

2018

AVT GOLD CUP MILLION SALOON CAR ENDURANCE RACE

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GOLD
cup
—PREMIUM—
dust tea

Organised By

MADRAS MOTOR SPORTS CLUB

2/24/2018

ARTICLE 1 – ORGANISATION

Madras Motor Sports Club (MMS) will organize a 3 Hour Endurance Race for Cars. The race will be organized according to the International Sporting Code, as well as the Sporting Regulations of the FMSCI and these supplementary. These Regulations have been approved by the FMSCI.

Name of the Event: AVT Gold Cup Million Endurance Race.

Date: 24th – 25th February 2018

Venue: Madras Motor Race Track, Chennai

Official Language: Only the English text approved by the FMSCI is binding.

Status: Closed Invitation

1.1 Officials

Madras Motor Sports Club will designate the officials of the event who will officiate at the race:

Official	Name	License no.
Panel of the Stewards		
President	TBC	TBC
Member	TBC	TBC
Member	TBC	TBC
Race director	Manoj Dalal	TBC
Clerk of the Course	Farhan Vohra	TBC
Secretary of the Event	Prabha Shankar	TBC
Chief Scrutineer	KRS Murthy	TBC
Competitors Relations Officer	Amit Arora	TBC
Chief Time Keeper	Ajay Krishnamani	TBC
Chief Safety Officer	Jaswant Singh	TBC
Chief Medical Officer	Dr. Paramesh	TBC
Chief Track Marshal	Ananthraj P	TBC

ARTICLE 2 – ENTRIES

Each Team shall comprise of a minimum of 2 drivers or a maximum of 3 drivers.

The standard entry fee Rs. 60,000/- per CAR (Rupees Sixty Thousand only) must be sent to the Organisers before the **19/02/2018**.

The late entry fees Rs. 65,000/- (Rupees Sixty Five Thousand only) must be sent to the Organisers at the latest by **21/02/2018**.

The entry fee includes the cost of 10 tyres which will be provided to each car entered for the duration of the weekend.

To be considered, entries must:

- include the entry fee or confirmation of payment into MMSC Bank Account
- include fully **filled up Entry Form**
- include the **copy of the valid FMSCI Entrant License,**
- include a **copy of the Valid FMSCI Competition licenses of both the drivers**

MMSC Bank Account details are as follows:

Account Name	: MADRAS MOTOR SPORTS CLUB
Bank	: HDFC Bank
Branch	: Santhome Branch
Account Number	: 50100008894164
IFSC Code	: HDFC0000386

The spirit of racing and the principles of the Gentleman Drivers should be respected both on and off track. Disrespectful behavior can lead to the team and/or driver being punished or excluded from the event, upon the Stewards' decision.

ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2018 FMSCI Technical Regulations.

Accepted Classes:

- Indian Junior Touring Class
- Super Stock Class
- Esteem Cup Class
- Volkswagen Ameo Cup Class

A minimum of 5 cars are required to form a class. If less than 5 entries in a class are received the lower class will be merged with the next higher class to form a class.

All classes will run concurrently for the Endurance Race.

3.1 Change of car during a meeting: upon Stewards' approval.

A "Reserve car" can be accepted provided it has successfully undergone the technical scrutineering.

A written request must be submitted to the Clerk of the Course for approval from the Stewards.

This request must be made at least:

- before the start of the first qualifying,
- before the start of the second qualifying (the time from first qualifying will be cancelled),
- before the start of the race (the car will start from the back of the grid).

ARTICLE 4 – TECHNICAL REGULATIONS

All cars presented to the scrutineers should comply with their specification Technical Regulations. All competitors will have to certify and sign the Scrutiny Card at the time of Pre Event Scrutiny. Weight, engine capacity may be checked at any time during the event at the discretion of the Chief Scrutineer or on stewards' decision.

If a car does not comply with the technical regulations, it may be DISQUALIFIED by the Stewards.

ARTICLE 4.1 Drivers' Equipment

- must conform to The 2018 FMSCI Safety Regulations.

ARTICLE 4.2 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- FMSCI National Competition licence:
- Registration document / ownership document of the vehicle
- The stickers provided by the Organisers must be displayed on the car without altering them in any way.
- Any additional advertising (save the original livery of the car) must meet the FMSCI requirement.
- Windshield stickers are forbidden (save the original livery of the car) or provided by organizer.

Any car found in breach of the above “advertising” regulations could be refused to start the race.

ARTICLE 5 – TYRES

1. MMSC will specify Tyres for the event which will be given to the competitors free of cost.
2. Tyres will be issued by the Technical Delegate / Chief Scrutineer.
3. The only eligible tyres are those supplied by the official Tyre supplier as the official control Tyre. These tyres will carry official series marking and will be the only tyres permitted to be used at any time during any practice sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the Championship.
4. **The number of Tyres issued to each car entered will be limited to 10 (Ten) tyres.**
5. Replacement tyre will be issued if one of the tyres from the original set gets damaged during a practice / qualifying session / race. In the event of a spare tyre being used, the damaged tyre must be presented to the technical delegate / chief Scrutineer immediately in order to justify use of the spare tyre. A replacement may be provided only on return of the damaged tyre to the Technical Delegate / Chief Scrutineer. **Replacement tyres have to be paid for at an additional cost.**
6. The tyres shall be marked by the Technical delegate (or Chief Scrutineer) of the FMSCI with a marker supplied by the FMSCI. Additional tyres (Spare tyres) will also be marked may be used if a replacement is justified.
7. All tyres must be used as supplied by the official tyre supplier, any modification or treatment such as cutting, grooving, application of solvents or softeners; the fitting of heat retaining devices or pre-heating is therefore prohibited.

ARTICLE 6 – CREW

- The 2/ 3 Drivers of a team must complete administrative checks jointly.
- They will have to identify themselves as “Driver 1”, “Driver 2” & or “Driver 3”.
- At least one driver change between Driver 1, Driver 2 & Driver 3 is mandatory during the race.

- A maximum of 7 pit crew are allowed during a Tyre Change of which **a maximum of only 1 pit crew member can assist in the driver change.**

- A maximum of 2 pit crew are permitted during a Fuel stop.

Change of driver during a meeting: upon Stewards' approval.

Provided he has the proper license and satisfied the administrative requirements, a change of the crew can be authorised. A written request must be submitted to the clerk of the course for authorisation at the latest 1 hour before the start of the first qualifying session.

ARTICLE 7 – BRIEFING

- It is mandatory for all drivers to attend the Drivers' Briefing. The refueling Zone will be informed to the competitors at the briefing.

- Any driver failing to attend the briefing could receive a penalty of Rs.3000/- (Rupees three thousand only) and could be excluded from the starting grid by decision of the Stewards.

ARTICLE 8 – PRACTICES- RACE

- No aggressive or dangerous behavior will be accepted on track!
- A driver who is judged to be dangerous, may be excluded from the race by the Panel of the Stewards, with no refund of entry fees.
- Any contact between two cars on track, at any time during the meeting, will be subject to a Race Control investigation. They will have the right to determine the responsible driver(s), who might be inflicted a penalty upon decision of the Panel of the Stewards. In any case the cars should be re-inspected again by the technical scrutineer.
- Only cars and drivers that have completed the Technical and Administrative Checks will be accepted in the practice sessions.

> There will be two 30' free practice session

> There will be two 10' qualifying practice sessions.

> Driver 1 will qualify in qualifying practice session 1 & Driver 2 will qualify in qualifying practice session 2. In case of a 3 man team, the team will nominate the 2 drivers who will take part in the qualifying session.

> The Grid Position will be determined by the aggregate of both the qualifying practice sessions.

> In case a car / team is not able to set the time in any one of the practice sessions, the grid will first be drawn up as per the aggregate time of the cars/ teams which set the time in both the sessions followed by the times of the cars/ teams which set the time in only 1 qualifying practice session.

> The duration of the race will be 3 (Three) Hours / 180 minutes.

> Non-respect of the racing line:

- **During practice including qualifying practice:**

1st breach: Warning.

2nd breach: Cancellation of the best time achieved during the concerned session.

3rd breach: Cancellation of all times achieved during the concerned session.

- **During the race:**

1st breach: Warning.

2nd breach: Drive through.

3rd breach: 10 seconds stop & go penalty

> It is forbidden to pass any car after taking the chequered flag during practice or races:

Practice/ Qualifying Practice: Cancellation of the best time achieved during the concerned session.

Race: Reduction of 1 lap from total laps of the concerned driver.

> It is forbidden to pass the chequered flag twice during practice or qualifying or races:

Practice/ Qualifying: Cancellation of the best time achieved during the concerned session.

Race: Reduction of 1 lap from total laps of the concerned driver.

ARTICLE 9 – STARTING PROCEDURE

- The start will be a rolling start.

- The cars will leave the pits and do a sighting lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional sighting laps.

- The Grid will be in a 2x2 in line position. Each driver must keep the line (inside or outside) he had in the formation lap until he passes the timekeeping line.

) 5 minutes board + Horn before the formation lap start:

) 3 minutes board + Horn before the formation lap start:

) 1 minute board + Horn = Evacuation of the grid.

) 30 seconds before the formation lap starts: "30 seconds" board + Horn.

) Green Flag: Start of the formation lap will be behind the pace car; the cars shall keep to their positions and remain in their file one after the other in the two formed rows. When the lights of the pace car are switched off, it is forbidden to zigzag. Cars must stay in two lines.

) The cars will follow the leading cars.

) The red light will be switched on during the formation lap.

) The start of the race will be given by switching off the Red Lights.

Penalty for not following start procedure– 10 Sec. Stop & Go Penalty. For every competitor overtaken stop time of 10 sec. will be additionally imposed.

ARTICLE 10 – PIT STOPS

10.1 Speed limit in the pitlane.

The speed limit in the pitlane will be 60 KMPH.

Penalties

a) Free Practices:

1st infringement: Warning.

2nd infringement: 10 Sec. Stop & Go Penalty in the race.

3rd infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)

b) Qualifying Practices:

1st infringement: Cancellation of the best time achieved during the concerned session.

2nd infringement: Cancellation of all times achieved during the concerned session.

3rd infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)

c) Race:

1st infringement: Drive through.

From the 2nd infringement & every subsequent infringement: 10 Sec. Stop & Go penalty for every infringement.

10.2 Refueling:

- Each Car/ Team has to make at least one mandatory Refueling pit stop which will be carried out only on the designated "Refuelling Zone".
- Driver/ tyre change is permitted **additionally** during a refueling pit stop.
- the stationery time during a refueling stop will have to be a minimum of 5 Minutes.
- A maximum of 2 pit crew is allowed to participate in the refueling stop.
- Refueling stop will have to be undertaken only in the refueling zone specifically provided by the organisers. This zone will be marked and informed during Drivers briefing.
- Refueling has to be undertaken **with the engine off** by the Team only with proper fuel dispensing jerry cans with flexible pipe nozzle. **(Volume to be specified).**
- **Refueling stop can not be combined with a stop & go penalty.**

Penalty for not adhering to the minimum refueling pit stop time shall be 60 sec. stop & go penalty.

Penalty for not doing a refueling stop is 2 laps penalty (2 laps deducted from the total laps covered)

10.3 Driver change or mandatory tyre change pit stop.

- Each driver entering the track during the race has to complete a minimum of 20 minutes before changing over to the other driver. The maximum time that a driver can drive continuously is 40 minutes.
- It is mandatory for teams to change all 4 tyres **with a new set** in at least 1 of their pit stops. In all other pit stops, the number of tyres that need to be changed is left to the discretion of the team.
- You can undertake driver change during a tyre change stop.
- For all cars the **minimum** duration of the stop (Stationery time) will be **Two minute**
- Cars are only allowed to stop in front of their box. No other stop on the pit lane is authorized
- Maximum of 7 pit crew allowed to participate in this pit stop.
- **These pit stops can not be combined with a stop & go penalty.**

Penalties

- Did not complete minimum or above the maximum driver session time = 1 lap penalty
- Stop shorter than the announced pit stop timing (30 seconds to 1 minute) – 30 sec. stop & go penalty.
- Stop shorter than the announced pit stop timing (61 seconds to 2 minutes) – 10 sec. stop & go penalty.

ARTICLE 11 – NEUTRALISATION – FCY - SAFETY CAR – RED FLAG

11.1 – Responsibility:

The Race Director/ Clerk of the Course is solely entitled to decide upon the neutralisation of the race using the following procedures.

11.2 Full Course Yellow

- If any car has a mechanical problem or for any reason has broken down in a safe zone for recovery the Race Director/ Clerk of the Course can order a Full Course Yellow
- All marshal posts will wave yellow flags and show **FCY** boards
- Competitors are to reduce speed and be cautious
- **STRICTLY NO OVERTAKING** is allowed during this period.
- Once the Race Director/ COC is convinced that the race has been neutralized he/she can/ will bring in recovery vehicle/s to tow the broken down vehicle to the pits.
- Once the broken down vehicle is safely recovered to the pits, the FCY boards & Yellow flags are withdrawn and the green flags waved to indicate that racing can resume.

- During the FCY period if the lap time set by any driver is faster than 3 of his consecutive laps set prior to the FCY period, the driver will be penalized with a 10 sec. stop & go penalty.

11.3 - "Safety-Car":

A "Safety-Car" is used on the racetrack and bears on the boot and on each side a "Safety-Car" inscription.

11.3.1 – On the order of the Race Director/ Clerk of the Course, all Marshals will display waved yellow flags & SC Boards at each Marshal post.

11.3.2 – The "Safety-Car", yellow flashing lights switched on, will proceed onto the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car",

11.3.3 – All competing cars will form up in line behind the Safety Car no more than 5 cars lengths apart. Any overtaking on the track is forbidden, unless a car is signalled to do so by the Safety Car.

11.3.4 – The pit lane exit will be closed every time the group of cars behind the safety car cross the pit entry and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

11.3.5 – Pit Stops under safety car:

11.3.5.1 – During the "Safety-Car" intervention, the racing cars are allowed to make a pit stop, but may only re-join the race when lights at the end of the pit lane are green after the last car queuing behind the "Safety-Car" has passed pit lane exit.

11.3.5.2 – A car re-joining the race can catch up to the line of cars in a safe manner & in formation following the "Safety-Car". No overtaking is permitted.

11.3.6 – End of Intervention:

11.3.6.1 – The end of the "Safety-Car" procedure is under the Race Director/ Clerk of the Course's sole responsibility.

11.3.6.2 – When the Race Director/ Clerk of the course calls in the Safety Car, the latter will extinguish its lights. This will be the signal to the drivers that it will leave the track to 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, leave more than 5 cars lengths behind the following car. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.

11.3.6.3 – Overtaking is strictly prohibited until the cars go through the green lights/flags located on the Start Finish/ timekeeping line.

11.3.6.4 – Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

11.4 – Red flag:

11.4.1 - Before the end of the second lap, and for any reason, if the race is interrupted, the red flag will be shown waved to competitors. Vehicles resumed their places on the starting grid according to the original starting grid.

11.4.2 – If the race is red flagged after more than 2 laps and less than 75% of the race, cars stop in front of the starting line at the location indicated by the marshals, then resumed their places on the starting grid according to the classification lap before stopping.

In both cases, interventions on cars are only allowed to the presentation of the sign "Shut off Engine" and the process resumes at the presentation of the panel "Start Engine".

11.4.3 If the race is red flagged after 90% of the race duration is covered, the race is deemed to have finished and all cars will return to the pits.

ARTICLE 12 – FINISH

12.1 The Chequered Flag will be presented to the leading car when it crosses the start finish line for the first time after the 180 minutes duration of race is completed.

12.2 If for any reason the chequered flag is delayed, the race is deemed to have finished when the leading car crosses the start finish line for the first time after the 180 minutes duration of race is completed.

12.3 If for any reason the chequered flag is shown on the sole discretion of the Race Director/ Clerk of the Course (with approval of stewards) before the completion of the 3 (Three) hour duration, the race is deemed to have finished at the chequered flag.

ARTICLE 13 – CLASSIFICATION

13.1 To be part of the classification, the car must have raced during the last 10 min before the chequered flag or cross the finish line under the chequered flag and under its own power.

13.2 The results will be declared with the car with the maximum number of laps/ Maximum distance covered in the 180 minute period as the winner.

13.3 All other cars will then be classified behind the winner as per the number of laps covered and the time taken after the winner to take the chequered flag (if the number of laps are the same).

ARTICLE 14 - PODIUM

A podium celebration will take place for the finishers of each class at the end of the race. The prize giving ceremony will be held for all the classes at the podium.

ARTICLE 15 – TROPHIES & START MONEY

For 5 cars in a class only the winner will be awarded.

For 6 – 8 cars in a class the top 2 finishers will be awarded.

For 9 and above entries in a class top 3 finishers will be awarded.

As per the table below.

Position	Trophy	Start Money
1st	Winners Trophy	Rs.1,00,000/-
2nd	Runner Up Trophy	Rs.75,000/-
3rd	2nd Runner Up Trophy	Rs.50,000/-

Additionally the **OVERALL WINNER OF THE ENDURANCE RACE** will be awarded Rs.1,00,000/- start money.

It is mandatory for all winners to attend the Podium ceremony in full racing gear. The Winners have to wear the Sponsors Cap on the podium if provided by the organizer. The Competitors are not allowed to insult or disgrace the Sponsors cap in any which manner.

ARTICLE 16 – PROTEST

1. All protests must be lodged in accordance with the stipulations of the FMSCI Racing GP and within 30 minutes of the publication of Provisional results.
2. All protests must be lodged in writing and handed to the clerk of the course together with the **protest fee of Rs.18, 000/-** (Eighteen Thousand), which shall not be returned if the protest is judged unfounded.
3. If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of **Rs 18,000/-** (eighteen Thousand) per component.
4. The expenses incurred by the work and by 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.
5. 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 to them.

ARTICLE 17 - APPEAL

1. Competitors may appeal against decisions, in accordance with the stipulations set out in the FMSCI Racing GP.
2. 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/-** (Rupees Forty eight Thousand Only) .
3. The right to bring an appeal to the **FMSCI** expires two days 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. The confirmation of an appeal to the **FMSCI** must be accompanied by the fee of **Rs.48,000/-** (Forty eight Thousand) along with grounds of appeal within 96 hours.
4. 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.
5. 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.

6. If the appeal is rejected or it is withdrawn after being brought, no part of the appeal fee shall be returned.
7. If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.
8. 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.

ARTICLE 18 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organization reserves the right to undertake all necessary changes to the competition due to force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual competitions, if this is determined by extraordinary circumstances, with no refunds of entries.

In case of withdrawal of administrative authorization or suspension requested by the sports or administrative authorities, it will be considered as a case of Force Majeure, and therefore the entries will not be refunded.