

GENERAL PRESCRIPTIONS OF THE FMSCI RALLYCROSS

1. FOREWORD

The Federation of Motor Sports Clubs of India (FMSCI) organises/or allows organisers to run the FMSCI Indian National Rallycross Championship («the Championship») and the Rallycross competition for Closed Invitation, Open, Challenges, Series and Cups which is the property of the FMSCI and comprises the titles of FMSCI Indian National Rallycross Champion (if applicable), in the following specific Championship:

- 1) The FMSCI Indian National Rallycross Championship for Drivers - 1100cc to 1400cc
- 2) The FMSCI Indian National Rallycross Championship for Drivers - 950 to 1400cc Turbo
- 3) The FMSCI Indian National Rallycross Championship for Drivers - 1401cc to 2000cc
- 4) The FMSCI Indian National Rallycross Championship for Drivers - 1401cc to 2000cc RS1
- 5) The FMSCI Indian National Rallycross Championship for Teams - 1100cc to 1400cc
- 6) The FMSCI Indian National Rallycross Championship for Teams - 950 to 1400cc Turbo
- 7) The FMSCI Indian National Rallycross Championship for Teams - 1401cc to 2000cc
- 8) The FMSCI Indian National Rallycross Championship for Teams - 1401cc to 2000cc RS1

All the participating parties (organisers, Competitors, Drivers, circuits) undertake to apply and observe the rules governing the Rallycross discipline.

The FMSCI is the licensed promoter («the Championship Promoter») and all the rights pertaining to the Championship brand and logos, and all commercial and media rights relating to the latter, as well as the right to contract with individual Competition organisers.

2. REGULATIONS

- 2.1 The final text of the GP, Sporting Regulations and Supplementary Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in these documents are for ease of reference only and do not form part of the Regulations.
- 2.2 These Regulations come into force on 1 January of each year.

3. GENERAL UNDERTAKINGS

- 3.1 All Drivers, Competitors and officials participating in the Championship, Challenge, Cup, Series, Open and Closed Invitation undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the FIA International Sporting Code («the Code») and its Appendices, the Technical Regulations, the General Prescriptions applicable to the Rallycross Competitions and the FMSCI Rallycross Championships («the General Prescriptions») and the present Sporting Regulations.

3.2 The Championship and each of its Competitions is governed by the FMSCI in accordance with the Regulations. Competition means any Competition entered on the FMSCI Calendar into the FMSCI Indian National Rallycross Championship or other competitions.

4. CHAMPIONSHIP AND OTHER COMPETITIONS

4.1 The Championship is run over 5 Competitions.

4.2 Each Competition will have the status of a full National Championship Competition.

4.3 Each Competition will be organised in accordance with the Organisation Agreements entered into between the Competition organiser, and the FMSCI.

4.4 Each organiser, via, the FMSCI shall supply the information set out in the standard Supplementary Regulations to the FMSCI, at least in English, no later than 2 (two) months before the Championship Competition and 1(one) month before for the other competitions, together with an outline timetable showing the times for administrative checking and scrutineering, the Drivers' and Competitors' briefing and a overall provisional schedule for the races, and the safety plan for the Competition.

5. CLASSIFICATIONS

5.1 The allocation of Championship points is described in Article 15 of the present Regulations.

5.2 All points scored in all Championship Competitions will count towards the final classification in the Championship.

5.3 At the end of the Championship, the Driver having scored the highest total of points will be declared:

- FMSCI Indian National Rallycross Champion.

5.4 At the end of the Championship, the team having scored the highest total of points (the total number of points scored by both of its cars in each Competition) will be declared:

- FMSCI Indian National Rallycross Champion Team.

6. OFFICIALS

6.1 For each Competition, the FMSCI will nominate the following officials:

- Two senior stewards, one of whom will be nominated chairman of the panel of stewards, of a city (in case of the National Championship) different from that of the organising city.

- One Race Director and OR

- One COC

- One Technical Delegate,

- One Observer.

In addition, the FMSCI may nominate a medical delegate, a safety delegate, a media delegate and/or several judges of fact.

The role of the FMSCI delegates [except for the technical delegate, who will be responsible for scrutineering and will have full authority over the national scrutineers] is to supervise the officials in their duties, to see that all the regulations governing the Championship are respected, to make any comments they deem necessary and to draw up any necessary reports concerning the running of the Competition in their field of competence.

- 6.2 The Organising Club of the Competition or delivering the permit to organise the Competition will appoint the following officials:
- One Steward
 - One Clerk of the Course, chosen from the FMSCI list of clerks of the course
 - One Assistant Clerk of the Course,
 - One Chief Scrutineer,
 - One Chief Timekeeper
 - One Chief Medical Officer and a Second Doctor,
 - One Secretary of the meet.
- 6.3 At least one of the stewards, the technical delegate and the chief scrutineer must be present at the venue of the Competition at the latest one hour before the opening of the administrative checking.
- 6.4 The Clerk of the Course shall work in permanent consultation with the Race Director if present. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement: the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or GP or Sporting Regulations.

The Clerk of the Course must be present during the whole Competition starting with the administrative checking until after the official prize-giving or at least until the time limit for a protest has elapsed.

The Race Director must be in radio contact with the Clerk of the Course at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshal's posts during these times.

The Race Director, together with the Clerk of the Course, may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all Competitors who must acknowledge receipt.

The Race Director and/or the Clerk of the Course are responsible to apply the General Prescriptions and the Sporting Regulations.

Within the given time limits any incident can be reported to the stewards by the Race Director. This means that the incident is under investigation. It shall be at the discretion of the stewards

to decide, upon a report or a request by the Race Director, if a Driver or Drivers involved in an incident shall be penalised.

7. AMENDMENTS – INTERPRETATION

- 7.1 In accordance with Article 3.6 of the Code, no alterations shall be made to these Regulations after the opening date for entries, unless unanimous agreement is given by all Competitors already entered, or by decision of the stewards for reasons of Force Majeure or safety.
- 7.2 Any further information will be announced to the Competitors by dated and numbered bulletins which will be an integral part of the Supplementary Regulations. These bulletins and all decisions will be posted on the official notice board on yellow paper.
- 7.3 Any bulletin concerning sporting matters must be signed by the stewards before being published.
- 7.4 The stewards are empowered to take a decision on any case not covered by these Regulations.

8. ELIGIBLE DRIVERS, TEAMS AND COMPETITORS

- 8.1 Drivers and Competitors must hold valid Championship Competitor's Licences (Racing, Rallying or any other full License. No Club Sport Licenses allowed unless a waiver is requested by the Organiser with valid reason and is approved by the FMSCI)
- 8.2 The Championship is open to:
- Drivers entered as part of a registered Team in the Championship for Teams;
 - Drivers entered as or by permanent individual Competitors participating in the whole Championship for Drivers;
 - Non-Permanent Drivers entering the Championship for Drivers on a Competition-by-Competition basis.
- 8.3 Team: A Team entry consists of two cars and Drivers. The cars must be of the same make and model, but may be different in livery. A team is not permitted to change the make or model of the car during the season.

The Team must be the Competitor (within the meaning of Article 9.15 of the Code), and it will be responsible for selecting the two Drivers for the cars entered as part of this registration. The two Drivers selected for each Competition must be notified to the FMSCI in accordance with the procedure and methods specified under Article 9.4 below.

The Team shall be responsible to the FMSCI to ensure that two cars always take to the grid for each Competition of the Championship. Any failure to participate will result in a penalty, except in cases of Force Majeure.

A body that holds a Team entry in the Championship may enter additional cars in the Championship or Competitions of the Championship, but only the two cars nominated

in the Team entry will score points for the Championship for Teams. Drivers nominated in the Team entry will also score points as individuals in the Championship for Drivers.

- 8.4 The permanent individual Competitor is responsible for selecting the Driver for the car entered as part of this registration. The Driver selected for each Competition must be notified to the FMSCI in accordance with the procedure and methods specified in Article 9.5 below. The Driver could be the permanent individual Competitor himself.

The permanent individual Competitor has a responsibility vis-à-vis the FMSCI to ensure that the car entered takes to the grid for each Competition of the Championship. Any failure to participate will result in a penalty, except in cases of Force Majeure.

The Driver(s) nominated by a permanent individual Competitor will only score points as (an) individual(s) in the Championship for Drivers.

Only the Driver nominated by the permanent individual Competitor as part of its “permanent” entry for a given Competition can benefit from Priority 1 in the event of a selection of the entries for this same Competition (see Articles 9.7 and 9.8 below).

A body or person entered as a permanent individual Competitor in the Championship can register additional cars on a Competition-by-Competition basis in the Championship or in some of its Competitions.

- 8.5 Non-permanent Driver: A non-permanent Driver is entered by_his Competitor to participate in one or several Competition(s) of the Championship, on the basis of a Competition-by-Competition registration. A non-permanent Driver can be the Competitor himself.

The non-permanent Driver will score points only as an individual in the Championship for Drivers.

Even if a non-permanent Driver and his Competitor indicate their intention to participate in all the Competitions of the Championship, the non-permanent Driver cannot however benefit from “permanent “ status or the associated benefit in the event of a selection of the entries (see Priority 1, Articles 9.7 and 9.8 below).

- 8.6 For all Drivers: Drivers may only be entered in one single category in cases where other Rallycross events are run within the same event.

9. COMPETITORS’ APPLICATIONS

- 9.1 Applications to participate in the Championship or in an Competition of the Championship shall be submitted to the FMSCI by means of the entry form available on www.fmsci.co.in and must be accompanied by copies of the Competitor’s and Driver’s Licence and entry fee to the order of the FMSCI.

- 9.2 The Competitor is the sole holder of the entry, meaning that it alone is competent to modify or cancel it. However, an entry will be considered to be valid only if the Competitor and the nominated Driver(s) have jointly signed the entry form.

No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the Competitor, if not entered in the Championship for Teams, may freely replace the car declared on the entry form with another from the same category, up to the point of scrutineering.

- 9.3 All applications will be studied by the FMSCI, which will publish the list of Competitors accepted, including their car(s) and Driver(s). Successful applicants are automatically admitted to the Championship or to the Competition concerned. Unsuccessful applications will be notified at the latest 14 days after the entry closing date.

- 9.4 Teams: Applications to participate in the Championship for Teams shall be submitted to the FMSCI by means of a "Team" form. Entry closing date for Teams is set at 1st March of that year. The entry fee for the Championship (*i.e.* entry fee to every Competition) will be decided and informed for that year, per team (including the registration of two Drivers).

A Team is authorised to change its Drivers during the season. Any request to change one or two Driver(s) entered by a Team must be submitted to the FMSCI via the online form at least 28 days prior to the concerned Competition.

However, a Team can submit a late request to replace one or two of its two Driver(s). This request must be addressed by email to the FMSCI (info@fmsci.co.in) at the latest by midday on the Monday preceding the Competition concerned. The Team will be kept informed as to whether its request has been accepted or rejected within the 24 hours following the submission of this request.

- 9.5 Permanent individual Competitors: Applications for permanent participation in the Championship shall be submitted to the FMSCI by means of the "Permanent" form. Entry closing date for permanent individual Competitors is set at 01st March of that year. The entry fee for the Championship (*i.e.* entry fee to every Competition) will be decided and informed for that year, per permanent individual Competitor.

A permanent individual Competitor is authorised to change its Driver during the season. Any request to change a Driver entered by a permanent individual Competitor must be submitted to the FMSCI via the online form at least 28 days prior to the concerned Competition.

However, a permanent individual Competitor can submit a late request to replace a Driver. This request must be addressed by email to the FMSCI (info@fmsci.co.in), at the latest by midday on the Monday preceding the Competition concerned. The permanent individual Competitor will be kept informed as to whether its request has been accepted or rejected within the 24 hours following the submission of this request.

- 9.6 Non-permanent Drivers: Applications to participate in a Championship Competition for all non-permanent Drivers must be submitted to the FMSCI by means of a Competition-by-Competition form at least 28 days prior to the concerned Competition. The entry fee per non-permanent Driver for a Championship Competition will be decided for that year.

For non-permanent entries, neither the Driver nor the Competitor declared on the entry form may be changed.

- 9.7 The maximum number of entries per class in the Competition will be decided and informed for that year.
- 9.8 If more than the permitted number complete entry applications and are received within the time limit, entries will be selected and validated according to the following order of priority:

Priority 1: Drivers entered by the Teams registered in the National Championship for Teams; Drivers entered as or by the permanent individual Competitors registered in the National Championship for Drivers;

Priority 2: Drivers having taken part in all the Competitions in any National Championship.

Priority 3 (applicable as from the second Competition in the Championship): Drivers having scored at least one point in a previous Competition in the Championship;

Priority 4: Drivers having achieved significant results in another FMSCI Championship or FMSCI approved international series (at the discretion of the Championship Committee);

Priority 6: all other entries will be selected according to the order in which they reached the FMSCI secretariat.

Drivers who are not selected on the basis of the abovementioned priorities will be entered on a reserve list. Thus, if a pre-selected Driver withdraws his entry before the Monday (noon) preceding the relevant Competition, the first Driver on the reserve list will be offered the vacant place. If no reply is received within 24 hours following the proposal or if the latter turns down the place, the next Driver on the same list will be offered the vacant place and so forth.

The replacement of one or several Driver(s) who have withdrawn with Drivers from the reserve list may be carried out up until Monday noon before the relevant Competition.

- 9.9 Once an entry list has been published by the FMSCI, the entry fee remains payable and shall not be refunded to Drivers who withdraw their entry in the Championship or Competition concerned.
- 9.10 For all other competitions including Closed Invitation, Open, Series, Cups and Challenges, the number of Entries are left to the discretion of the Organiser

10. ELIGIBLE CARS AND MATERIAL

10.1 The Championship is open to cars complying with the Technical Regulations for Rallycross, as specified in Article 279 of Appendix J.

- that the FMSCI homologation/TDF papers are produced at the administrative checking and scrutineering;
- That the car is in conformity with the Technical Regulations (Appendix J) valid at the date of the expiry of its homologation and is in a sound condition to participate, at the discretion of the technical delegate;
- That the size of the turbo restrictors and the minimum weight are those currently valid;
- In all other aspects the car complies with the current regulations.

10.2 Tyres

10.2.1 Slick Tyres are not permitted

10.2.2 Tyres must be registered during scrutineering and/or during the time slots as defined in the Supplementary Regulations.

10.3 Fuel Use

10.3.1 Fuel is Free

10.4 Data acquisition system approved by the FMSCI

10.4.1 The Teams and permanent individual Competitors must acquire and use the complete FMSCI data acquisition system as defined by the FMSCI; all the non-permanent Drivers must acquire and install the wiring and sensors of the data acquisition system as defined by the FMSCI. Data acquisition units will be allocated at random to these Drivers at each Competition venue upon the instructions of the technical delegate.

10.4.2 This system must be used during the Championship and serves exclusively to store the data acquired. It must be installed in strict compliance with the relevant instructions and must work at all times during the Competition. It is the responsibility of each Competitor to ensure that the system is working properly.

10.4.3 All costs connected with the installation, checking, servicing and updating of the system will be borne entirely by the Competitors.

10.4.4 The data may be checked at any time during the Competition.

10.4.5 The weight of the system is included in the minimum weight of the car.

10.5 Safety Seats

The cars of the Teams and permanent individual Competitors must be equipped with FIA-approved 8862-2009 seats. The seats must be used in accordance with the seat manufacturer's instructions and with Technical List No. 40. The use of supports homologated with the seat is compulsory.

10.6 Safety harness

The cars of the Teams and permanent individual Competitors must be equipped with an FIA-approved 8853-2016 safety harness.

10.7 Fire Extinguisher system

The cars of the Teams and permanent individual Competitors must be equipped with a Manual Extinguisher as per FIA article 253

10.10 Material limitation

When a Competitor's car(s) is/are used for the first time in the Championship, the Competitor must complete the Declaration Technical Form and submit it to the technical delegate at scrutineering. Each Competitor undertakes to declare the following information on the form, which may not be changed for subsequent Competitions of the Championship: complete description of the rear wing, two (2) sets of gear ratios, complete description of the brakes. Any infringement of the rules, namely the use of equipment not described on the Declaration Technical Form, will result in a penalty up to disqualification.

11. COMPETITION NUMBERS

11.1 The Competition numbers will be allocated from 2 to 199. The current champion may use number 1; other Drivers will be allocated a number by request and with agreement of the Championship Promoter.

11.2 Competition numbers size, style and position will be detailed in the Championship Style Guide which will also specify the size, style and position for the display of the Driver's name on each car. Competition numbers will be issued by the Championship Promoter.

12. ADMINISTRATIVE CHECKING

12.1 The Driver or his official representative must report in due time to administrative checking, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the Clerk of the Course.

- 12.2 Unless a waiver has been granted by the Clerk of the Course, those Competitors and Drivers who fail to report to the administrative checking shall not be authorised to take part in the Competition.

13. SCRUTINEERING

- 13.1 Noise: for all cars, a limit of 100dB is imposed, measured with a sound level meter set at «A» and «SLOW», placed at an angle of 45° to and a distance of 50cm from the exhaust outlet, with the car's engine turning at 4,500rpm. Should regulations impose a lower limit than the FMSCI, this must be mentioned in the Supplementary Regulations, which must be sent to all Competitors well in advance.
- 13.2 At the end of each race, cars may be weighed by request of the technical delegate. Having been signalled that his car has been selected for weighing, the Driver will proceed directly to the weighing area. The car will then be weighed and the result given to the Driver. The weight of cars and Drivers may be checked separately at the end of the Competition (when specified in the Supplementary Regulations), subject to a controlled and certified scale being located in the podium parc ferme on which the Drivers are weighed when they get out of their cars. The car will then be checked in the weighing area at final scrutineering and the weights will be combined.

14 Paddock

- 14.1 Drivers will be allocated paddock space in the process of completing their entry to the Championship or each Competition.
- 14.2 Each Driver is responsible for ensuring that a fire extinguisher of at least 5kg is available within his own team's area in the paddock.
- 14.3 Each Driver is required to ensure that a plastic sheet (minimum dimensions 4 x 5m) is spread on the ground in the paddock place reserved for his team where work is to be done on his car, in order to prevent any pollution in case of an accidental leak, etc.

15. RUNNING OF A COMPETITION

- 15.1 Each Competition will comprise practice sessions, 4 (four) Qualifyings, two Semi-Finals and the Final. Shakedown at the venue (even outside the rallycross track) or on any other site within a radius less than 10 kilometres from the Competition venue will not be permitted, unless they are expressly authorised and indicated in the Supplementary Regulations

15.2 Cars from different categories will run separately. The Joker Lap can be used in practice. A Driver who has failed to complete at least one lap in practice may be allowed to take part in the Competition at the discretion of the stewards.

15.3 All Drivers in the subsequent race must be present in the pre-grid area whilst the current grid is being assembled, in order to allow the organiser to bring forward such Drivers as necessary to complete the formation of the current race.

15.3b No extra cooling devices other than the ones which are mounted legally in the competition cars are allowed to be used in the pre-grid area.

15.4 If a Driver is not able to drive in his race he has to inform the Competitors' liaison officer before the start of the first race of his category. The lack of information will be punished according to Article 17.

15.4b When a false start occurs in a Qualifying heat race, a Semi-Final or a Final, all Drivers will return to their original starting position and the starting procedure will begin again. The Driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A Driver who makes two false starts in the same race will be disqualified from that race.

15.5 Qualifying Heats

In the framework of the present Championship and Competitions, qualifying Heats will be referred to using the term "Qualifying".

There will be four Qualifyings with maximum 3 cars starting abreast in each race over a minimum of 4 laps.

15.5.1 1st Qualifying (Q1): Starting positions in the races will be determined by a draw that will be carried out in the presence of at least one steward. If two or more Drivers retire in the first lap of Q1, they shall be classified in relation to each other according to the distance they actually covered.

15.5.2 2nd Qualifying (Q2): Race starters determined according to the classification of the Q1.

15.5.3 3rd Qualifying (Q3): Race starters determined according to the classification of the Q2.

15.5.4 4th Qualifying (Q4): Race starters determined according to the classification of the Q3.

15.5.5 The starting grid of each race should be organised on the same basis: each race with a least 5 cars, except for the first two races which will be for the slowest (or, in the 1st Heat, the Drivers drawn in those races) Drivers.

In the Q1, Drivers will start in the race allocated in the draw. From the Q2, the starting grid will be determined as above, but using the result of the previous Qualifying instead of the drawn positions; the fastest five Drivers in the last race, the next five in the penultimate race, etc.

If upon the composition of the first two races the total number of cars remaining is between 6 and 9, there will be two races, as follows:

9 cars: slowest (or last drawn) four in the first race, next five in the second race;

8 cars: slowest (or last drawn) three in the first race, next five in the second race;

7 cars: slowest (or last drawn) three in the first race, next four in the second race;

6 cars: slowest (or last drawn) three in the first race, next three in the second race.

15.5.6 All the Qualifyings will be timed and the fastest Driver in each Qualifying will be awarded 50 points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on. Those Drivers who did not complete a Qualifying (“DNF”) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified. Those Drivers who did not start the Qualifying (“DNS”) and those Drivers who were disqualified (“DSQ”) from the Qualifying will not be credited with any points.

In the event that two or more Drivers achieve equal times, they will be separated according to their best lap time during the Qualifying concerned.

If a race is restarted, a Driver who started in the first or subsequent starts, but was not able to start in the race that was completed, will be shown as “DNF” instead of “DNS” and will be credited with the appropriate number of points.

Known non-starters will be omitted from the published grid sheet. After the first race in a Qualifying has started, a non-starter in a later race will only be replaced if his absence means that the race has fewer than three starters.

15.5.7 After the Qualifyings, there will be an intermediate classification according to each Driver’s total points scored in the four Qualifyings. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who were the fastest in the Q4. To appear in this intermediate classification, a Driver must have crossed the finish line and been duly classified in at least two Qualifyings.

15.5.8 Championship points will be awarded to the top 16 Drivers in the intermediate classification, according to the following scale:

1st	16 points
2nd	15 points
3rd	14 points
4th	13 points
5th	12 points
6 th	11 points

And so on down to 16th 1 point.

15.5.9 In each Qualifying, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds. The penalty for Drivers who take it more than once will be decided by the stewards. One judge of fact will be appointed to note how many times the cars pass through.

15.6 Semi-Finals and Final

The 12 top-scoring Drivers in the intermediate classification will qualify for the Semi-Finals. The winner, second and third-placed Drivers in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if after the completion of the first two Qualifyings, there are at least eight (8) cars able to participate (a minimum of 4 cars per Semi-Final); if the Semi-Finals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.

15.6.1 There will be six starters, arranged 2-2-2 in three rows in each Semi-final. The Semi-finals will be run over six laps. Drivers placed 1st, 3rd, 5th, 7th, 9th and 11th in the intermediate classification will take part in Semi-final 1. Drivers placed 2nd, 4th, 6th, 8th, 10th and 12th in the intermediate classification will take part in Semi-final 2.

15.6.2 Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification.

15.6.3 In the Semi-Finals points will be awarded as follows:

- 1st 6 points
- 2nd 5 points
- 3rd 4 points
- 4th 3 points
- 5th 2 points
- 6th 1 point.

If a Driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the highest placed Driver in the intermediate classification not already in the Semi-Finals). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s).

15.6.4 There will be six starters, arranged 2-2-2 in three rows in the Final.

The Final will be run over six laps.

The Semi-Final winner with the highest number of points in the Competition will start on the 'pole' side of the grid, followed by the other Semi-Final winner. The same

procedure will be used between the two second-placed Drivers, and two third-placed Drivers.

If a Driver is unable to take his place in the Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the fourth placed Semi-finalist with the highest points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s). Should neither of the fourth placed Semi-finalists be able to start, the fifth placed Semi-finalists, and then the sixth-placed, will be considered as above.

In the Final points will be awarded as follows:

- 1st 8 points
- 2nd 5 points
- 3rd 4 points
- 4th 3 points
- 5th 2 points
- 6th 1 point.

15.6.5 The total points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Championship score for that Driver. Should more than one Driver have scored the same number of points in the Championship, precedence will be given to the Driver with the greatest number of 1st, then 2nd, then 3rd (and so on) places obtained in the Finals, or if the Drivers are still level, during the Pre-Finals, or the intermediate classifications.

15.6.6 The winner of the Final will be the winner of the Competition. Positions 1 to 6 in the final classification will be according to the result of the Final. The remaining Drivers will be classified according to points scored in the Competition.

15.6.7 In each Semi-Final and Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points. Two judges of fact will be appointed to note how many times the cars pass through.

15.6.8 A Driver who is disqualified from a Semi-Final or Final for whatever reason will receive no points for that Semi-Final or Final. The stewards may decide to impose a further penalty, i.e. loss of Championship points, if they consider the severity of the offence warrants it.

16. PARC FERMÉ

16.1 Only those cars having taken part in the Finals must be taken by the Drivers to Parc Fermé immediately after the race, except for cars not having completed the race. The cars shall remain in the Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the stewards. In this area, it is forbidden to make any repair to the car or to carry out refuelling.

17. PENALTIES

The following list of examples of penalties is not exhaustive. The stewards have overall authority concerning the penalties imposed.

INFRINGEMENT		PENALTY
01	Entry of a car that does not comply with the Regulations	Start refused
02	Absence of valid Licences	Start refused
03	Failure to pay entry fees (where applicable)	Start refused
04	Failure to submit an Homologation/TDF form	Start refused
05	Car failing to conform to the Safety measures	Decision of the stewards
06a	Late arrival at the dummy grid/ holding area	Start refused / Replaced in that race by next Driver
06b	Failure to notify a non-start	Decision of the stewards

INFRINGEMENT		PENALTY
07	Absence of the identification marks affixed by the scrutineers	Disqualification from the Competition

08	<p>Moving the track markers, driving outside the circuit or breach of Appendix L, Chapter IV - Code of Driving Conduct on Circuits, Article 2</p>	<p>First report: black/white (warning) flag as a minimum. Next report: 5-second time penalty as a minimum. Next report: black flag This does not prevent the Race Director impos- ing a different pen- alty if any advantage is gained, or a report to the stewards who may impose a different penalty.</p>
09	False starts	Defined in SR, Article 15.4b
10	Failure to respect instructions given by the flag signals	Decision of the stewards
11	Driver's equipment failing to conform to the safety measures	Decision of the stewards
12	Any tampering with or attempt to tamper with the identification marks	Disqualification from the Competition
13	Infringement of the Parc Fermé rules	Decision of the stewards
14	Reporting late to scrutineering	Practice restriction (4

Rallycross General Prescriptions

		laps maximum)
15a	Not-taking a Joker Lap (Qualifying Heat)	Defined in SR, Article 15.5.9
15b	Not-taking a Joker Lap (Semi-Final or Final)	Defined in SR, Article 15.6.7
16	Incorrect temperature of the tyres	Decision of the stewards
17	Any deliberate or reckless contact between Drivers/cars after the finish	Decision of the stewards
18	Incorrect use of # engines and/or turbos	Decision of the Stewards on recommendation from the Technical Delegate/Scrutineer
20	Competitor or Driver not attending or being late to the briefing	Fine or Disqualification from the Competition

INFRINGEMENT		PENALTY
21	Failure to respect the speed limit in the paddock	Monetary penalty as decided by the Steward's for each kph over the limit. The stewards reserve the right to impose another penalty.
		For each infringement: Reprimand as a minimum After three reprimands

<p>22</p>	<p>“Unsportsmanlike” behaviour during a Competition</p>	<p>during one season: Withdrawal of 5 Championship points from the Driver (and the Team, where appropriate) After six reprimands during one season: Withdrawal of 10 Championship points from the Driver (and the Team, where appropriate) After eight reprimands during one season: Withdrawal of 15 Championship points from the Driver (and the Team, where appropriate) After ten reprimands during one season: Disqualification of the Driver from the Championship For other competitions, upto the discretion of the Steward’s which may include time, monetary and or disqualification penalties</p>
<p>23</p>	<p>Non-compliance with the judicial camera</p>	<p>Decision of the stewards</p>

Note : GP = General Prescriptions; SR = Sporting Regulations

Moreover, the stewards either themselves or upon the proposal of the Race Director, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the Championship Regulations and of the Supplementary Regulations.

17.2 Protests shall be made in accordance with the Code. Protests concerning the Semi-Finals may be heard after the Final.

17.3.1 Any protest must be made in accordance with the shall be addressed to the Clerk of the Course for immediate transmission to the Stewards.

17.3.2. Protest Fee INR 14,160/- Inclusive of GST

17.3.3 Appeal Fee - Appeal fee as set by FMSCI is Rs 1,13,280 with Rs.56,640 to be paid with intention to appeal and balance Rs 56,640 alongwith grounds of appeal within 96 hours.

All fees shall be in cash (INR)

18. JUDICIAL CAMERAS

Throughout the Competition, all Competitors must have installed in their car a judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track, the steering wheel and the pedals are clearly visible, that the camera batteries are sufficiently charged and that the SD recording card is in place and has sufficient capacity to record all of the races in HD quality. The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the stewards. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the judicial camera is switched on and recording for all practice sessions, qualifying Heats, Semi-Finals and Finals. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock. Championship officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working. The footage can be used only by the officials and the Championship promoter. With the exception of cameras installed by the Championship TV contractor no other oncar/incar video, still or motion picture cameras will be permitted without the written authority of the Championship Promoter and such permission will usually be withheld. For the avoidance of doubt, Competitors may not use footage from the judicial camera for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

19 PODIUM, PRIZES AND CUPS

19.1 The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers must be present, wearing their Competition overalls. Failure to attend this

ceremony and/or the wearing of inappropriate clothing will be penalised by a fine inflicted by the stewards.

- 19.2 Per Competition at least a cup will be awarded to the Top 3 Drivers and the winner's national anthem will be played (the nationality of the Driver being that of this passport - Article 9.5.2 of the Code).
- 19.3 Cash prizes will be awarded to the Top 3 Drivers at the end of the Championship. The amounts of the cash prizes will be as follows: Cash Prizes if any to be decided by the Individual Organizer's
- 19.4 The first three Drivers and a representative of the Champion Team must be present at the annual FMSCI Gala (if they are invited to it) and at the FMSCI Off-Road Prize-Giving. Any such Driver who fails to attend will be penalised by the loss of any monetary award and/ or benefit associated with the corresponding position at the end of the Championship and may be fined by the FMSCI.

20 .CHAMPIONSHIP COORDINATOR AND COMPETITORS' LIAISON OFFICER

A Championship coordinator will be nominated by the Championship Promoter. He must be assisted by an English-speaking official Competitors' liaison officer nominated by the organiser and who must be in possession of a steward's or Clerk of the Course's Licence issued by his ASN, as it implies certain knowledge of the General Regulations. Both of them must wear a very conspicuous badge or a tabard, in order to be easily identified by the Competitors and Drivers. Their names, photos, mobile phone numbers and schedules will be posted on the official notice board.

They must inform the Competitors and play a mediating role at all times. They may attend the stewards' meetings in order to keep abreast of all the decisions taken. They will be the first point of contact for Competitors and, with the exception of protests, provide information or clarification in connection with the regulations to the Competitors. They will refrain from saying anything or taking any action which might give rise to protests.

22. TEAM PERSONNEL

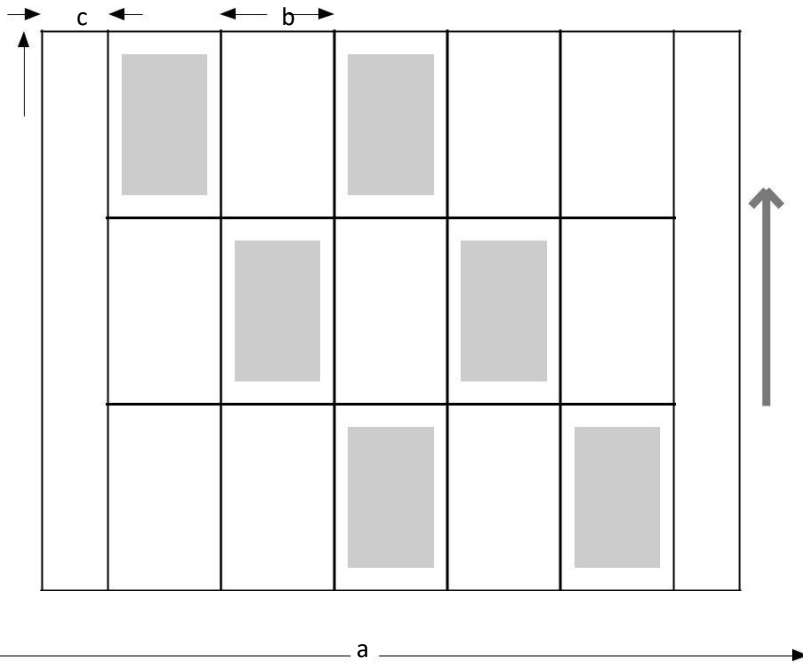
Of the passes that will be allocated per Competition to each permanent Competitor, 10 will be of the "Engineering Personnel" type for each two-car team entered in the National Championship for Teams. The allocation of these "Engineering Personnel" passes will be increased by 4 if the same team is fielding a third car, and by a further 3 as from the entry of any other additional car. In the event that one of these cars comes to abandon the Competition, the corresponding passes will be withdrawn from the Team. Each individual permanent Competitor will receive 5 "Engineering Personnel" passes.

Only persons wearing an "Engineering Personnel" pass shall be authorised to work on the car(s).

Throughout the Competition, all permanent Competitors must have installed in their paddock awning judicial cameras to record the number of personnel working on the car(s). It is the responsibility of each Competitor to ensure that the cameras are positioned in such a way that the car(s) and full working area are clearly visible, that the camera batteries are sufficiently charged and that the SD recording cards are in place and have sufficient capacity to record at all times when work is being carried out on the car(s). The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the stewards. The onus is on the Competitor to ensure that the judicial cameras are switched on and recording at all times when work is being carried out on the car(s).

Championship officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure that this equipment is working. The footage may be used only by the officials and the Championship promoter. For the avoidance of doubt, Competitors may not use footage from the judicial cameras for any commercial purposes, including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

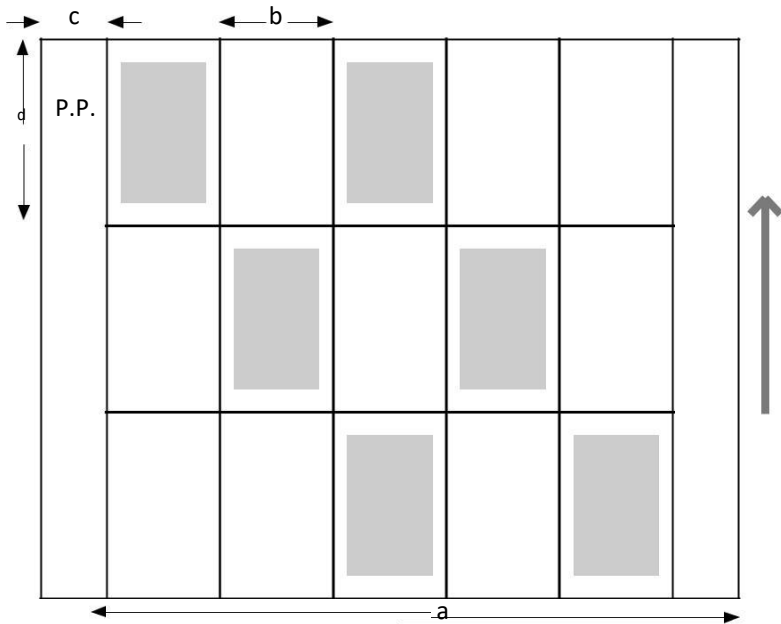
DRAWING NO. 1 – QUALIFYINGS



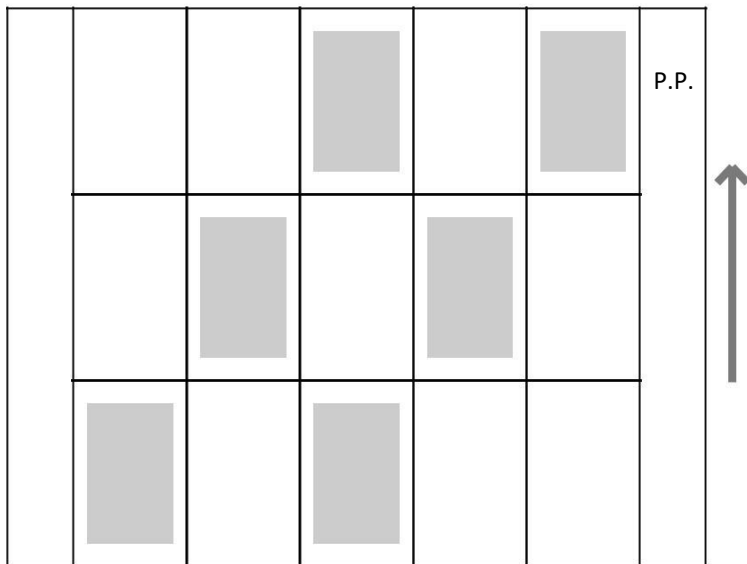
- a: Minimum 09 Metres (minimum width of grid)
- b: Minimum 2.5m (width of grid space per car)
- c: Minimum 1m (minimum space to edge of track)
- 6m (length of grid space per car)

The side of the pole-position is determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.

DRAWING No. 2 – SEMI-FINALS & FINALS



Or /



- a: Minimum 09m (minimum width of grid)
- b: Minimum 2.5m (minimum grid space per car)
- c: Minimum 1m (minimum space to edge of track)
- d: 6m (length of grid space per car)

Configuration of the starting grid depending on the side of the pole-position (P.P.) determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.