

# **MRF International Challenge**

## **A Festival of Speed**

**A Round of the MRF MAI  
Indian National Touring Car Championship 2007**



### **Championship Regulations**

**PROMOTED BY :  
FB Motorsports**

**ORGANISED BY :  
FB Motorsports**



This is an important document. All drivers and entrants should read these Regulations before completing the relevant entry form. Please contact MAI if you have any questions in relation to these Regulations.

## **PART 1 – SPORTING REGULATIONS**

### **A.1 REGULATIONS**

**A.1.1** The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

### **A.2. Titles & Status**

**A.2.1** The following titles will be awarded:

<b>Title</b>	<b>Status</b>
MRF Touring Car Championship – Indian Open upto 1600 cc MRF Touring Car Championship – Indian Super 2000 Turbo MRF Touring Car Championship - Indian Super 1600 MRF Touring Car Championship - Indian Super 1400 MRF Touring Car Championship – Maruti Esteem Group N upto 1400 cc MRF Touring Car Championship – Maruti Esteem Group N upto 1400 cc – Ladies MRF Touring Car Championship - Foreign 1600 cc	Championship
MRF MAI Indian National Touring Car Championship - Indian Super 2000	National Championship
MRF MAI Indian National Touring Car Championship - Indo-Sri Lankan GT Class	National with Asian Zone Participation

### **A.3 GENERAL UNDERTAKING**

**A.3.1** All drivers, competitors and officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the Code), and the present MAI Sporting Regulations.

### **A.4 GENERAL CONDITIONS**

**A.4.1** It is the competitor's responsibility to ensure that all persons concerned by his/her entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If a competitor is unable to be present in person at the Event he/she must nominate their representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

**A.4.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.

**A.4.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

**A.4.4** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

#### **A4.5 Definitions:**

MAI : Motorsports Association of India  
FIA : Federation Internationale de l'Automobile  
Code : International Sporting Code of the FIA

**A.5 LICENCES**

**A.5.1** All drivers participating in the Event must hold at least a Grade C National Racing License issued by the MAI. All Asian Zone participating divers will need an International "C" driving license issued by their ASN and a NOC granting them permission to race in the above mentioned event.

**A.5.2** All drivers and competitors must hold current and valid Licenses and, where applicable, licences and / or authorizations issued by their ASN(s)

**A.6 DISTANCE AND FORMATION OF CLASS**

**A.6.1** The distance of all races, from the start signal shall be between 20kms and 40kms for each of the races. The leader will be shown the chequered flag when he crosses the control line (the line) at the end of the lap during which this distance is exceeded.

**A.6.2** A race may be cancelled if fewer than 4 cars are available for it

**A.7 ORGANISATION OF EVENTS**

**A.7.1 ORGANISER OF THE EVENT:** FB Motorsports, C/O WIAA Goa, Shrama Shakti Bhuvan, 6<sup>th</sup> Floor, Patto Plaza, Panjim, Goa 403001. Tel: 0832-2437075, Fax: 0832-2438011, Mob: 9821118487, Email:[faradb@gmail.com](mailto:faradb@gmail.com)

**A.7.2** The Organiser shall supply the information set out in Appendix 1 (along with SR) to all competitors no later than 10 days before the Event.

**A.7.3** The MRF MAI Indian National Touring Car Championship 2007 will run on the following dates & venues:

Round	Date	Venue
1	23-26 August	Kari Motor Speedway, Coimbatore
2	13-16 December	Kari Motor Speedway, Coimbatore

**A.8 DELEGATES**

**A.8.1** For each event the MAI may nominate the following delegate:  
Technical delegate

The Organiser will nominate the following delegates:  
Press delegate  
Safety delegate

**A.8.2** The technical delegate nominated will be responsible for scrutineering and will have full authority over the scrutineers.

**A.9 OFFICIALS**

**A.9.1** The following officials will be nominated by the Organsier:  
The Race Director  
The Clerk of the Course  
Chief Scrutineer

**A.9.2** The following officials will be nominated by the MAI  
Stewards of the meeting  
Secretary to the Stewards

**A.9.3** The Clerk of the Course must be in radio contact with all marshals posts at all times when cars are permitted to run on the track. The Stewards of the meeting and other officials must be in contact with the Clerk of the Course at all times.

**A.10 COMPETITORS APPLICATIONS**

**A.10.1** Those wishing to take part in the above event must submit their entries in the enclosed entry form duly filled along with two stamp size photos to the organizers before 1700 hrs on the

Monday before the event. If the entry is sent by fax, the original entry form must be couriered on the same day.

**A.10.2** Entry Fee must accompany the entry forms. The fee is Rs.1,500/- per car per round with the organizers advertisement and Rs. 10,000/- per car per round without the organizers advertisement . Only FB Motorsports is authorized to collect the entry forms and fees.

**A.10.3** Notwithstanding Article 74 of the Code, which authorizes the organizer of an Event to refuse an entry, no organizer may refuse the entry of a competitor who has scored at least 30% of the total points obtained by the leader of the provisional Championship classification; for the first Event of the year, the final classification of the previous year's Championship will apply.

**A.10.4** Change of driver after the close of entries is not allowed.

#### **A.11 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**A.11.1** In exceptional circumstances, the stewards 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.

**A.11.2** All classifications and results of practice and the race, as well as all decisions issued by the officials of the event, will be posted on the official notice board.

**A.11.3** Any decisions or communication concerning a particular competitor must be given to him within twenty- five minutes of such decision and receipt must be acknowledged.

#### **A.12 INCIDENTS**

**A12.1** Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and referred to the clerk of the course for investigation) which:

- Necessitated the stopping of a race
- Constituted a breach of these sporting Regulations, or the Code;
- Caused a false start by one or more cars;
- Caused a collision;
- Forced a driver off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately impeded another driver during overtaking.

**A.12.2** a) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an incident shall be penalized.

If a driver is involved in collision or incident he must not leave the circuit without the consent of the stewards.

b) If an incident is under investigation by the stewards, a message will be taken to the competitor who has to countersign it.

c) If a driver is involved in a collision or Incident and has been informed of this by the stewards not later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

**A.12.3** The Stewards may impose a stop/go penalty on any driver involved in an incident. However, should such penalty be imposed during the last four laps, or after the end of a race, 15 seconds will be added to the elapsed race time of the driver concerned.

**A.12.4** Should the Stewards decide to impose a time penalty, the following procedure will be followed:

a) The stewards will give written notification of the time penalty which has been imposed to an official of the team concerned.

b) From the time the steward's decision is notified the relevant driver may cover no more than three complete laps before entering the pits and proceeding to his pit where he shall remain for the period of the time penalty.

c) Whilst a car is stationary in the pits as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

d) When the time penalty period has elapsed the driver may rejoin the race.

e) Any breach or failure to comply with Articles A.12.4b) or A.12.4c) may result in the car being excluded.

### **A.13 PROTESTS**

**A.13.1** Protest if any, should be lodged within 30 minutes of the announcement of provisional results which will be pasted on the notice board at the paddock. A protest fee of Rs.15,000/= must accompany each protest. In case the protest involves a clearly defined part of a car requiring dismantling and reassembly, an additional sum of Rs.3000/= must accompany the protest. In case the protest involves the whole car, the additional sum of protest fee is Rs.6,000/=.

#### **A.13.2 Lodging of protest**

Every protest shall be in writing and accompanied by a fee of Rs.15,000/=. This fee may only be returned if the protest is upheld.

#### **A.13.3 To whom addressed**

Protests arising out of a competition shall be addressed to the clerk of the course. In the absence of the clerk of the course such protests should be addressed to any of the stewards of the meeting.

#### **A.13.4 Protest time limit :**

a) A protest against the entry of a competitor or driver, or against the length of the course must be lodged, at the latest, two hours after the closing time for the official scrutineering of the vehicles i.e. Pre event Scrutiny.

b) Protests against a handicap or make up of a heat must be lodged at the latest one hour before the start of the competition.

c) A protest against a decision of a scrutineer or weighing official shall be lodged by the competitor in question immediately after such decision has been made.

d) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results. Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organisers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.

e) The stewards of the meeting shall treat all protests referred to above as urgent. In the case of a split vote amongst the stewards of the meeting, the chairman of the stewards shall have the casting vote.

**A.13.5** The Appeal fee is set at Rs.30,000/-. The intention to appeal must be notified in writing to the Stewards of the meet within one hour of the publication of the decision.

### **A.14 SANCTIONS**

**A.14.1** The stewards may inflict the penalties specifically set out in these sporting regulations in addition to or instead of any other penalties available to them under the Code.

### **A.15 NUMBER OF CARS PARTICIPATING**

**A.15.1** The number of cars allowed to start the race is the maximum permitted by the circuit license.

### **A.16 RACE NUMBERS AND NAME OF CAR**

**A.16.1** The race numbers must be in conformity with chapter XVII of the International Sporting Code. Three clear areas for the display of competition numbers must be reserved. One on the bonnet and one each on the left and right front doors

**A.16.2** The name of the driver and blood group must also appear on the bodywork, on each side of the front fenders, and be clearly legible.

### **A.17 PIT LANE**

**A.17.1** a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "inner lane" The inner lane is the only area where any work can be carried out on a car.

- b) Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed by the Safety Delegate.
- c) Competitors must not paint lines on any part of the pit lane.
- d) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

## **A.18 SCRUTINEERING**

**A.18.1** Initial scrutineering of the car will take place at a time and place given in the final instruction of each event [Please see official programme posted on the paddock notice board].

**A.18.2** No car may take part in the Event until it has been passed by the scrutineers.

**A.18.3** The scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during an event.
- b) Require a car 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 in the Article may entail,
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

**A.18.4** Any car 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 scrutinizing approval.

**A.18.5** The clerk of the course may require that any car involved in an accident be stopped and checked.

**A.18.6** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc ferme and who alone are authorized to give instructions to the competitors.

**A.18.7** Replacement vehicles i.e. change of cars is permitted provided the replacement car has passed scrutiny. Change of car after qualifying OR after Race 1 of that respective class will entail that the car starts from the back of the grid.

**A.18.8** Fuel is free subject to the conditions noted in the technical regulations of each class.

## **A.19 DRIVERS EQUIPMENT**

**A.19.1** No driver will be allowed to take part in any official practice, qualifying or race unless they have the following :

- Driving Suit. MAI approved or FIA approved suits recommended.
- Shoes. MAI approved or FIA approved shoes recommended.
- Full fingered gloves. MAI approved or FIA approved gloves recommended.
- Full face helmet. Minimum ISI standard, MAI or FIA approved recommended. The helmet must fit the driver correctly and be in good condition.

The driver's equipment and helmet must be presented to the Chief Scrutineer or Technical Delegate at pre event scrutiny for eligibility.

## **A.20 SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE EVENT**

**A.20.1** The Organiser will specify control Tyres for certain classes.

**A.20.2** The only eligible tyre for those classes are those supplied by the Organiser in the technical regulations. These tyres will carry official series marking and will be the only tyres permitted to be used during practice, qualifying sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the event.

**A.20.3** The number of tyres permitted for each competitor at each event for the official timed practice sessions and the two races will be limited to TWO fronts and TWO rears. They shall all be

made of the same quality of compound and shall be strictly identical. These tyres shall be marked by the scrutineers in the presence of the Technical delegate.

**A.20.4** All tyres must be used as supplied by the official tyre supplier, except where tyres are free. Any modification or treatment such as cutting, grooving, the application of solvents or softeners; the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

**A.20.5** Tyres will be distributed at the Scrutiny area on the Thursday of each round. Marked tyres are to be used only for official practice sessions, qualifying and races.

**A.20.6** The use of tyres without appropriate identification is strictly forbidden.

**A.20.7** If, in the opinion of the tyre technicians and appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorize the use of additional tyres to a different specification.

**A.20.8** In those exceptional cases where, in the judgment of the Technical delegate, damage to the tyres through no fault of the competitor/driver makes further participation in the event impossible, one supplementary front and/ or rear tyre may be nominated and used.

## **A.21 WEIGHING**

**A.21.1** a) During qualifying / practice cars will be weighed as follows:

- 1) The organizer will install weighing equipment in an area as close to the first pit as possible. This area will be used for the weighing procedure;
- 2) Cars will be selected at random to undergo the weighing procedure. The technical delegate will inform the driver by means of a signal at the pit entry that his car has been selected for weighing;
- 3) Having been signaled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine;
- 4) The car will then be weighed and the result given to the driver in writing;
- 5) If the car 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 car to be weighed;
- 6) A car or driver may not leave the weighing area without the consent of the technical delegate;
- 7) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.

b) After the race each car crossing the line will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the practice or race save where the deficiency in weight results from the accidental loss of a component of the car 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 a car after it has been selected for weighing or has finished the race or during the weighing procedure.(except by a scrutineer when acting in his official capacity).

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

**A.21.2** Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car.

**A.21.3** The minimum racing weights for the following will be (inclusive of driver):

Indo-Sri Lankan GT Class:	1200 kg
Foreign 1600 cc:	950 kg
Indian Open upto 1650 cc:	950 kg
Indian Super 2000 Turbo:	1200 kg

Indian Super 2000:	1185 kg
Indian Super 1600:	1100 kg
Indian Super 1400:	900 kg
Maruti Esteem Group N upto 1400 cc:	805 kg
Maruti Esteem Group N upto 1400 cc Ladies:	805 kg

## **A.22 GENERAL SAFETY**

- A.22.1** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- A.22.2** 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.
- A.22.3** If a car stops during qualifying or a race, 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 car 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 car will be excluded from the results of the qualifying practice or race during which the assistance was given. A driver who abandons a car must leave the steering wheel with the car.**
- A.22.4** Repairs to a car may be carried out only in the paddock and pits and on the grid before the start.
- A.22.5** If refuelling is allowed, it may only be carried out in the pits or on the starting grid until the 5-minute board is shown.
- A.22.6** Save as specifically authorised by the Regulations or by the Code, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.
- A.22.7** 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 cars, whether mobile or not, have arrived in the parc fermé.
- A.22.8** 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.
- A.22.9** Drivers taking part in practice and the race must always wear the clothes and helmets specified by the Regulations.
- A.22.10** A speed limit may be enforced in the pit lane during practice and reconnaissance laps. Any driver who exceeds this limit will be fined Rs. 5000 for each such incident.
- A.22.11.** 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.
- A.22.12** The car's lights and/or the car's red rear light and/or rear fog lights must be illuminated at all times when a track 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 car be stopped.
- A.22.13** If a driver is involved in a collision, he must not leave the circuit without the consent of the stewards.
- A.22.14** Throughout practice there will be a green/red light/flag at the pit exit. Cars may only leave the pit lane when the green light is on or green flag shown.
- A.22.15** During the race, drivers leaving the pit lane will do so on their own responsibility. A stationary blue flag will warn of cars approaching.



**A.22.16** 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.

**A.22.17** 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.

### **A.23 PRACTICE**

**A.23.1** Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

**A.23.2** No driver may start in the race without taking part in a practice/qualifying session.

**A.23.3** The timetable of each event shall be issued to competitors prior to the event.

**A.23.4** If a car stops during qualifying, 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 car from a dangerous position, it shall be the duty of the marshals to assist him.

**If any such assistance results in the car being driven or pushed back to the pits the following penalties will be imposed:**

a) **Deleted.**

b) **During a qualifying practice session the driver's fastest lap time from that session will be deleted.**

None of the above penalties will be imposed if a driver, having received assistance then leaves the car in the parc ferme, under the control of the technical delegate, without returning to his pit. No part of a car abandoned in the parc ferme or on the track may be used until the car is returned to the garage of the relevant Team.

In the event of a driving infringement during qualifying the Stewards may delete any number of qualifying times from the driver concerned. In this case, a Team will not be able to appeal against the steward's decision.

**A.23.5** 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 a car. In the case of free 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.

**A.23.6** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.

**A.23.7** All laps covered during qualifying practice will be timed to determine the driver's position at the start.

### **A.24 STOPPING THE PRACTICE**

**A.24.1** Should it become necessary to stop the practice because the circuit is blocked by 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.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session all drivers may cross the Line only once.

### **A.25 THE GRID**

**A.25.1** At the end of the last qualifying practice session, the list of qualified cars will be officially published. Only these cars will be allowed to start the race.

**A.25.2** All laps covered during qualifying practice will be timed to determine the driver's position at the start.

**A.25.3** There will be ONE qualifying session of 15 minutes duration to determine the grid position for the First and Second Race in each class. The fastest LAPS OF ALL CARS will determine the grid for the first race (Saturday). The 2<sup>nd</sup> FASTEST LAPS OF ALL CARS will determine the grid for race 2 (Sunday).

**A.25.4** . Any competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

**A.25.5.** The grid will be drawn up in the order of the fastest / second fastest time achieved by each driver taking the qualifying practice sessions into account. Should two or more drivers have set identical times, their second / third fastest time will determine the position and so on respectively.

**A.25.6** The fastest driver will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the MAI.

**A.25.7** The rows on the grid should be separated by at least 8 metres.

**A.25.8** Access to the grid will close five minutes before the time scheduled for the start of the race. After this time, any car which has not taken up its position on the grid will not be permitted to do so and must start from the pits.

**A.25.9** Within the limits of the maximum number of cars allowed for the circuit concerned, up to 3 cars 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 cars which are already qualified,
- they are judged capable of achieving the qualification minimum,
- the drivers satisfy all safety requirements, including knowledge of the circuit.

Cars 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.

**A.25.10** The qualification minimum is 110% of the fastest time of that class.

## **A.26 BRIEFINGS**

**A.26.1** A briefing will take place after before the qualifying session on Friday in the location allocated for this purpose. All drivers of those cars which are eligible to take part in the race must be present throughout the entire briefing, under penalty of exclusion from the race.

## **A.27 STARTING PROCEDURES**

**A.27.1.** The starting signal will be given by means of lights. During the start of a race, the pit wall must be kept completely free of people, with the exception of properly authorised persons wearing the appropriate passes.

**A.27.2.** 12 minutes before the time scheduled for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they cover more than one reconnaissance lap, they must compulsorily and at a greatly reduced speed use the pit lane between each of the laps, and may under no circumstances cross the grid.

**A.27.3** 7 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 5 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits may start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. 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.

- A.27.4** The approach of the start will be announced by signalling boards shown , five minutes, three minutes, one minute and thirty seconds before the start. These boards will be accompanied by an audible warning and will have the following meanings:
- 5 minute board: everybody except drivers, officials and team technical staff must leave the grid.
  - Five minute board: beginning of the count down.
  - Three minute board.
  - One minute board: engines will be started with drivers sitting in their cars. Team technical staff must then leave the grid.
  - Thirty second board: 30 seconds after this board, a green flag will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order with the pole position driver leading. During this formation lap, practice starts are forbidden and the formation must be kept as tight as possible. Passing is allowed only in order to maintain formation.
- A.27.5** Any driver who is unable to start the formation lap must signal this (by raising his arm or opening his door). After all the other cars have started their formation lap, his mechanics may push the car on the track to start the engine under the supervision of the marshals. The car may then start its formation lap but is forbidden to pass any other moving car. If it will not start after repeated attempts, it must be pushed to the pit entrance or exit (as specified by the race director at the drivers' briefing) where the mechanics may attempt to start it.
- A.27.6** Any car which fails to start or to maintain starting order throughout the formation lap must start the race behind the last line of the grid and must be stationary when the red light comes on. If this car is not stationary when the red light comes on, it must (on circuits where this is practicable) go into the pits at a reduced speed. It may then start from the pits as specified in Article 27.3 above.
- A.27.7** For races with a standing start, 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. A marshal holding a board bearing the car's race number may stand opposite each row of the grid. As soon as the car on his row has come to a halt, he will drop his board from view. Once all the cars have come to a halt and all the boards have been dropped from view, the starter will show a 5 second board, and 5 seconds later he will switch on the red light. At any time after the red light becomes visible, the race will be started by showing a green light or by extinguishing all the red lights.
- A.27.8** If, after returning to the starting grid at the end of the formation lap, a driver's engine stops and he is unable to restart the car, he must signal this immediately and the marshal responsible for that row must immediately wave a yellow flag. If the start is delayed, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid. The other cars will maintain their grid positions and the vacant position(s) will not be filled. Should there be more than one driver in this situation, their new position at the back of the grid will be determined according to their relative positions on the grid at the start of the formation lap.
- A.27.9** If a problem arises when the cars reach the starting grid at the end of the formation lap, the following procedure shall be followed:
- If the red light has not been switched on, a red flag and a "start delayed" board will be shown at the Line.
  - If the red light has already been switched on, the starter will show the red flag (leaving the red light on) and a "start delayed" board will be shown at the Line.
  - In both cases a) and b), all engines will be stopped and the start procedure will recommence at the five minute point, with the race distance reduced by one lap. If, after the start, a car is immobilised on the starting grid, it shall be the duty of the track marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed, he may rejoin the race.
  - If the driver is unable to re-start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may rejoin the race. The

driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

**A.27.10** Should the Article above apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race shortened as a result.

**A.27.11** No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 27.9 above.

**A.27.12** A time penalty, 20 seconds, will be imposed for any false start.

**A.27.13** A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

**A.27.14** Any variation in this start procedure must be indicated in the Regulations. Any breach of the provisions of the Code or of these Prescriptions relating to the starting procedure may result in the exclusion of the car and driver concerned from the Event.

12 minutes before the time for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. The pit lane will however close 5 minutes before the start of the race.

Should they wish to cover more than one reconnaissance lap, driving down the pit lane at greatly reduced speed between each of the laps must do this.

## **A.28 THE RACE**

**A.28.1** A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

**A.28.2** During the race, drivers leaving the pit lane may only do so when the pit exit light is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

## **A.29. STOPPING A RACE**

**A.29.1** 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 / qualifying, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be recovered;
- b) during a race, all cars shall immediately reduce speed and proceed slowly to the red flag line in the knowledge that:
  - 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 vehicles may be on the track,
  - the circuit may be totally blocked because of an accident,
  - weather conditions may have made the circuit undriveable at racing speed,
  - the pit lane will be open.

All cars 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.

**A.29.2** 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 30.1 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 30.2 will apply.

**Case C:** 75% or more of the scheduled race distance (rounded unto the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line for the penultimate time before the race was stopped.

### **A.30 RESTARTING A RACE**

#### **A30.1. 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 car or in a spare car.
- d) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.
- e) The cars may be worked on.
- f) Refuelling will be allowed until the five minute board is shown.

#### **A30.2. Case B:**

- a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the Line for the penultimate time before the race was stopped.
- b) The 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 cars arranged in the order in which they finished the first part.
- d) Only cars 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 car or reserve will be eligible.
- f) The cars 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.

#### **A.30.3. In both Case A and Case B**

- a) 10 minutes after the stop signal, the pit exit will close.
- b) 15 minutes after the stop signal, the five minute board will be shown, the grid will close and the normal start procedure will recommence.
- c) Any car which is unable to take up its position on the grid before the five minute board is shown will be directed to the pits. It may then start from the pits as specified in Article 27.3. 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.

### **A.31 FINISH**

**A.31.1.** The end-of-race signal will be given at the Line as soon as the leading car has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.

**A.31.2** Should for any reason (other than under Article 29.1) the end-of-race signal be given before the leading car 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 car 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.

**A.31.3** After receiving the end-of-race signal all cars 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 car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

### **A.32 PARC FERME**

**A.32.1** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

**A.32.2** Parc fermé regulations will apply in the area between the start/finish line (the Line) and the parc fermé entrance for Events run on circuits.

**A.32.3** The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain

access to it.

### **A.33 CLASSIFICATIONS**

**A.33.1** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

**A.33.2** The sole method to be used for determining the general classification of a race in a Championship will be as follows:

- Only cars which have covered at least 90% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
- If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
- 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.

**A.33.3.** The organiser shall send the results of the Event to the MAI Secretariat within the following week, as well as to all the organisers of the remaining Events in the Championship.

**A.33.4** Points for Drivers titles and Team will be awarded for each race according to the following scale:

1 <sup>st</sup> place	:	10 points
2 <sup>nd</sup> place	:	8 points
3 <sup>rd</sup> place	:	6 points
4 <sup>th</sup> place	:	5 points
5 <sup>th</sup> place	:	4 points
6 <sup>th</sup> place	:	3 points
7 <sup>th</sup> place	:	2 points
8 <sup>th</sup> place	:	1 point

Fastest LAP in each race : 1 point

### **A.33.5 PODIUM CEREMONY**

The drivers finishing the race in 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> positions must attend the prize-giving ceremony on the podium.

**A.33.6** The following prizes will be given for individual rounds per class:

	1 <sup>st</sup> Race	2 <sup>nd</sup> Race
First place	: Trophy+Rs 15,000	Trophy+Rs 15000
Second place	: Trophy+ Rs 10,000	Trophy +Rs 10000
Third place	: Trophy+Rs 8,000	Trophy + Rs 8000

Overall Prizes to be awarded to Champions for all 3 classes :

1 <sup>st</sup> overall	– Rs.25,000/-
2 <sup>nd</sup> overall	– Rs 15,000/-
3 <sup>rd</sup> overall	– Rs. 10,000/-

Tax, if and as applicable, shall be deducted from prize money.

**A.33.7** Organizers reserve the right to increase the above mentioned prize monies and to give additional prizes & monies in excess of what is mentioned above.

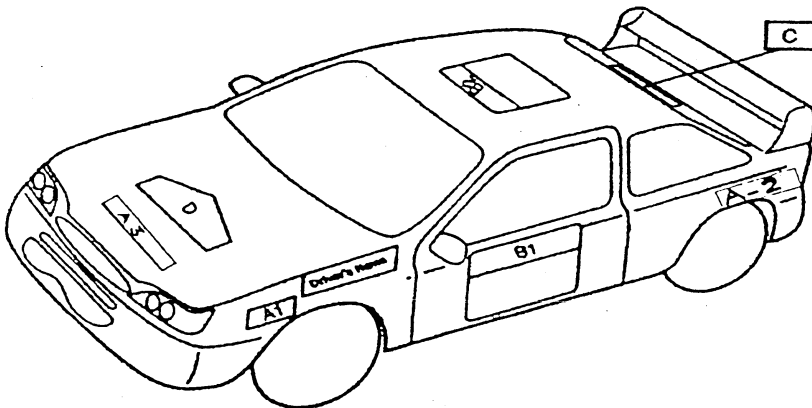
**A.33.8** A trophy in each class will be presented to the tuner / team of the Championship based on points earned by his best two placed drivers in that class. Asian Zone Drivers are not eligible for points for OVERALL CHAMPIONSHIP.

**A.34 CLASSES & RACE DISTANCE**

<b>A.34.1.</b>	Indo-Sri Lankan GT Class	10 Lap race on Saturday & 10 Lap race on Sunday
	Foreign 1600 cc	10 Lap race on Saturday & 10 Lap race on Sunday
	Indian Open upto 1600 cc	10 Lap race on Saturday & 10 Lap race on Sunday
	Indian Super 2000 Turbo	10 Lap race on Saturday & 10 Lap race on Sunday
	Indian Super 2000	10 Lap race on Saturday & 10 Lap race on Sunday
	Indian Super 1600	10 Lap race on Saturday & 10 Lap race on Sunday
	Indian Super 1400	10 Lap race on Saturday & 10 Lap race on Sunday
	Group N upto 1400 cc	10 Lap race on Saturday & 10 Lap race on Sunday
	Group N upto 1400 cc Ladies	5 Lap race on Saturday & 5 Lap race on Sunday

**B.1 CARS AND DRIVERS**

- B.1.1** Drivers must put their own name and blood group on each side of the car.
- B.1.2** A car may only participate in a race or any other part of an Event if it carries the markings and advertising signs referred to under Article B.2.
- B.1.4** All surfaces which have not been claimed for stickers by the Promoter and Organiser or used for the application of starting numbers are free for use.
- B.1.5** No display may contain offensive material.
- B.2 SERIES DECALS SUPPLIED BY THE PROMOTER OR ORGANISER**
- B.2.1** Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be liable to a fine of up to Rs.10,000/-.
- B.2.2** Each car entered must carry the compulsory decals in position as shown in the briefing.



- B.2.3** Each of the top 3 finishing drivers at each race must wear the hats supplied by the organizers for the duration of the podium ceremony and whilst at the press conference.
- B.3 ADVERTISING**
- B.3.1** Each Driver and Entrant must ensure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws of the country in which the relevant Event is to take place including complying with any National restrictions required in order to permit the filming and television coverage of the event.
- B.3.2** The organiser of an event shall ensure that the person entitled to exploit the broadcasting rights will ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.
- B.4 GENERAL**
- B.4.1** Competitors must agree to take part in the Official Annual Prize Giving Ceremony of the MAI, abide by the Podium and Press Conference procedures and attend any promotional-procedures including pit walks and press conferences as required by the organizer.

**B.4.2** With the submission of Regulation/Entry by the entrant/driver and accepted by the organizer, the entrant/driver are both deemed to have accepted and understood these Regulations in full.

**B.5. PROMOTION**

**B.5.1** Each Driver and Entrant must use reasonable endeavours to assist the Promoter and Organiser in the promotion of the Series and each Event including the television coverage of each Event.

**B.5.2** Each Driver and Entrant must use their best endeavours to make themselves available for any promotional activities prior to and following a Race.

**B.5.3** At end of each day's event, a press briefing will be held which is compulsory for Podium winners and ALL Team Representatives.

**B.6 PRESENTATIONS**

**B.6.1** Trophies are to be presented at the end of each race or at the race Presentation Ceremony.

**B.7 TAX LIABILITY**

**B.7.1** All drivers and teams are to observe the country's tax laws and adhere to them.

**PART C**

**PART D - LIABILITY**

**D.1 ASSUMPTION OF RISK AND LIABILITY**

**D.1.1** By applying for entry to participate in an event or the series and by subsequently participating in that Event or the Series each Driver and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participation including the risk of Loss to themselves or to other persons.

**D.1.2** Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series. This paragraph shall not apply to liability with respect to death or personal injury.

**D.1.3** Each Entrant and Driver agrees that each of the Promoter, the Organizer, the MAI each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of or in connection with the entry, participation or failure to participate by the Entrant or Driver in an Event or the Series.

**D.2. RELEASE**

**D.2.1** Each Driver and / or Entrant releases and discharges the promoter, the Organizer, the MAI each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

**D.3 INDEMNITY**

**D.3.1** Each Driver and/or Entrant indemnifies the Promoter, the Organizer, the MAI each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series. This indemnity duly signed by the Entrant and Competitor on a Rs.100 stamp paper has to be furnished along with the entry form.



**D.4. LOSS**

**D.4.1** In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

**D.5. INSURANCE**

**D.5.1** All participants must have an High Risk personal insurance with hospitalization benefit of a minimum of Rs. 2 lacs. Proof of this should be shown during the pre-event scrutiny. The competitor without this mandatory insurance shall not be allowed to start.

**D.6. READING DOWN**

**D.6.1** Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability, this shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.

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