from Post Race Scrutineering.

Any competitor whose vehicle is found to be in breach of the technical regulations will be disqualified from the event forfeiting all points, prize money and other awards.

22. Driver Gear

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

- **Driving Suit – Fire Retardant (FiA or SFI Approved)**
- **Fire retardant inners (FiA or SFI Approved).**
- **Shoes (FiA or SFI Approved).**
- **Full fingered gloves (FiA Approved).**
- **Full Face helmet (FiA or SFI approved) for open-wheel cars.**
- **Full or Open Face helmets (FiA or SFI approved for Saloon Cars)**
- **FHR or Hans Device (FiA Approved for the classes mandated)**

The condition and fit of **all** the Drivers Gear should be to the satisfaction of the Scrutineers & Technical Delegate and must be presented to the Chief Scrutineer or Technical Delegate at pre-event scrutiny for eligibility.

Refer to the 2024 FMSCI Safety requirements for 4 Wheelers

The **responsibility for** the correct use of all **Driver gear** is the sole onus of the competitor.

23. Competition numbers **(Also refer Appendix 2)**

Each Automobile will carry the competition number of its Driver(s). The name of the driver(s) must appear on the bodywork. This must be on the outside of the cockpit and be clearly legible.

Competition numbers must be on the Automobile for inspection during scrutineering. The competition numbers must be in conformity with Article 16 of the Code.

Three clear areas along with the Mandatory logo for the display of the competition numbers must be reserved.

These are, one on the nose cone and one each on either side of the rear wing / **Bodywork** (Formula Classes) and one on the bonnet and one each on both front doors (Saloon Cars).

24. Scrutineering and Sporting checks

- A. During the initial sporting checks and scrutineering, which will take place at the times and places specified in the Event Specific Sporting and Administrative Regulations, the Competitor must have available all the required documents and Driver Gear.
- B. Unless a waiver is granted by the stewards, Competitors who do not keep to the set time limits will not be allowed to take part in the Competition.
- C. No Competitor, Driver or other person concerned with an Automobile can be required to sign any waiver unless this requirement is explicitly stated in the regulations.
- D. No Automobile may take part in a Competition until it has been passed by the scrutineers.
- E. The scrutineers may:
 - i. Check the eligibility of an automobile or of a competitor at any time during a competition.
 - ii. Require an automobile to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - iii. Require a competitor to pay the reasonable expenses which exercise of the powers mentioned herein may entail.
 - iv. Require a competitor to supply them with such parts or samples as they may deem necessary.
- F. Any Automobile which, after being passed by the scrutineers, is dismantled, or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- G. The clerk of the course may require that any Automobile involved in an accident be stopped and checked.
- H. Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone shall be authorized to give instructions to the Competitors.
- I. Cars which have sustained severe body damage or whose appearance is judged by the Technical Delegate and reported to the event Stewards to be below an acceptable standard may be disqualified from the grid.
- J. Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next race will be issued by the event stewards.
- K. The presentation of an Automobile for scrutineering will be deemed an implicit statement of conformity.

24.1 Change of Driver / Car / Engine / Gearbox

- A. Change of driver is allowed before pre-event scrutiny for the round begins. Any subsequent change will have to be referred to the Stewards for approval.
- B. Car replacement, i.e. change of car is permitted subject to the car being scrutineered and a Penalty of 10 grid positions for the immediate succeeding race of the round when the change is affected. The Replacement Car should not have been scrutineered in the event by any other competitor.
- C. Change of Engine/ Gear Box is permitted subject to the car being re-scrutineered and a Penalty of 5 grid positions for the immediate succeeding race of the round when the change is affected.

25. Fuel

Only fuel as prescribed under the technical regulations of the relevant classes should be used for the event. Any violation will result in the immediate disqualification of the car and drivers for the races post which the violation is detected.

26. Tyres – General Conditions

The following general conditions for tyres used in any event must be complied with:

- A. All tyres must be used as supplied by the nominated tyre manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners; the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.
- B. With the exception of race day, wet-weather tyres may only be used after the track has been declared wet by the race director, and, during the remainder of the relevant session, the choice of tyres is free.
- C. Tyres must be presented to the Technical Delegate / Chief Scrutineer during Pre event scrutiny in order for the tyres to be marked and to be checked for conformity with the Technical regulations. If in the opinion of the appointed officials, the nominated tyre specification proves to be technically unsuitable, the competitor must re-present tyres with suitable specifications before going onto the circuit for any session.
- D. Unless otherwise specified, only marked tyres should be used for Qualifying and the race(s).

The number of Dry and wet weather tyres issued to each automobile will be mentioned in the **Specific or Supplementary Regulations of the Championship.**

27. Transponder Modules

- A. All cars must be fitted with transponders. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event.
- B. Competitors will be reported to the stewards for any misuse of the modules at any time during the season.
- C. Competitors must not place electronic timing equipment within five metres of the Official Control Line or any other timing lines at any event. Any such team equipment placed within these zones will be removed.

28. Weighing

The Organizer will provide the location of the weigh bridge in, which will be used for the weighing procedure.

The weight of any Automobile may be checked during the Competition as follows:

A. During and after qualifying:

- i. All Cars will have to undergo the weighing procedure during or after each qualifying session.
- ii. The weight will be recorded by the FMSCI Technical Delegate, with the driver wearing their complete driver gear, during the Competition. This record must be signed by every driver.
- iii. If the Automobile is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the marshals who will take the Automobile to be weighed.
- iv. If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- v. An Automobile or Driver may not leave the weighing area without the consent of the FMSCI technical delegate.

B. After the race:

- i. Each Automobile crossing the Line will be weighed. If an Automobile is weighed without the Driver, it is the Drivers responsibility to ensure that he / she reports to the weighing area directly to record his or her weight which will then be added to the weight of the car to determine the total weight.
- ii. The weight will be recorded by the FMSCI Technical Delegate, with the driver wearing their complete driver gear, during the Competition. This record must be signed by every driver.
- iii. An Automobile or Driver may not leave the weighing area without the consent of the FMSCI technical delegate.

Should the weight of the Automobile be less than that specified in the Technical Regulations when weighed under **A** or **B** above, the Automobile and the Driver will be disqualified from the Competition save where the deficiency in weight results from the accidental loss of a component of the Automobile due to Force Majeure duly accepted by the Stewards.

The minimum weights for all classes will be specified in the class specific technical regulations.

No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from an automobile after it has been selected for weighing or has finished qualifying, or race or during the weighing procedure (except by a scrutineer acting in his official capacity).

Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

29. Parc Fermé

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

Parc Fermé regulations will apply in the area between the Start/Finish Line (the Line) and the Parc Fermé entrance for Competitions run on Circuits.

The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

30. Briefings and Press Conferences

A briefing for the drivers chaired by the Race Director or COC will be held at a time and location as mentioned in the timetable and Notice Board.

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

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

Drivers Briefing notes may be circulated to all competitors.

a) Drivers reporting late (beyond the specified time) for the Drivers Briefing will be penalized **Rs 2,500/-** (Two Thousand Five Hundred).

b) Drivers who do not attend this mandatory Drivers Briefing will be penalized **Rs 5,000/-** (Rupees Five Thousand) and reported to the **Stewards** for further action.

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

The organizers reserve the right to hold any additional briefing sessions for the Drivers other than the briefing session listed in the official Program. Drivers must attend such compulsory briefing sessions at the time and place informed.

Following the completion of the race(s), or at other times Drivers may be invited to attend the press conference(s).

All drivers invited must attend the conferences as informed by the Organizer.

c) Drivers who do not attend the press conference will be penalized **Rs. 5000/-** and be reported to the **Stewards** for any additional penalty.

31. Free Practice

A. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the qualifying sessions and the races.

B. The number of practice sessions for each class of vehicles and the duration of these practice sessions will be mentioned on the official schedule of the event and will be available on the official notice board.

C. It is mandatory for all drivers to take part in at least 1 practice session.

D. All free practice times will be recorded. In the eventuality of a driver not being able to qualify, his/her free practice times will be considered by the stewards to determine if the driver should be allowed to start the race. The final decision lies with the stewards.

E. In the event of a driving infringement during practice, the **Stewards** may delete any number of qualifying times from the driver concerned or drop the driver any number of grid positions as they consider appropriate. In this case, he or his team will not be able to appeal against the **Stewards'** decision.

F. The Clerk of the Course may interrupt practice as often and for as long as he/she thinks necessary to clear the track or to allow the recovery of a car. The Clerk of the Course may decline to prolong the practice period after an interruption of this kind.

- G. Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all **Marshal** posts.
- H. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.
- I. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.

32. Qualifying Format

Unless otherwise specified in the **Specific or Supplementary** Regulations, the following rules will apply for the Qualifying Session:

- A. There must be One qualifying session of 10 minutes duration held separately for each class of vehicles being run in the event.
- B. The fastest laptime of each driver will be recorded in order to determine his/her grid position.
- C. In the event of a class of cars which has more than one race per event, the second fastest laptime will be recorded in order to determine the grid position of each competitor for Race 2. The final determination of the start order will be based on the **Specific or Supplementary regulations of the event.**
- D. In the event of a tie, the driver who sets the time first will start from Pole Position. In the event of a further Tie, the practice times will be taken into consideration.
- E. Any driver whose car has received any assistance while on the track (including engine restart) during the qualifying session, will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits, will be held in *Parc fermé* until the end of the session.
- F. The fastest Lap time(s) of drivers receiving any assistance from the Marshals' during course of a qualifying session which may result in the driver resuming the session, will be deleted. However, if the Driver & car after having received such assistance reports immediately and directly to *Parc fermé*, the above Penalty will not apply. Such cars will be held in *Parc fermé* till the end of the session and will not be permitted to take any further part in the session.
- G. No driver may start the race without taking part in a qualifying session, without the express permission of the Stewards.
- H. Any driver whose best qualifying lap exceeds 115% of the pole position time may not be allowed to take part in the race. Under exceptional circumstances, however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race from the back of the grid. Should there be more than one driver accepted in this manner, their order will be determined by the **Stewards**. In either case, a Team will not be able to appeal against the Stewards' decision.
- I. The grid will be in a staggered 1 x 1 formation for the standing and 2x2 for the rolling start.
- J. In case of a timing system failure during the Qualifying session, then the last preceding timed practice, if available, will be the basis for determining the grid for the race. No protest will be accepted against a report of any judge of fact.

33. Starting Grid

- A. At the end of the last qualifying practice session, the list of qualified Automobiles will be officially published on the notice board.
- B. Only these Automobiles will be allowed to start the race.
- C. The grid will be in a staggered 1 x 1 formation for a standing and 2x2 for the rolling start.
- D. The final starting grid will be published minimum 30 minutes before the opening of pit lane. Any Competitor whose Automobile(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their Automobile(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race. If one or more Automobiles are withdrawn, the grid will be closed up irrespective of whether or not information of withdrawal of a vehicle was given or not. Failure to provide the above information within the stipulated period will be reported to the stewards for further action.
- E. The grid will be drawn up in the order of the fastest time achieved by each Driver during qualifying sessions. Should two or more Drivers have set identical times, priority will be given to the one who set it first.
- F. The fastest Driver will start the race from the pole position. The recommended pole positions, for standing and for rolling starts, will be indicated on the FIA/FMSCI Circuit license (as left or right). The clerk of the course, race director (if appropriate) and stewards may decide to change the pole position if they consider that particular circumstances cause it to disadvantage the fastest Driver, who must be consulted before any change is made.
- G. The rows on the grid should be separated by at least 6 meters.
- H. Access to the grid will close ten minutes before the time scheduled for the start of the race. After this time, any Automobile which has not taken up its position on the grid will not be permitted to do so and must start from the pits.
- I. Within the limits of the maximum number of Automobiles allowed for the Circuit concerned, Automobiles which did not achieve the required qualification minimum for reasons of Force Majeure may be authorized by the stewards to start the race.

However, they may only be permitted to start on condition that:

- a) They do not eliminate Automobiles which are already qualified.
- b) They are judged capable of achieving the qualification minimum.
- c) The Drivers satisfy all safety requirements, including knowledge of the Circuit.
- d) Automobiles thus accepted will be placed at the back of the starting grid. The stewards of the meeting may also authorize Drivers who have taken part in qualifying practice but failed to qualify for reasons of Force Majeure recognized as such by the stewards, to start the race, under the same conditions as above.

34. Starting Procedure

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

- **15 (Fifteen) minutes** before the starting time the **pit exit will be opened** with the display of Green Light/ Flag at the end of pit lane.
- **10 (Ten) minutes** before the starting time, the **pit exit will be closed**, and a **second warning signal** will be given. Any car, which is still in the pits, can start from the pits provided it reached the pit exit under its own power. If more than one car is affected, they must line up in the order in which they reached the pit exit.
- Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start. **Refueling on the starting grid is forbidden.**
- The approach of the start will be announced by signals shown, **five minutes, three minutes, One Minute and finally Thirty seconds** before the start of the formation lap, each of which will be accompanied by **an audible warning**.
- When the three-minute signal is shown, everybody except drivers, officials and team staff must leave the grid.
- When the three-minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the three-minute signal must start the race from the back of the grid or the pit lane.
- All drivers must be seated in their vehicles with their seat belts and safety equipment securely fastened. Any driver who fails to be seated and all safety equipment secured before the **1-minute** board will be pushed into the pit lane and must take a pit lane start.
- When the **1-minute** signal is shown, **engines should be started** and all team personnel must leave the grid by the time the 30-second signal is given. If any driver needs assistance **after the 30 second signal, he must raise his arm** (for Formula cars) or **open the driver's door** (Saloon Cars). In this case, **Marshals** with yellow flags may stand beside the car (or cars) concerned to warn drivers behind.
- Formation Lap
- When the green flag/ light is shown,
- **Standing Start** - The cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed one by one.
- **Rolling Start** – All Cars will follow the Pace Car and keep the formation lap as tight as possible (refer article below).
- Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals. Cars which have been pushed into the Pit Lane can be worked on by the mechanics and can take the start from the exit of the Pit Lane.
- During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Any one guilty of dropping behind without a valid reason, will be reported to the **Stewards** for further action. Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. In case any

driver is unable to regain his original starting position before he reaches **Safety Car** line 1, he must enter pit lane and take a pit lane start.

- Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the start line and must start the race from the pit lane. If more than one driver is affected, they must form up at the pit exit in the order they report to pit exit. If the line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.
- A time **Penalty** of 10 seconds (added to total time) will be imposed on any driver who, in the opinion of the **Stewards**, unnecessarily overtook another car during the formation lap. The same **Penalty** may apply for practice starts during the formation lap.

35. Race Start

- During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorized officials and fire **Marshals** all of whom shall have been issued with and shall be wearing the appropriate pass.
- Only in the following case, will any variation in the start procedure be allowed:
- If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director/COC, the Teams should be given the opportunity to change tyres, a "**Start Delayed**" board will be shown on the Line and the starting procedure will begin again at the 10-minute point.
- If the start of the Race is imminent and, in the opinion of the Clerk of The Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be switched on and information concerning the likely delay will displayed on the start line and by way of an announcement. Once the start time is known the procedure will recommence at the "10 Minute" point.
- The **Stewards** may use any video or electronic means to assist them in reaching a decision. The **Stewards** may overrule judges of fact. A breach of the provisions of the Code or these General Prescriptions relating to starting procedure may result in the disqualification of the car and driver concerned from the Event.

A. Standing Start

1. When the Cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.
2. The starting signal will be given by means of starting lights activated by the starter.
3. Once all the Cars have come to a halt, the five-second board will be displayed, followed by the lights which will be illuminated one at a time until all 5 lights are illuminated. Any time after the 5 red lights become visible, the Race will be started by extinguishing all red lights.

B. Rolling Start

1. After the cars have left the grid for the formation lap, the red lights will be illuminated on the grid. If the Race Director is satisfied with the formation lap, the Pace car will enter the pit lane and the competing cars will proceed to remain in formation on the starting Grid.

2. Once all the cars are in a 2x2 formation on the main straight the starter will extinguish the lights signifying the start of the race. Start order must be maintained and overtaking is allowed only after crossing the Control line.
3. If in the opinion of the race director the formation is not tight enough, the Pace car will remain on the circuit and the cars will continue for another formation lap. If at the end of this second formation lap if the race director is still unsatisfied, red flags will be shown and the car / cars which have caused an infringement will be pulled into the pit lane and will start the race from the pit lane.
4. The rolling Start will commence again after a 5-minute period. No work will be allowed on any of the cars during this period.

36. Race Abort

- If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head (Formula Class) or open the driver's door (Saloon Class) and the **Marshal** responsible for that row must immediately wave a yellow flag.
- If the start is delayed as a result, a **Marshal** with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap the race distance will be reduced by 1 lap. The car will be pushed into the pit lane by the shortest route. The Team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power. Vacant positions due to this will not be filled.
- If a problem arises when the cars reach the starting grid at the end of the formation lap the following Procedure shall apply:
 - a) If the race has not been started, a red flag and a "start delayed" board will be shown, all engines will be stopped, and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.
 - b) If the start light procedure has commenced & in the opinion of the starter the start needs to be ABORTED, the red lights will freeze & a red flag will be shown at the starters box to indicate the start has been delayed.
 - c) If the race has been started the **Marshals** alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
 - d) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the **Marshals** to push it into the pit lane by the fastest route.
 - e) The driver must not attempt to start the car whilst it is being pushed. His mechanics may attempt to start it in the pit lane only. If the car then starts it may re-join the race. The driver and mechanics must **always follow the instructions of the track Marshals during such a procedure.**

37. False Start

A **Drive-Through Penalty** will be imposed for a **false start**. For ease of understanding and application during the event, a competitor will be adjudged to have made a false start in a race if:

A. Standing Start:

No part of the contact patch of the front tyres must be beyond, ahead, or outside of the grid box. The car must remain stationary. Any movement of any competitor's vehicle on the start grid once the 1st red light is illuminated for the start of the race until all the red lights are switched off/ race started, will be deemed to be a False start.

B. Rolling start:

Must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the start signal is given.

If for any reason the penalty is not determined or communicated 4 laps before the end of the race, then 20 seconds will be added to the total time of that driver.

38. Stopping a Race

- A. Should it become necessary to stop the race because the circuit is blocked by an accident or because of weather or any other conditions that make it dangerous to continue, the Race Director shall order a red flag to be shown at all **Marshal** points. When the signal is shown, all cars shall immediately reduce speed.
- B. The race classification will be that at the end of the lap prior to that during which the signal to stop the race was given. The Red Flag may be due to following:
 - Race and service vehicles may be on the track,
 - The circuit may be totally or partially blocked because of an accident,
 - Weather conditions may have made the circuit non-drivable at racing speed.
- C. The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the race was given:
 - i. **Case A.** Less than two full laps. If the race can be restarted, **Article 39 (Case A)** will apply
 - ii. **Case B.** Two or more full laps but less than 75% of the race duration (rounded up to the nearest whole number of minutes). If the race can be restarted, **Article 39 (Case B)** will apply.
 - iii. **Case C.** 75% or more of the race duration. The cars will be sent directly to the **Parc Fermé** and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap prior to that during which the signal to stop was given.

39. Restarting a Race

Case A:

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.
- d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his ORIGINAL GRID position.
- e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either to:
 - to their original grid position or,

- as directed by the Marshals.
- f) Cars may be worked on the grid, if work is carried out on the grid; this must be done in the car's correct grid position and must in no way impede the restart. Refueling is not permitted.

Case B:

- a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the line for the penultimate time before the race was stopped.
- b) The re-started race (second part) will be 3 laps less than the original race distance, less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started race will be arranged in the race order at the end of one lap prior to that during which the signal to stop was given.
- d) Only cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorized route to either:
 - Safety Car line 1 / Last grid position
 - As directed by the Marshals.
- e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the cars correct grid position and must in no way impede the restart.

In both Case A and Case B:

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

40. Safety Car

- A. The Race Director (or in his absence the Clerk of the Course) reserves the right to introduce a **Safety Car** at any time during a race, until such time as the race leader has completed 80% of the scheduled race distance.
- B. The **Safety Car** will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.
- C. 15 minutes before the race start time the **Safety Car** will take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under 40-N below) it will cover a whole lap of the circuit and position itself at the end of Pit Lane.
- D. A Medical Car will position itself at the back of the grid for the formation lap and will follow the cars after the race has started for 1 lap before entering pit lane.
- E. When the order is given to deploy the **Safety Car**, all observers' posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.
- F. The **Safety Car** with its yellow lights illuminated will join the track regardless of where the race leader is (preferably in front of the race leader).

- G. All competing cars must then form up in line behind the **Safety Car** no more than 5 car lengths apart and overtaking is forbidden until the cars reach the start line after the **Safety Car** enters the pit lane. Overtaking will be permitted under the following circumstances:
- If a car is signaled to do so from the **Safety Car**;
 - Under **Article** 40-N below;
 - If any car slows with an obvious problem.
- H. When ordered to do so by the race director the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the **Safety Car**.
- I. The **Safety Car** shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the **Safety Car**, the race leader must keep within 5 car lengths of it (except under i) below) and all remaining cars must keep the formation as tight as possible.
- J. While the **Safety Car** is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the **Safety Car** and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the **Safety Car**. Under certain circumstances the race director may ask the **Safety Car** to use the pit lane or other parts of the circuit. In these cases, and provided its yellow lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area. Generally, applies: If the yellow lights are illuminated all cars must follow the **Safety Car**.
- K. When the race director calls in the **Safety Car**, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the **Safety Car** may dictate the pace and, if necessary, fall more than five car lengths behind the **Safety Car**. As the **Safety Car** is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags or green lights at the line. These will be displayed for no more than one lap. Overtaking will be permitted after the Control Line only.
- L. Each lap completed while the **Safety Car** is deployed will be counted as a race lap.
- M. If the race ends whilst the **Safety Car** is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.
- N. In exceptional circumstances the race may be started behind the **Safety Car**. In this case, at any time before the one-minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the **Safety Car**. When the green lights are illuminated the **Safety Car** will leave the grid with all cars following in grid order, no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

- O. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the **Safety Car**. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the **Stewards**, unnecessarily overtook another car during the first lap.
- P. The Stewards may impose a penalty upon any competitor whom they consider has gained an unfair advantage whether inadvertently or not, from a breach of these **Safety Car** Regulations. In the event that one competitor breaches these **Safety Car** Regulations for the benefit of another competitor, then both may be penalized.

41. Race Finish

- A. The end-of-race signal will be given at the Line as soon as the leading car has covered the full distance.
- B. Should for any reason (other than under **Article 38-A**) the end-of-race signal be given before the leading car completes the stipulated time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- C. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- D. After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals if necessary).
- E. Any classified car which cannot reach the Parc fermé under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc fermé.

42. Classification

- A. The car placed first will be the one having **completed** the specified number of laps. All cars will be classified taking into account the number of **laps they have completed**, and for those which have completed the same number of laps, the order in which they crossed the Line will be considered, except in case where the race is run in two parts as per regulations, **where the total number of laps of the two parts** will decide the Classification (**highest number of laps is the winner, so on and so forth**).
- B. If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car. The chequered flag will be held for 3 minutes.
- C. Cars which do not cross the chequered flag on the track and having covered less than 75% of the number of laps covered by the winner (rounded up to the nearest whole number of laps), will not be classified and thus earn no classification.
- D. The official classification will be published after the race. It will be the only valid result subject to any amendments, which may be made under the Code and these General Prescriptions.
- E. In the event of a failure of transponders or any other timing system which results in the failure of recording of automatic timings for the full qualifying and/or race or part thereof, the manual finish order as recorded by the Judges of Fact (Starter and/or

Chief Time Keeper) will be considered final for that race. No protest will be accepted against a report of any judge of fact.

43. Dead Heat

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

- i. The holder of the greatest number of first places.
- ii. If the number of first places is the same, the holder of the greatest number of second places. 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.

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

44. Protests and Appeals

LODGING A PROTEST OR APPEAL

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.

PROTEST FEES

Status	2024	GST	Total
Closed	6,000	1,080	7,080
Closed Invitation	6,000	1,080	7,080
Open	6,000	1,080	7,080
Challenge, Cups, Series, Trophy, League	12,000	2,160	14,160
National	18,000	3,240	21,240
National - Challenge, Cups, Series, Trophy, League	18,000	3,240	21,240
Other Championship Round	18,000	3,240	21,240
National Championship Round	18,000	3,240	21,240

DEPOSIT

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 Specific or Supplementary regulations of the event – or will be specified by the Stewards upon a proposal of the FMSCI Technical delegate / Chief scrutineer.

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 by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

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.

45. Application and Interpretation of the Prescriptions and Regulations

Should any dispute arise as to the interpretation of these Prescriptions, the FMSCI will be the only authority to make a decision.

46. Advertising

No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area for all events:

- Tobacco and tobacco products
- Alcohol
- Politics
- Religion

47. Fair and impartial coverage

The Organizer of a Competition shall ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the Competition.

48. Indemnity

Each Driver and/or Entrant indemnifies the Promoter, the Organizer, the FMSCI, the FIA, relevant State Government, Government of India, each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising

in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series.

49. Assumption of Risk & Liability

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

50. Release

Each Driver and/or Entrant releases and discharges the promoter, the Organizer, the FMSCI, the FIA, relevant State Government, Government of India, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

51. Social Media

Everyone taking part in an event in whatsoever capacity agree and declare that they shall not post any wrong and or provoking information or comment on social media of any kind, **directly or through a proxy**. Neither will any such **comment or information be shared with any recognized, or non-recognized,** media personnel. All grievances or problems will be addressed through **the** correct procedures as laid down in the sporting code, general prescriptions and **specific or** supplementary regulations of the event. This shall be binding on the heirs, executors and legal representatives of all taking part in an event.












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Recommended Penalties for Infringements

Article	Infringement	Practice	Qualifying	Race
12(L)	Reversed in the pit lane under its own power	Rs. 2,500	Rs. 5,000	Rs. 10,000
12(S)	Taking the chequered Flag more than once	First offence Rs. 2,500 Subsequent Offences Rs.5,000 plus Additional penalty deemed by Stewards		
14(B)	Failure to comply with a Blue Flag	Warning	Fastest Lap Time deleted	Up to Rs. 10,000
14(I)	Failure to comply with Marshal Instructions	Up to Rs 10,000	Up to Rs 10,000	Up to Rs 20,000
14(I)	Failure to comply with a Yellow Flag	Rs. 7,500	Deletion of fastest lap(s) + fine up to Rs 15,000	Up to 30 sec penalty + fine up to Rs 15,000
14(I)	Failure to comply with a Red Flag	Up to Rs. 15,000	Dropping of 5 grid places + fine up to Rs 15,000	Dropping of 5 Grid Places for the next race + fine up to Rs 25,000
17(G)	Speeding in pit lane	1st offence –300 per KM (min. Rs.1,000/-) 2nd offence 500 per KM (min. Rs.2,000/-)	Fastest lap time deleted	Add time 10 sec
17(H)	Crossing the white line at pit Entry or Exit	Warning + Rs.2,000/-	Fastest lap time deleted	Drive through Penalty or 30 Second added to Total Time
18(A)	Pushing another car off the Track	Black Flag	Black Flag	Up to 30 sec + fine up to Rs 20,000
18(A)	Caused an avoidable collision / contact (imprudence)	Drop of 5 Grid position	Drop of 5 positions + fine up to Rs 25,000	Up to 30 sec penalty + fine up to Rs 25,000
18(A)	Causing an avoidable collision / contact (not finishing the race) (intentionally)	Dropping of 10 grid places	Dropping of 10 grid places + suspended for 1 round + fine up to Rs 40,000	Dropping of 10 grid positions + suspended for 1 round + fine up to Rs 75,000
30(a)	Late Arrival at Drivers Briefing	Rs. 2,500		
30(b)	Absent at Drivers Briefing	Rs. 5,000		
30(c)	Absent at Press Conference	Rs. 10,000		
34	Practiced a start on the track	Rs. 2,500	Rs. 2,500	Add time 10 sec
34	Overtaking on formation lap			Add time 10 sec
37(A)	False Start			Drive through or Add Time 20 seconds to total time

Note: All fines / monetary penalties to be remitted to FMSCI

Appendix 1 – Flag Signals

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

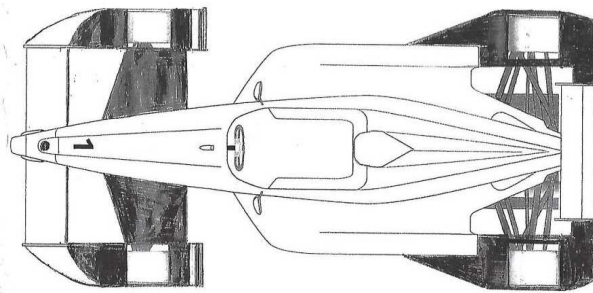
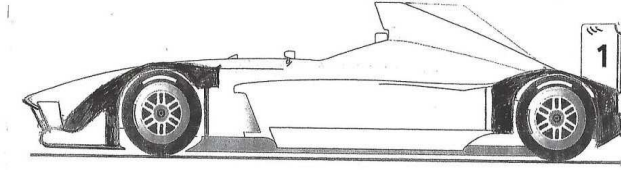
* Displayed with a competition number

Appendix 2 – Competition Numbers

Formula Cars:

Sides: 16 X 6 inches Sticker (A) on two sides of the Engine Cover or Rear Wing Endplate

Front: 12 X 3 inches Sticker (B) Nose cone: One forward facing on Nose Cone



Saloon Cars:

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

