



**The Federation of Motor Sports Clubs of India**

**2018 General Prescriptions  
applicable to all FMSCI Championships,  
Challenges, Trophies and Cups and to their  
qualifying competition 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**

- A. All regulations of Competitions qualifying for the FMSCI Championships (Competitions) shall comply with the Code and its Appendices, the FMSCI Official Bulletins, the present General Prescriptions (the Prescriptions), and the Regulations of the Championship (Regulations) of which the Competition forms part. In the event of differences between these various texts, the Code will take precedence.
- B. Only the FMSCI may grant waivers to the above-mentioned Prescriptions and Regulations.

## **2. Status of Competitions**

All Competitions along with its status must be entered on the National Sporting Calendar of the FMSCI.

## **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 organised during the year preceding the one in which the Competition is to be entered on the National sporting calendar.

## **5. Stewards, FMSCI delegates**

Amongst the stewards there shall be at least two stewards who are not members of the organizing club. In the event of a tie, the chairman of the panel of stewards shall have a casting vote. Also, the FMSCI may 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 moving 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 Standard Regulations shall be submitted to the FMSCI for approval at least 2 months before the date of the first competition. The SRs / Programme shall be sent at least 1 month before each and every round. The Official language shall be English. The regulations for a Competition shall reach the FMSCI Administration for approval, through the relevant ASN, no later than three months prior to the starting date of the Competition, after having been approved by the ASN of the organising club. The regulations must be published at least two months before the start of the Competition and one month prior to the closing date for Entries. Copies of the approved regulations shall also be sent, as soon as published, to the ASNs of the clubs organising the other Championship Competitions. The regulations together with all bulletins and official notices shall be published at least in English and in French. One of these two texts will be specified in the regulations as the authentic version.
- B. The regulations of the Competition must comply with the Code, with these Prescriptions and with the Regulations concerned, except in cases where a waiver has been granted by the FMSCI.
- C. Organisers must state in their regulations if there are any problems with the importation of competition Automobiles or spare parts.
- D. 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.
- E. Any addendum to the regulations published before the opening date for entries, shall also be published at least in English 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 recognised as such by the stewards.

## **8. Acceptance of Entries**

- A. Notwithstanding Article 3.14 of the Code, which authorises the Organiser of an Competition to refuse an Entry, no Organiser 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 Organiser may state the minimum number of entered Automobiles. If that number is not reached, the Organiser may cancel the Competition after obtaining the FMSCI's approval.

## 9. Competition numbers

Each Automobile will carry the competition number of its Driver(s).

Competition numbers must be on the Automobile for inspection during scrutineering.

## 10. Scrutineering and sporting checks

- A. During the initial sporting checks and scrutineering, which will take place at the times and places specified in the Regulations or the regulations of the Competition, the Competitor must have available all the required documents.
- 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 or other document unless this requirement is explicitly stated in the regulations.
- D. The clerk of the course or the chief medical officer can require a Driver to have a medical examination at any time during an Competition.
- E. No Automobile may take part in a Competition until it has been passed by the scrutineers.
- F. The scrutineers may:
  - a) check the eligibility of an Automobile or of a Competitor at any time during a Competition,
  - b) require an Automobile to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
  - c) require a Competitor to pay the reasonable expenses which exercise of the powers mentioned herein may entail,
  - d) require a Competitor to supply them with such parts or samples as they may deem necessary.
- G. 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.
- H. The clerk of the course may require that any Automobile involved in an accident be stopped and checked.
- I. 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 authorised to give instructions to the Competitors.
- J. The stewards will publish the results for each Automobile scrutineered and, if required, make them available to other Competitors. These results will not include any specific figure except in respect of fuel analysis or where an Automobile is found to be in breach of the Technical Regulations.
- K. The presentation of an Automobile for scrutineering will be deemed an implicit statement of conformity.

## **11. Parc Fermé**

- A. Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- B. 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.
- C. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

## **12. Weighing (except for Historic Competitions)**

- A. The weight of any Automobile may be checked during the Competition as follows:
  - a) During and after qualifying practice:
    - 1) At the pit entrance, the Organiser will provide a flat horizontal surface measuring 6m x 3m, which will be used for the weighing procedure.
    - 2) All Drivers entered in the Competition will be weighed, wearing their complete racing apparel, during the Competition. The weights of the Drivers will then be entered into a software programme / sheet which is under the control of the FMSCI technical delegate.
    - 3) During qualifying practice, this software programme / Technical Delegate will also select Automobiles at random to undergo the weighing procedure. The FMSCI technical delegate will inform the Driver either by means of a red light or verbally at the pit entrance that his Automobile has been selected for weighing.
    - 4) On seeing the red light or under instruction from the Technical Delegate, the Driver will proceed directly to the weighing area and stop his engine.
    - 5) The Automobile will then be weighed and the result given to the Driver in writing.
    - 6) 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.
    - 7) An Automobile or Driver may not leave the weighing area without the consent of the FMSCI technical delegate.
  - b) After the race: Each Automobile crossing the Line will be weighed. If an Automobile is weighed without the Driver, the weight determined under 2 above will be added to give the total weight required by the Technical Regulations.
  - c) 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 excluded from the Competition save where the deficiency in weight results from the accidental loss of a component of the Automobile due to Force Majeure.
  - d) 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 the race or during the weighing procedure (except by a scrutineer acting in his official capacity).
  - e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.
- B. Any breach of these provisions for the weighing of Automobiles may result in the Exclusion of the relevant Automobile.

### 13. 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. During practice and the race, Drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on Circuits.
- C. If an Automobile stops during practice or a race (except under Article 17 l c) and d) ), it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors.

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 excluded from the results of the qualifying practice or race during which the assistance was given. A Driver who abandons an Automobile must leave the steering wheel with the Automobile.

In cases where a practice session is divided into two parts separated by an interval, all Automobiles abandoned on the Circuit during the first part may be brought back to the pits during the interval and may participate in the second part.

- D. Repairs to an Automobile may be carried out only in the paddock and pits and on the grid before the start.
- E. If refuelling is allowed, it may only be carried out in the pits.
- F. Save as specifically authorised by the 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.
- G. 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 and the mechanics during the formation lap, until all relevant Automobiles, whether mobile or not, have arrived in the Parc Fermé.
- H. During a race, the engine may only be started using the starter, except in the pit lane where the use of an external starting device may be allowed.
- I. Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code.
- J. A speed limit may be enforced in the pit lane during practice and reconnaissance laps. Any Driver who exceeds this limit will be fined the sum specified in the Regulations.
- K. 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.
- L. The Automobile's red rear light must be illuminated at all times when it is running on treaded tyres and/or 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.

- M. If a Driver is involved in a collision, he must not leave the Circuit without the consent of the stewards.
- N. Throughout practice there will be a green/red light at the pit exit. Automobiles may only leave the pit lane when the green light is on.
- O. During the race, Drivers leaving the pit lane will do so on their own responsibility. However, a flashing blue light or a stationary blue flag will warn of Automobiles approaching.
- P. 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.
- Q. 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.

## **14. Practice**

- A. Save where the Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- B. No Driver may start the race without having taken part in a qualifying practice session.
- C. The interval between the end of the non-qualifying practice sessions and the start of the qualifying practice sessions on the same day will be given in the Regulations. Any delay in ending the first session must result in an identical delay in starting the second session. Only in the most exceptional circumstances can a delay in starting the non-qualifying practice session or some other difficulty on race morning result in a change to the starting time of the race. The minimum interval between the last qualifying practice session and the start of the race must be 90 minutes.
- D. The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of an Automobile. In the case of non-qualifying practice only, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind. Furthermore, if, in the opinion of the stewards, a stoppage is caused deliberately, the Driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice session that day.
- E. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of the Drivers.
- F. All laps covered during the qualifying practice sessions will be timed to determine the Drivers' positions at the start.

## **15. Briefing**

A briefing will take place before the start of the official practice session in the location allocated for this purpose. All Competitors (or their appointed representatives) and Drivers of those Automobiles which are eligible to take part in the race must be present throughout the entire briefing. Non attendance shall be reported to the Stewards.



## 16.Starting grid

- A. At the end of the last qualifying practice session, the list of qualified Automobiles will be officially published.
- B. Only these Automobiles will be allowed to start the race.
- C. The final starting grid will be published minimum 45 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 30 minutes before the start of the race. If one or more Automobiles are withdrawn, the grid will be closed up accordingly.
- D. The grid will be drawn up in the order of the fastest time achieved by each Driver taking both qualifying practice sessions into account. Should two or more Drivers have set identical times, priority will be given to the one who set it first.
- E. 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 licence (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
- F. The rows on the grid should be separated by at least 8 metres. The exact distance will be given in the Regulations.
- G. 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.
- H. Within the limits of the maximum number of Automobiles allowed for the Circuit concerned, up to 3 Automobiles which did not achieve the required qualification minimum for reasons of Force Majeure may be authorised by the stewards to start the race. However, they may only be permitted to start on condition that :
  - they do not eliminate Automobiles which are already qualified,
  - they are judged capable of achieving the qualification minimum,
  - the Drivers satisfy all safety requirements, including knowledge of the Circuit . Automobiles thus accepted will be placed at the back of the starting grid. The stewards of the meeting may also authorise Drivers who have taken part in qualifying practice but failed to qualify for reasons of Force Majeure recognised as such by the stewards, to start the race, under the same conditions as above.

## 17.Starting procedure

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

**Fifteen** minutes before the start of the formation lap, the pit exit will be open with the display of green light/flag.

- B. Refueling on the starting grid is forbidden. No refueling is allowed during the Race.
- C. The approach of the start will be announced by signals shown, Ten Minutes, Five Minutes, Three Minutes, One Minute and Fifteen Seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

**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 pit lane, can start from the pit exit provided it reached there 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. The cars will not be allowed to start the formation lap.

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.

When the **Five** Minutes 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 pit lane. Any Car which does not have all its wheels fitted at the **Three** Minutes signal must start the Race from the back of the grid or the pit lane.

When the **One**-Minute signal is shown, engines should be started and all team personnel must leave the grid by the time the **15** Seconds signal is given.

If any Driver needs assistance after the **15** Seconds signal he must raise his arm and, when the remainder of the Cars able to do so, have left the grid, the marshals will push the cars into the pit lane where the driver's team may attempt to rectify the problem. In this case, Marshals will wave yellow flags from the pit wall for the Car (or Cars) concerned to warn Drivers behind.

When the Green Flag is shown / lights are switched on, 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.

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.

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 position before he reaches the safety car line. If the Driver cannot establish his original starting position before he reaches the safety car line 1, he must enter the pit lane and take a pit lane start as specified in Article 17 C

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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 will apply for practice starts during the formation lap.

- D. 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.

There will be a standing start and the starting signal will be given by means of starting lights activated by the starter.

Once all the Cars have come to a halt, the five-second light will appear followed by the four, three, two and one second lights. Any time after the 5 red lights become visible, the Race will be started by extinguishing all red lights.

- E. During the start of a Race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire Marshals all of whom shall have been issued with and shall be wearing the appropriate pass.
- F. If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures will apply:

- A. If a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag. The yellow Abort lights will be switched on and 2 seconds later, all lights will be extinguished. The green lights / flag will be switched on / waved, and a board saying "Extra Formation Lap" will be displayed and all cars able to do so must complete a further formation lap.

When leaving the grid, all Drivers must proceed at a greatly reduced speed one by one.

The car which developed a problem will be moved to the pit lane by the marshals. The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time a problem like this arises the race will be shortened by one lap.

- B. If any other problem arises and the Race Director or his deputy decides the start should be delayed, the following Procedure shall apply:
- a) If the Race has not been started, the abort lights will be switched on, 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 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.
  - c) 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 shortest route. Any driver being pushed may not attempt to start the car.
  - d) Once the car is in the pit lane, his mechanics may attempt to start it, and if successful the driver may rejoin the race. The Driver and mechanics must

follow the instructions of the track Marshals at all times during such a procedure.

- G. Either a drive through penalty or a 10 second stop in the pit lane penalty will be applied for a False Start. If for any reason the decision for false start is taken after the race, a time penalty of 20 seconds will apply if the race is more than 30 minutes and 10 seconds if the race is less than 30 minutes.
- H. Only in the following cases will any variation in the start procedure be allowed:
- (i) 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, the abort lights will be switched on and the starting procedure will begin again at the 10-minute point.
  - (ii) 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.
- I. FALSE START  
Any tyre movement between switching on the first red light and extinguishing of all the red lights.

## 18. Stopping the race or practice

- A. Should it become necessary to stop the race or practice because the Circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. The decision to stop the race or practice can only be taken by the clerk of the course (or in his unavoidable absence, his deputy). When the signal to stop is given:
- a) during practice, all Automobiles shall immediately reduce speed and proceed slowly back to their respective pits, and all Automobiles abandoned on the track will be recovered;
  - b) during a race, all Automobiles shall immediately reduce speed and proceed slowly to the red flag line in the knowledge that:
  - c) the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given, - race and service Automobiles may be on the track,
  - d) the Circuit may be totally blocked because of an accident,
  - e) weather conditions may have made the Circuit undriveable at racing speed,
  - f) the pit lane will be open.
- All Automobiles must stop at the red flag line until directed by marshals to proceed to the grid, to enter the pit lane or to proceed to the Parc Fermé.
- B. 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:

Case A: Less than two full laps. If the race can be restarted, Article 19 A will apply.

Case B: Two or more full laps but less than 75% of the scheduled race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 19 B will apply.

Case C: 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps). The Automobiles will be sent directly to the Parc Fermé and the race will be deemed to have finished when the leading Automobile crossed the Line for the penultimate time before the race was stopped.

## **19. Restarting a race**

A. Case A:

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full scheduled race distance.
- c) The Drivers who are eligible to take part in the race shall be eligible for the restart either in their original Automobile or in a spare Automobile.
- d) After the signal to stop the race has been given, all Automobiles able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.
- e) The Automobiles may be worked on.

B. Case B:

- a) The race shall be deemed to be in two parts, the first of which finished when the leading Automobile crossed the Line for the penultimate time before the race was stopped.
- b) The length of the second part will be three laps less than the scheduled race distance, less the first part.
- c) The grid for the second part will be a standard grid with the Automobiles arranged in the order in which they finished the first part.
- d) Only Automobiles which took part in the first start will be eligible and then only if they returned to the grid or pits under their own power by an authorised route.
- e) No spare Automobile or reserve will be eligible.
- f) The Automobiles may be worked on.
- g) No refuelling or removal of fuel will be allowed.
- h) If the race was stopped because of rain, a "rain" sign must be displayed at the Line.

The Organiser must have sufficient personnel and equipment at his disposal to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

## **20. Safety Car**

The Safety Car regulations shall comply with the provisions of Article 2.9. of Appendix H. (Please see Appendix 1)

## **21. Finish**

- A. The end-of-race signal will be given at the Line as soon as the leading Automobile has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.
- B. Should for any reason (other than under Article 18 A) the end-of race signal be given before the leading Automobile completes the scheduled number of laps, or before the prescribed

time has been completed, the race will be deemed to have finished when the leading Automobile last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

- C. After receiving the end-of-race signal all Automobiles must proceed on the Circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary). Any classified Automobile which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the Automobile to the Parc Fermé.

## 22. Advertising

- A. An Organiser may only prescribe advertising on the background for the Competition numbers with the specific consent of the FMSCI.
- B. Such advertising on the background for competition numbers shall not exceed an area of 50 cm long by 14 cm high above or below the white background.

## 23. Classifications

- A. In addition to the classifications provided for in the Regulations, subject to the consent of the FMSCI, the regulations of a Competition may make provision for sub-classifications by groups of Automobiles, as defined in Appendix J (Art. 251.1.1), sub-classifications by cylinder capacity classes as defined in Appendix J (Art. 251.1.2), or special classifications based on a performance index.
- B. The sole method to be used for determining the general classification of a race in a *Championship* will be as follows:
- For all speed races on *Circuits* and of less than 4 hours duration, only *Automobiles* which have covered at least 80% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
  - For all races run on *Circuits* and lasting 4 hours or more, only *Automobiles* having covered at least 70% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
  - If an *Automobile* 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 that *Automobile*.
  - When a race is run in more than one part, the winner is the one who completes the prescribed total distance in the least total time, or the greatest total distance in the prescribed total time.
- C. The *Organiser's* shall send the results of the *Competition* to the *FMSCI* Administration within the following week, as well as to all the *Organisers* of the remaining *Competitions* in the *Championship*.

## 24. Dead heat

### A. Drivers

The rule for deciding between *Drivers* who have scored exactly the same points total shall be as follows:

- 1) According to the value of the places (first place, second place, third place, etc.) achieved in the general classifications of the *Competitions* and having served to make up their points total;
- 2) According to the value of the places achieved in the general classifications of all the *Competitions* in which each of the tying *Drivers* has taken part.
- 3) In the event of a further tie, the *FMSCI* itself will decide the winner, on the basis of whatever other considerations it thinks fit.

#### B. Automobile makes

The rule for deciding between makes which have scored exactly the same points total shall be as follows, according to:

- 1) The value of the places achieved in the contingent of *Competitions* having served to make up to points total for each make, taking into account only one place per *Competition* for each make;
- 2) The value of the places achieved in all the *Competitions* in which the tying makes have taken part, taking into account only one place per *Competition* for each make;
- 3) The value of the places achieved in all the *Competitions* in which the tying makes have taken part; if a make has achieved more than one place in the same *Competition*, these places may be cumulated.

In the event of a further tie, the *FMSCI* itself will decide the winner, on the basis of whatever other considerations it thinks fit.

## 25. 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	2018	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 supplementary regulations of the rally – 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**

Intention to Appeal : Rs.48,000/= + 18% GST. Total Rs.56,640/=

Appeal Fees : Rs.48,000/= + 18% GST. Total Rs.56,640/=

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 along with a fee of Rs.48,000/= + 18% GST. Total Rs.56,640/= (Rupees Fifty Six Thousand Six Hundred Forty Only).

The right to bring an appeal to the FMSCI expires 96 hours after the date of the decision of the Stewards of the event on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). 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 an additional fee of Rs.48,000/- +18% GST. Total Rs.56,640/=.

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.

## **26.Application and Interpretation of the Prescriptions and of the Regulations.**

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



## **27.Fair and impartial coverage**

The *Organiser* 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*.

## Appendix 1

### 2.9 SAFETY CAR PROCEDURES (EXCEPT FOR FIA CHAMPIONSHIPS, SERIES OR CUPS WITH SPECIFIC REGULATIONS)

**2.9.1** On the decision of the Clerk of the Course, the safety car may be brought into operation to: - neutralise a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race; - start a race in exceptional conditions (e.g. poor weather); - pace a rolling start; - resume a suspended race.

**2.9.2** At circuits where safety car procedures are to be used, two continuous, 20 cm wide "Safety Car Lines" should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, at right angles to the track centreline, at the following places: - Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the safety car as it enters the pits at the end of the intervention. - Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it. - and in case of more than one safety car, an Intermediate safety car line: the point at which competing cars can pass a safety car as it returns to its intermediate position at the end of the intervention.

**2.9.3** The safety car will be designed or adapted for high performance circuit driving and with power adequate to maintain speeds at which the types of cars competing in the competition can be driven without compromising their race-worthiness. At certain competitions, the vehicle may be chosen to suit a particular category, e.g. truck racing. There will be at least two seats and two or four doors; rear visibility must be good. A roll cage installed to Appendix J specifications is recommended, as are FIA-approved seat harnesses. The safety car must be marked "SAFETY CAR" in letters of appropriate dimensions similar to those of the race numbers, on the rear and sides. It must have at least one clearly visible yellow or orange light on the roof and a green light showing to the rear, each powered by a different electrical circuit. Lights fitted to the outside must be fixed to withstand the maximum speed attainable in the vehicle. It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing cars, and who is in permanent radio contact with race control. It is recommended that the occupants wear FIA-approved helmets and FIA flame-resistant clothing. These are obligatory in all FIA championships, series or cups.

**2.9.4** There will be only one safety car in operation at a time, except for circuits of over 7 km in length, where other safety cars, positioned at intermediate points around the circuit, may be specified in the event regulations. If more than one safety car is authorised, the following requirements will apply: - the starting and withdrawal position of each safety car must be advised to all the competitors and drivers; - a green light must be situated past the withdrawal position to enable the race neutralisation end point to be defined and signalled to the drivers.

**2.9.5** 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.

**2.9.6** When the five-minute signal is given (except under Article 2.9.18 below), the safety car will: - leave the grid and return to the pit lane or, - take up a position close to the pit entry until after the start is clear when race control either instructs it to return to the pitlane, or it is deployed.

**2.9.7** If more than one safety car is used, one will proceed as in Articles 2.9.5 and 2.9.6; the other(s) will take up the intermediate position(s) no less than 5 minutes before the race start time.

### NEUTRALISING THE RACE

**2.9.8** When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

**2.9.9** The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.

**2.9.10** All the competing cars must then form up in line behind the safety car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line (or the next race neutralisation end point) after the safety car has returned to the pit lane. Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car; - under Article 2.9.18; - any car entering the pits may pass another car or the safety car after it has crossed the first safety car line, as defined under Article 2.9.2;

- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line, as defined under Article 2.9.2;

- when the safety car is returning to the pit lane or its intermediate position, it may be overtaken by cars on the track once it has crossed the safety car line;

- any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 2.9.14) may be overtaken; - if any car slows with an obvious problem.

**2.9.11** Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

**2.9.12** When ordered to do so by the Clerk of the Course, the observer in the safety 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 reduced speed and without overtaking until they reach the line of cars behind the safety car. The safety car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, will pass the safety car.

**2.9.13** The safety car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader (or, when there is more than one safety car, all the cars in that safety car's sector). Once behind the safety car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 2.9.15) and all remaining cars must keep the formation as tight as possible.

**2.9.14** While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin 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 rejoining 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 Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

**2.9.15** When the Clerk of the Course calls in the safety car, its orange lights will be extinguished; this will be the signal 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 it. In order to avoid the likelihood of accidents before the safety car returns to the pit lane, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). These will be displayed until the last car crosses the Line. In the case of more than one safety car, their withdrawal must be precisely synchronised.

**2.9.16** Each lap completed while the safety car is deployed will be counted as a race lap.

**2.9.17** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking. **STARTING THE RACE BEHIND THE SAFETY CAR**

**2.9.18** 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 5 car lengths apart. There will be no formation lap and the 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. Soon after the last car in line behind the safety car passes the end of the pit exit, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car. 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 in which they left the grid. A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

**2.9.19** A safety car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code; in this case, the Supplementary Regulations governing the start will apply to it until it resumes its safety car function after the start has been given. **RESUMING A SUSPENDED RACE**

**2.9.20** The safety car will be driven to the front of the line of cars behind the red flag line. The conditions for resuming the race will be as stipulated in the FMSCI General Prescriptions or the event regulations, but the following should apply: - marshals will arrange the cars in the order indicated by race control; - any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car; - signals will be shown at appropriate intervals before the resumption, accompanied by audible warnings. The race will be resumed behind the safety car according to the procedure and conditions of Article 2.9.18. All the Articles concerning the neutralisation of the race will apply. The safety car will enter the pit lane after one lap unless all cars are not yet in a line behind it, or the safety car may continue until the Race Director (if appointed) or Clerk of the Course decides it is safe to resume the race.

**\*\* END \*\***