

# MRF CHALLENGE 2013



## SPORTING REGULATIONS

### Organised by

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### Approved by

 <p>The Federation of Motor Sports Clubs of India</p> <p>www.fmsci.in</p>	<p><b>The Federation of Motor Sports Clubs of India (FMSCI)</b> A25, Krishna Towers 50, Sardar Patel Road, Chennai 600 113 T: +91 44 2235-2673 / 5304 email: <a href="mailto:fmsci@vsnl.com">fmsci@vsnl.com</a></p>
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**National Sports Federation recognized by the Government of India** and the National Sporting Authority (ASN) of the FIA & the National Motorcycling Federation (FMN) of the FIM in India

	
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This is an important document. All Drivers and Series officials and personnel should read these Regulations. Please contact the FMSCI if you have any questions in relation to these Regulations.

For any matter which is not explicitly stated in the Sporting Regulations of the Series, the provisions of the FIA Sporting Code and its Appendices (Code), and its Supplementary Regulations will apply. In any case the Code will prevail.

### **Preamble**

The MRF CHALLENGE 2013 (Series) is an FMSCI approved event and is run under the International Sporting Code (Code) of the Federation Internationale de L' Automobile (FIA), the relevant Series Technical Regulations, additional Supplementary Regulations for this event, these Sporting Regulations, it's Annexure's and Appendices. The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. The Headings and Typeface used in this document are for ease of reference only and do not form part of these regulations.

These Sporting Regulations were published on 01 July 2013 and replace all previous MRF Challenge 2013 Sporting Regulations in respect of the MRF Challenge 2013.

MRF Limited, Chennai, India will promote the MRF CHALLENGE 2013. MRF will be the official Series Promoter and Tyre Supplier. J A Motorsport, Coimbatore, India has been contracted by MRF Limited as the Series Co-ordinator to supply the Cars and provide technical support. The running of the Cars will be the responsibility of the Co-ordinator, J A Motorsport.

## **PART A: SPORTING REGULATIONS**

### **A.1 SERIES PERSONNEL:**

At each round the following personnel, or their approved assistants, shall have responsibilities and authorities set out:

**Series Promoter:** MRF Limited  
**Address:** 124 Greaves Road, Chennai 600006  
**Contact:** Mr. Soman Joseph  
**Phone No:** +91 44 2829-2777  
**Email:** [soman.joseph@mrfmail.com](mailto:soman.joseph@mrfmail.com)

**Series Co-ordinator:** J A Motorsport  
**Address:** 69-A Aerodrome Road, Singanallur, Coimbatore 641 005  
**Contact:** Mr. J Anand  
**Phone No:** +91 73058 47144  
**Email:** [ja@jamotorsport.com](mailto:ja@jamotorsport.com)

**Series Organiser:** Madras Motorsports Club (MMSC)

**Series Race Director:** Mr. Manoj P Dalal (appointed by MMSC)

The Series Race Director or his nominated Deputy will assume the role of a Clerk of the Course within the framework of the Race meeting organisation and will work in permanent consultation with the Senior Clerk of the Course nominated by the Race Meeting Organising Club. The Series Race Director or his nominated Deputy will oversee the activities of competitors in the following areas, and will be the only person who may issue orders of judgements in respect of them.

- a) The control of practice sessions and Races and adherence to the timetable
- b) The stopping of any practice session or Race in accordance with the regulations if it is deemed unsafe to continue, ensuring the correct restart procedure is carried out.
- c) The starting procedure

- d) The operation of the Series Safety Car, where appropriate
- e) The stopping of any Car in accordance with the Regulations
- f) The imposition of judicial procedures in accordance with the Code and the following Series Sporting or Technical Regulations

**Series Technical Delegate:** TBA

## **A.2 Sponsors**

**Title Sponsor:** MRF Limited, Chennai

## **A.3 General Undertaking**

**A.3.1** All Drivers and officials participating in the Series undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the MRF Challenge 2013 Technical Regulations (the Technical Regulations) and the present Sporting Regulations together referred to as "the Regulations".

**A.3.2** The MRF Challenge 2013 (Series) and each of its Events is governed by the FMSCI in accordance with the Regulations. Event means any event entered into the MRF Challenge 2013 Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the Race itself and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.

**A.3.3** It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the regulations mentioned in the preamble. 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.3.4** Competitors must ensure that their Cars comply with the conditions of eligibility and safety throughout the event.

**A.3.5** The presentation of a Car for scrutiny will be deemed an implicit statement of conformity to the regulations concerned.

**A.3.6** All persons concerned in any way with an entered Car or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

## **A.4 Status:**

**FIA Status:** Restricted International Series

**FMSCI Permit No:** \_\_\_\_\_

**A.4.1 Titles to be awarded**  
**"MRF CHALLENGE 2013 WINNER"**

## **A.5 Eligible Vehicles**

MRF Formula 2000: Single Make allotted at the start of the Challenge. Allotted vehicles must be used by the drivers for the entire Series. A change of vehicle will be permitted subject to approval by the Series Co-ordinator.

## **A.6 Points Scoring**

**A.6.1** Points for the MRF CHALLENGE 2013 will be awarded for each Race according to the following scale and all Race points will count for the Overall Winner.

In the case of Races where the grid is determined by the fastest lap-times of Drivers taken during the qualifying sessions, the top ten finishers will score points as follows:

## MRF CHALLENGE 2013

1 <sup>st</sup> place	:	25 points
2 <sup>nd</sup> place	:	18 points
3 <sup>rd</sup> place	:	15 points
4 <sup>th</sup> place	:	12 points
5 <sup>th</sup> place	:	10 points
6 <sup>th</sup> place	:	08 points
7 <sup>th</sup> place	:	06 points
8 <sup>th</sup> place	:	04 points
9 <sup>th</sup> Place	:	02 points
10 <sup>th</sup> Place	:	01 point

In the case of reverse grid Races, the top eight finishers will score points as follows:

1 <sup>st</sup> place	:	15 points
2 <sup>nd</sup> place	:	12 points
3 <sup>rd</sup> place	:	10 points
4 <sup>th</sup> place	:	08 points
5 <sup>th</sup> place	:	06 points
6 <sup>th</sup> place	:	04 points
7 <sup>th</sup> place	:	02 points
8 <sup>th</sup> place	:	01 point

2 additional points will be awarded to the Driver who sets the fastest lap in each Race, provided the said Driver is a classified finisher of the Race.

2 additional points will be awarded to the Driver who sets the single fastest lap time during the qualifying session at each Race Meeting of the Series.

### **A.7 Series Rounds:**

The MRF Challenge 2013 will be run over 14 Races (4 Race Meetings) as follows

<b>Round:</b>	<b>Date:</b>	<b>Circuit:</b>
1/2	25 - 27 Oct 2013	Buddh International Circuit, Greater Noida, India
3/4/5/6	28 - 30 Nov 2013	Bahrain International Circuit, Bahrain
7/8/9/10	19 - 21 Dec 2013	Bahrain International Circuit, Bahrain
11/12/13/14	12 - 14 Feb 2014	Madras Motor Racing Track, Chennai, India

**A.7.1** The constitution of the sporting calendar may be changed in accordance with Article 66 of the Code and such changes will be notified to Registered Competitors by means of a Series Bulletin sent by post OR by electronic mail to the address(es) specified on the Registration Form. With effect from the opening of entries each year, any change of date, or change of venue, or cancellation made necessary and which is outside of the control of the Organisers, will only be made with the full agreement of the ASN concerned and / or the FIA.

### **A.8 Race Distances**

**A.8.1** The distance of all Races, from the start signal shall be a minimum of 55 km and a maximum of 90 km, for all rounds. The leader will be shown the chequered flag when he crosses the start / finish line (the Line) at the end of the lap during which this distance is exceeded. The Line is a single line which crosses the track and the pit lane.

### **A.9 Number of Races**

The maximum number of Races in the MRF CHALLENGE 2013 is 14 (Fourteen) and the minimum is 10 (Ten).

### **A.10 Cancellation of a Race**

A Race may be cancelled if fewer than 15 entries are available for MRF Formula 2000 Class for Rounds 1 & 2 which will take place at The Buddh International Circuit, Greater Noida. A

Race may be cancelled if fewer than 12 entries are available for MRF Formula 2000 Class for all other rounds of the Series.

### **A.11 Classification**

**A.11.1** 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, except in case where the Race is run in two parts as per regulations, where the least aggregate times of the two parts will decide the Classification.

**A.11.2** If a Car takes more than twice the time of the winner's previous lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such Car.

**A.11.3** Cars which do not cross the chequered flag either on the track or in the pitlane and having covered less than 80% of the number of laps covered by the winner (rounded up to the nearest whole number of laps), will not be classified and thus earn no points.

**A.11.4** The official classification will be published after the Race. It will be the only valid result subject to any amendments, which may be made under the Code and these Sporting Regulations.

**A.11.5** In the event of a failure of transponders or any other timing system which results in the failure of recording of automatic timings for the full qualifying and / or Race or part thereof, the manual finish order as recorded by the Judges of Fact (Starter and / or Chief Time Keeper) will be considered final for that Race.

### **A.11.6 - Dead Heat**

If two or more Drivers finish the Challenge with the same number of points, the higher place in the Challenge shall be awarded to:

- a) The holder of the greatest number of first places
- b) If the number of first places is the same, the holder of the greatest number of second places
- c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges
- d) Should a tie still exist, the Driver with the best result in the final Race will be declared the winner

### **A.12 Competitor Eligibility**

**A.12.1** The MRF CHALLENGE 2013 is open to Drivers who are a minimum of 17 years of age as on 01 October 2013. Admission of entries is at the sole discretion of the organisers. The promoters may at their discretion allow Guest Drivers.

Competitors must be fully registered for the Series, having completed the Registration and Entry Form and paid the relevant fee.

### **A.13 Competition Licences**

**A.13.1** Individual Drivers must be in possession of a valid **INTERNATIONAL C** Racing Licence (minimum), together with a valid Medical Certificate to compete.

**A.13.2** In accordance with Article 70 of the Code, all competitors must hold a Visa (issued by their own licensing ASN) when competing in an event outside their home territory.

**A.13.3** All necessary documentation must be presented for checking when signing on at all Series rounds.

**A.13.4** Drivers will be permitted to drive as Guest Drivers if Cars are available. Guest Drivers will not be entitled to earn points. Guest Drivers may be permitted to enter for rounds that are not fully subscribed, at the sole discretion of the Promoter and subject to such conditions as it may stipulate.

**A.13.5** All competition licences have to be deposited with the organisers prior to pre-event scrutiny or at the time of submission of the entry form.

#### **A.14 Receipt of Entries & Entry Fees**

Each Driver must register using a set of specific documents which will be available with the Co-ordinator, J A Motorsport. These must be completed in full and signed by the Driver in order to be considered for the Series. The registration of a Driver under the age of 18 years must be countersigned by one of the parents or the legal guardian of the Driver. Each registration application must be accompanied by 3 passport photographs of the Driver. Applications for registration should be submitted to the Co-ordinator, J A Motorsport at the address shown on the Registration Form.

The participation fee for the MRF CHALLENGE 2013 is INR 7,000,000 (Seven million Indian Rupees). There will be a maximum of 18 Cars available. Cars will be reserved on a first-pay, first-serve basis. Indian nationals will have to pay in Indian Rupees; foreign nationals in USD/GBP/EURO. The payment schedule is laid out in Appendix 3. Cancellations will be accepted a minimum of two weeks before the first day of each racing weekend, and in force majeure cases only. Refunds will be made on a pro rata basis per Race.

The registration form can also be sent by email to the Series Co-ordinator.

#### **A.15 Change of Driver / Engine**

Change of Driver is allowed only before the pre-event scrutiny for the round begins. Any change thereafter will have to be referred to the Stewards for approval. Engine replacement, is permitted subject to the vehicle being re-scrutineered. Engine changes will be at the sole discretion of the Series Co-ordinator. If the reasons for the engine change are deemed to be as a result of negligence or neglect of the Driver, the Stewards will impose a penalty of 5 grid positions for the immediate succeeding Race of the Series on that Driver. The decision on whether the damage to the engine was caused by negligence or neglect of the Driver will be at the sole discretion of the Series Co-ordinator J A Motorsport, and will be taken after all facts & testimonials of the individual case are thoroughly examined.

##### **A.15.1 Car Maintenance & Repair**

- The concept behind this series is to compete in a single-make Car prepared and serviced exclusively by one contractor, the Series Co-ordinator, J.A. Motorsport.
- Cars would be supplied on an "Arrive & Drive" basis for the Series which would consist of a minimum of 10 and a maximum of 14 Races.
- The entire fleet of Cars will be maintained and parked at J A Motorsport's designated premises.
- Cars will be owned by MRF Limited, but in the possession of J A Motorsport. The Cars will be allotted on a first-pay first serve basis.
- Each Car will be serviced by qualified mechanics that will be supervised by experienced Race engineers. The supply of spares and repairs will be under controlled supervision.
- Parts will be provided only by the Series Co-ordinator.
- The mechanics / engineers will be allotted by the Series Co-ordinator.
- All effort will be made to repair damages urgently. Substitute Cars will not be provided in case Cars are not ready on time due to an accident in earlier racing, and no refunds can be claimed for any delay. In case of a major crash / accident the Co-ordinator is not obliged to provide another Car for subsequent Races.

### **A.16 Display of Competition Number / Driver's Name**

**A.16.1** The Race numbers must be in conformity with the Code. Three clear areas for the display of competition numbers must be reserved. One on the nose cone and one each side left and right of the Car. See Appendix 2.

**A.16.2** All competing Cars must display the Drivers name and national flag on the outside of both sides of the Cockpit, and be clearly legible.

### **A.17 General Safety**

**A.17.1** Officials instructions will be given to Drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

**A.17.2** 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.17.3** Any Driver intending to leave the track or 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.17.4** 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.17.5** A Driver who abandons a Car must leave it in neutral and with the steering wheel in place. The Driver must stay in close proximity to the vehicle in order to assist with recovery.

**A.17.6** Repairs to a Car may be carried out only in the Team Garages. Any repairs to a car in the Pit Lane may only be carried out in a case of emergency.

**A.17.7** Refueling is allowed only in the Team garages.

**A.17.8** At no time may a Car be reversed in the Pit Lane under its own power.

**A.17.9** During the periods commencing 15 minutes prior to and ending 5 minutes after every Practice session and the period between the commencements of the formation lap which immediately precedes the Race and the time when the last Car enters the Parc Ferme, no one is allowed on the track, the pit entry or the pit exit with the exception of:

- a) Marshals or other authorised personnel in the execution of their duty;
- b) Drivers when driving or on foot, having first received permission to do so from a Marshal;

**A.17.10** During a Race, the engine may only be started with the starter except

- a) In the pit lane where the use of an external starting device is allowed, or
- b) If, after the start, a Car is immobilized on the starting grid it shall be the duty of the Marshals to push it into the pit lane by the fastest route. If the Driver is able to restart the Car whilst it is being pushed he may rejoin the Race.
- c) If the Driver is unable to 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 a procedure.

**A.17.11** No Driver will be allowed to take part in any Unofficial or Official Practice, Qualifying or Race unless they have the following:

- Race-Suit (FIA Approved).
- Boots (FIA Approved).
- Full fingered gloves (FIA Approved).
- Balaclava & nomex underwear (FIA Approved)
- Full face helmet. (FIA Approved). The helmet must fit the Driver correctly be in good condition.

- Use of the HANS device is compulsory.

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

**A.17.12** If a Driver has serious mechanical difficulties during Practice, Qualifying or the Race he must leave the track as soon as it is safe to do so.

**A.17.13** The Car's RAIN light must be illuminated at all times when a track that has been declared wet. The Technical Delegate may check the light at any time until 15 minutes before the green flag. No penalty will be imposed if the light fails during a Race, nor need the Car be stopped.

**A.17.14** Only team members of participating Cars (all of who shall have been issued with and wearing special identification) are allowed in the signaling area during Practice and the Race.

**A.17.15** Animals, except those, which may have been expressly authorized by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.

**A.17.16** The Race Director, Clerk of The Course, Stewards or Medical Delegate can require a Driver to have a medical re-examination at any time during an event.

**A.17.17** Failure to comply with the general safety requirements of the Code or these Sporting Regulations or the General Prescriptions or any other relevant regulations may result in the exclusion of the Car and Driver concerned from the Event.

## **A.18 Instructions and Communications to Competitors**

**A.18.1** In exceptional circumstances, the Stewards may give instructions to Competitors by means of Special Bulletins in accordance with the Code. These bulletins will be distributed to all Competitors who must acknowledge receipt save in case of force majeure duly recognized as such by the Stewards.

**A.18.2** 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.18.3** Any decisions or communication concerning a particular Competitor must be given to him within Forty Five (45) minutes of such decision and receipt must be acknowledged.

## **A.19 Sanctions**

**A.19.1** 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.20 Incidents**

**A.20.1** Incident means an occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the Stewards by the Clerk of The Course / Race Director (or noted by the Stewards and referred to the Clerk of The Course for investigation) which:

- Necessitated the stopping of a Race
- Constituted a breach of these Sporting Regulations, or the Code and it's Appendices;
- Caused a false start by one or more Cars;
- Caused a Collision or tried (attempted to) to cause a collision;
- Forced a Driver off the track or tried (attempted to) to force a Driver off the track;
- Illegitimately prevented a legitimate overtaking maneuver by a Driver;
- Illegitimately impeded another Driver during overtaking.

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

#### **A.20.2**

**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 penalised.

If a Driver is involved in collision or incident he must not leave the circuit / venue / premises without the consent of the Stewards.

**b)** If an incident is under investigation by the Stewards, a message will be taken to the Driver 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 / venue / premises without their consent.

#### **A.20.3 Penalties**

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

- a) A drive through Penalty – The Driver must enter the pit lane and rejoin the Race without stopping.
- b) A 10 Second Time Penalty – The Driver must enter the pit lane and stop at his / her pit for at least 10 seconds and then rejoin the Race.
- c) A drop of any number of grid positions at the Driver's next Race / Event.

However, should either of the penalties under (a) or (b) above be imposed during the last two laps, or after the end of a Race, article A.20.4 will not apply, and 30 seconds will be added to the elapsed Race time of the Driver concerned.

**A.20.4** Should the Stewards decide to impose a time penalty, the following procedure will be followed:

- a)** The Stewards will give 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 proceed to pit exit where he shall remain for the period of the time penalty. 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.
- c)** When the time penalty period has elapsed the Driver may rejoin the Race.
- d)** Any breach or failure to comply with Articles A.20.4 (b) or A.20.4 (c) may result in the Car being excluded.

#### **A.21 Fuel**

The Series Co-Ordinator will supply fuel for the Race weekend and no other fuel can be used.

#### **A.22 Supply of tyres in the Series and tyre limitations during the Event**

**A.22.1** MRF Limited is the Official Tyre Supplier and will supply control Tyres for the Series

**A.22.2** Tyres will be issued by the Technical Delegate / Chief Scrutineer by a ballot system. The time and place of the ballot will be indicated in the weekend schedule which will be put up on the official notice board.

**A.22.3** 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, Qualifying Sessions, and the Races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the Series.

**A.22.4** The number of Tyres issued to each Competitor for the Official Practice Sessions, Qualifying Sessions and Races of the Series will be decided by the Promoter and Co-ordinator, and intimated to the Drivers and other Series personnel a minimum of 15 days before the commencement of any racing weekend, by means of a 'Competitor Information Bulletin'.

**A.22.5** Tyres shall all be made of the same quality of compound and shall be strictly identical. These tyres shall be marked by the Technical Delegate (or Chief Scrutineer) of the Series with a marker supplied by the local ASN. Additional tyres (Spare tyres) will also be marked may be used if a replacement is justified. Such replacement will be at the sole discretion of the Official Tyre Supplier.

**A.22.6** All tyres must be used as supplied by the Official Tyre Supplier, any modification or treatment such as cutting, grooving the application of solvents or softeners; the fitting of heat retaining devices or pre-heating is prohibited. This applies to both wet-weather and dry-weather tyres.

**A.22.7** With the exception of Race day, wet-weather tyres may only be used after the track has been declared wet by the Race Director, and, during the remainder of the relevant session, the choice of tyres is free.

**A.22.8** A Competitor wishing to replace an already allocated unused tyre by another unused one must present both tyres to the Technical Delegate / Chief Scrutineer.

**A.22.9** The use of tyres without appropriate identification is strictly forbidden.

**A.22.10** No tyre allocated for one event may be used at another event unless this tyre is re-marked by the Technical Delegate / Chief Scrutineer.

**A.22.11** If, in the opinion of the tyre technicians and appointed Officials, the nominated tyre specification proves to be technically unsuitable, the Stewards may authorise the use of additional tyres of a different specification.

**A.22.12** In those exceptional cases where, in the judgment of the Technical Delegate or Chief Scrutineer in his absence, damage to the tyres through no fault of the competitor / Driver makes further participation in the event impossible, one supplementary (Spare) front and / or rear tyre may be nominated and used.

**A.22.13 Place and time for distribution of tyres:** Tyres will be distributed at the Scrutiny area before Official Practice on Friday before the Race week end or as mentioned in the official program put up on the notice board.

### **A.23 Scrutineering**

**A.23.1** Initial scrutineering (pre-event scrutiny) of the Car will take place at a time and place given in the official programme of each Event.

**A.23.2** No Car may take part in the Event unless it has been passed by the Scrutineers

**A.23.3** The scrutineers may check the eligibility of a Car or of a Competitor at any time during the Event.

**A.23.4** 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 scrutiny approval.

**A.23.5** The Race Director / Clerk of The Course may require any Car involved in an accident be stopped and checked.

**A.23.6** Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Ferme and who alone are authorised to give instructions to the competitors.

Any breach of the above articles may result in the exclusion of the relevant Car or as decided by the Stewards.

#### **A.24 Parc Ferme**

**A.24.1** Only those officials charged with supervision may enter the Parc Ferme. No intervention of any kind is allowed there unless authorised by such officials.

**A.24.2** When the Parc Ferme is in use, Parc Ferme regulations will apply in the area between the Line and the Parc Ferme entrance.

**A.24.3** The Parc Ferme shall be sufficiently large and secure that no unauthorised persons can gain access to it.

#### **A.25 Briefing**

A briefing for the Drivers chaired by the Race Director or COC will be held at a time and location (before the Official Practice / Qualifying) as mentioned in the programme and may be notified to each Competitor. The meeting must be attended by all Drivers. A register will be maintained in which all the Drivers are required to sign. Team Representatives are also allowed to be present for the briefing. Late / Non-attendees (Drivers only) will be reported to the Stewards for further action.

#### **A.26 Pit Lane**

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

**b)** Competitors must not paint lines on any part of the pit lane.

**c)** 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.

**d)** A speed limit of 60 kph will be enforced in the Pit Lane. Any driver who exceeds the speed limit during Practice sessions, Qualifying sessions and reconnaissance laps will be fined INR 1,000 for each km/h above the limit, up to a maximum of INR 20,000. During the Race, the Stewards will impose a drive-through penalty on any Driver who exceeds the pit lane speed limit for the first offence, and further disciplinary action for a second offence, which may include exclusion from the Race.

#### **A.27 Free Practice**

**A.27.1** 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.27.2** The timetable of each event shall be issued to Competitors prior to the event along with any Supplementary Regulations.

**A.27.3** During all Practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag

and / or a flashing blue light will be shown in the pit exit to warn Drivers leaving the pit lane if Cars are approaching on the track.

**A.27.4** If a Car stops during Practice it will 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.

**A.27.5** In the event of a driving infringement during Practice or Qualifying, the Stewards may delete any number of qualifying times from the Driver concerned or drop the Driver any number of grid positions as they consider appropriate. In this case, the Driver will not be able to appeal against the Steward's decision.

**A.27.6** 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 Practice sessions 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.27.7** Should it become necessary to stop any Practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of The Course will order red flags to be shown at all Marshal posts.

When the signal is given to stop, all Cars shall immediately reduce speed and proceed slowly back to the pit lane, and all Cars abandoned on the track will be removed to a safe place. At the end of each Practice session no Driver may cross the Finish Line more than once.

**A.27.8** 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.28 Qualifying**

**A.28.1** All laps covered during the qualifying session will be timed to determine the Driver's position at the start.

### **A.28.2**

There will be one 30 minute qualifying session.

#### **In the case of racing weekends consisting of 4 Races,**

The grid for Race 1 will be determined on the basis of the fastest lap in the Qualifying session.

The grid for Race 2 will be the reverse grid for the first 6 to 10 places of the results of Race 1. The exact number will be determined by the winner of Race 1 drawing the relevant number from a hat during the Race 1 podium ceremony. The remainder of the grid will line up in the classification order of Race 1.

The grid for Race 3 will be determined on the basis of the second fastest lap in the qualifying session.

The grid for Race 4 will be the reverse grid for the first 6 to 10 places of the results of Race 3. The exact number will be determined by the winner of Race 3 drawing the relevant number from a hat during the Race 3 podium ceremony. The remainder of the grid will line up in the classification order of Race 3.

#### **In the case of racing weekends consisting of 2 Races,**

The grid for Race 1 will be determined on the basis of the fastest lap in the qualifying session.

The grid for Race 2 will be the reverse grid for the first 6 to 10 places of the results of Race 1. The exact number will be determined by the winner of Race 1 drawing the relevant number from a hat during the Race 1 podium ceremony. The remainder of the grid will line up in the classification order of Race 1.

**A28.3** Any Driver whose Car stops on the circuit during the Qualifying session will not be permitted to take any further part in the session. Any Car which stops on the circuit during the Qualifying session, and which is returned to the pits before the end of the session, will be held in Parc Ferme until the end of the session.

**A.28.4** The fastest Lap time / times of Drivers receiving any assistance from the Marshals during the course of a Qualifying session which may result in the Driver resuming the session, will be deleted. However if the Driver & Car after having received such assistance reports immediately and directly to Parc Ferme as detailed in A.19.4 above, the above penalty will not apply. Such Cars will be held in Parc Ferme till the end of the session and will not be permitted to take any further part in the session.

**A.28.5** At the end of the Qualifying session no Driver may cross the Chequered Flag more than once. If a driver passes the chequered flag more than once, the COC will impose a fine of INR 2,500 on the offending driver.

**A.28.6** No Driver may start the Race without taking part in a Qualifying session, without the express permission of the Stewards.

#### **A.29 Weighing**

**a)** After the qualifying session, Cars will be weighed as follows:

- 1)** The organiser will install / nominate the weighing equipment.
- 2)** All Cars will have to undergo the weighing procedure after each Qualifying session.
- 3)** After Qualifying all Cars will proceed directly to the weighing area and stop the 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 / Chief Scrutineer.
- 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.
- 8)** The weight is the weight of the vehicle in the condition in which it crosses the finishing line (including the Driver) or at any time during the Series, including Practice. All Drivers must make themselves available to be weighed if required by the Scrutineers at any time during the Series but in particular immediately following the end of Qualifying session and Race.
- 9)** The minimum racing weight of a Car for the Series will be xxx Kg excluding the weight of the Driver.

**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 / Chief Scrutineer 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 Regulations when weighed, the Car and the Driver will be excluded from the Qualifying or Race results save where the deficiency in weight results from the accidental loss of a component of the Car due to force majeure duly accepted by the Stewards.

**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 authorised by such officials.

Any breach of these provisions for the weighing of Cars may result in the exclusion of the relevant Car as decided by the Stewards.

### **A.30 The Grid**

**A.30.1** At the end of the Qualifying session, the fastest time achieved by each Driver will be officially published.

**A.30.2** The fastest Driver will start the first Race from the position on the grid, which has been designated as the Pole position.

The grid will be drawn up in the order of the fastest time achieved by each Driver. Should two or more Drivers have set identical times, their second fastest time will determine the position and so on.

**A.30.3** Any Driver whose best qualifying lap exceeds 107% of the pole position time may not be allowed to take part in the Race. Under exceptional circumstances, however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the Driver to start the Race from the back of the grid. Should there be more than one Driver accepted in this manner, their order will be determined by the Stewards. In either case, a Competitor will not be able to appeal against the Stewards' decision.

**A.30.4** The starting grid will be published on the official notice board. Any Competitor whose Car is unable to start for any reason whatsoever (or who has good reason to believe that their Car will not be ready to start) must inform the Clerk of The Course accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the Race. If one or more Cars are withdrawn the grid will be closed up accordingly.

The final starting grid will be published 30 minutes before the start of the Race.

**A.30.5** The grid will be in a staggered 1 x 1 formation.

**A.30.6** Any Car which has not taken up its position on the grid by the time the FIVE minute signal is shown will not be permitted to do so and must start from the pits.

### **A.31 Starting Procedures**

**A.31.1** Seventeen (17) minutes before the starting time, a warning signal announcing the Opening of the pit exit in 2 minutes will be given.

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

**Ten** minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any Car, which is still in the pits, can start from the pits provided it reached the pit exit under its own power. If more than one Car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, Cars will join the Race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, Cars will join the Race as soon as the whole field has crossed the Line after the start.

**A.31.2** Refueling on the starting grid is forbidden. No refueling is allowed during the Race.

**A.31.3** The approach of the start will be announced by signals shown, Five Minutes, Three Minutes, One Minute and Fifteen Seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the **Three**-Minute signal is shown, everybody except Drivers, Officials and team staff must leave the grid.

When the **Three**-Minute signal is shown all Cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any Car which does not have all its wheels fitted at the **Three** Minute signal must start the Race from the back of the grid or the pit lane.

When the One-Minute signal is shown, engines should be started and all team personnel must leave the grid by the time the **15** Second signal is given. If any Driver needs assistance after the **15** Second signal he must raise his arm and, when the remainder of the Cars able to do so, have left the grid, his team may attempt to rectify the problem. In this case, Marshals with yellow flags will stand beside any Car (or Cars) concerned to warn Drivers behind.

When the Green Flag is shown, the Cars will begin the formation lap with the pole position Driver leading. When leaving the grid, all Drivers must proceed at a greatly reduced speed one by one.

During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Any one guilty of dropping behind without a valid reason, will be reported to the Stewards for further action. Overtaking during the formation lap is only permitted if a Car is delayed when leaving its grid position and Cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting position before he reaches the safety car line 1. If the Driver cannot establish his original starting position before he reaches the safety car line 1, he must enter the pitlane and take a pitlane start.

Any Driver who is delayed leaving the grid may not overtake another moving Car if he was stationary after the remainder of the Cars had crossed the Line, and must start the Race from the back of the grid. If more than one Driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A time penalty of 10 seconds (added to total time) will be imposed on any Driver who, in the opinion of the Stewards, unnecessarily overtook another Car during the formation lap. The same penalty may apply for practice starts during the formation lap.

**A.31.4** Any Driver who is unable to start the formation lap must raise his arm, and, after the remainder of the Cars has crossed the line, the marshals will push the car into the pitlane by the shortest available route and his mechanics can work on the car thereafter.

If the Car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the Car again.

**A.31.5** When the Cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start and the starting signal will be given by means of starting lights. Once all the Cars have come to a halt the five-second signal will be shown and 5 seconds later the starter will switch on the red light(s) in sequential order i.e. 1, 2, 3, 4, 5. After the 5 red lights become visible, the Race will be started by the red lights going off together.

**A.31.6** During the start of a Race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire Marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

**A.31.7** If, after returning to the starting grid at the end of the formation lap, a Car develops a problem that could endanger the start, the Driver must immediately raise his hands above his head and the Marshal responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a Marshal with a yellow flag will stand in front of the Car concerned to prevent it from moving until the whole field has left the grid on the new formation lap.

The Marshals will push the car into the pitlane. The Team may then attempt to rectify the problem and, if successful, the Car may then start from the pit lane. Should there be more than one Car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power.

**A.31.8** If a problem arises when the Cars reach the starting grid at the end of the formation lap the following Procedure shall apply:

**(a)** If the Race has not been started, a red flag and a “start delayed” board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the Race distance reduced by one lap. The next signal will be the three-minute signal.

**(b)** If the Race has been started the Marshals alongside the grid will wave their yellow flags to inform the Drivers that a Car is stationary on the grid.

**(c)** If, after the start, a Car is immobilized on the starting grid, it shall be the duty of the Marshals to push it into the pit lane by the shortest route.

**(d)** If the Driver is unable to 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 a procedure.

**A.31.9** The Stewards will impose a drive-through penalty for a false start.

**A.31.10** Only in the following cases will any variation in the start procedure be allowed:

**a)** If it starts to rain after the five minute signal but before the Race is started and, in the opinion of the Race Director / COC, the Teams should be given the opportunity to change tyres, a “start delayed” board will be shown on the Line and the starting procedure will begin again at the 10-minute point.

**b)** If the start of the Race is imminent and, in the opinion of the Clerk of The Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Clerk of The Course may delay the start of the Race by showing a “start delayed” board simultaneously with a “10 minute” board with a red background.

This “10 minute” board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a “10 minute” board with a green background is shown. The “10 minute: board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the “10 minute” board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e. - 5, 3, 1min, 15 seconds) will be shown.

If however, the weather conditions have not improved within ten minutes after the “10 minute” board with the red background was shown, the “10 minute” board with the red

background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times. At any time when a "10 minute" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

**A.31.11** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the Car and Driver concerned from the Event.

### **A.32 The Race**

**A.32.1** A Race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue

**A.32.2** During the Race, Drivers leaving the pit lane may only do so when the pit exit light is green or a Green Flag is waved 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.33 SAFETY CAR**

Major information about the use of the Safety Car is as under:

**A.33.1** The Safety Car will be driven by an experienced circuit Driver. It will carry an observer capable of recognizing all the competing Cars, who is in permanent radio contact with Race Control.

**A.33.2** Fifteen Minutes before the Race start time the Safety Car will take up position at the front of the grid and remain there until the Five Minute signal is given. At this point (except under 33.13) below) it will cover a whole lap of the circuit and take up position.

**A.33.3** The Safety Car may be brought into operation to neutralize a Race upon the decision of the Race Director. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the Race.

**A.33.4** When the order is given to deploy the Safety Car, all observers' posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

**A.33.5** The Safety Car with its yellow lights illuminated will join the track regardless of where the Race leader is (preferably in front of the Race leader).

**A.33.6** All competing Cars must then form up in line behind the Safety Car no more than 5 Car lengths apart and overtaking, with the following exceptions, is forbidden until the Cars reach the Line after the Safety Car has returned to the pits. Overtaking will be permitted under the following circumstances:

- If a Car is signaled to do so from the Safety Car;
- under 33.13 below;
- Any Car entering the pits may pass another Car or the Safety Car after it has crossed the Safety Car line;
- When the Safety Car is returning to the pits it may be overtaken by Cars on the track once it has crossed the Safety Car line;
- If any Car slows with an obvious problem.

**A.33.7** When ordered to do so by the Race Director the observer in the Car will use a green light to signal to any Cars between it and the Race leader that they should pass. These Cars will continue at appropriate speed and without overtaking until they reach the line of Cars behind the Safety Car.

**A.33.8** The Safety Car shall be used at least until the leader is behind it and all remaining Cars are lined up behind him. Once behind the Safety Car, the Race leader must keep within 5 Car lengths of it and all remaining Cars must keep the formation as tight as possible.

**A.33.9** While the Safety Car is in operation, competing Cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of Cars following it are about to pass or are passing the pit exit. A Car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of Cars behind the Safety Car. Under certain circumstances the Race Director may ask the Safety Car to use the pit lane or other parts of the circuit. In these cases, and provided its orange lights remain illuminated, all Cars must follow it without overtaking.

Any Car entering the pit lane under these circumstances may stop at its designated garage area. Generally applies: If the yellow lights are illuminated all Cars must follow the Safety Car.

**A.33.10** When the Race Director calls in the Safety Car, it must extinguish its yellow lights; this will be the signal to the Drivers that it will be entering the pit lane at the end of that lap. At this point the first Car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five Car lengths behind it. As the Safety Car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

**A.33.11** Each lap completed while the Safety Car is deployed will be counted as a Race lap.

**A.33.12** If the Race ends whilst the Safety Car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the Cars will take the chequered flag as normal without overtaking. The Marshals show waved yellow flags furthermore.

**A.33.13** In exceptional circumstances the Race may be started behind the Safety Car. In this case, at any time before the one minute signal its yellow lights will be turned on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green lights are illuminated the Safety Car will leave the grid with all Cars following in grid order no more than 3 Car lengths apart. There will be no formation lap and Race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a Car is delayed when leaving its grid position and Cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order.

Any Driver who is delayed leaving the grid may not overtake another moving Car if he was stationary after the remainder of the Cars had crossed the Line, and must form up at the back of the line of Cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any Driver who, in the opinion of the Stewards, unnecessarily overtook another Car during the first lap.

#### **A.34. Stopping a Race**

**A.34.1** Should it become necessary to stop the Race because the circuit is blocked by an accident or because of weather or any other conditions which 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 points.

When the signal is given to stop, all Cars shall immediately reduce speed in the knowledge that:

- the Race classification will be that at the end of 1 lap prior to that during 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 un drivable at racing speed,
- The pit lane entry will be open.

**A.34.2** 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 A.35.1 will apply

**Case B.** Two or more full laps but less than 75% of the Race distance (rounded up to the nearest whole number of laps). If the Race can be restarted, Article A.35.2 will apply.

**Case C.** 75% or more of the Race distance (rounded up to the nearest whole number of laps). The Cars will be sent directly to the Parc Ferme and the Race will be deemed to have finished when the leading Car crossed the Line at the end of the lap prior to that during which the signal to stop was given.

### **A.35 Restarting a Race**

#### **A.35.1 Case A.**

- a) The original start shall be deemed null and void.
- b) The length of the restarted Race will be the full original Race distance.
- c) The Drivers who are eligible to take part in the Race shall be eligible for the restart in their original Car.
- d) Any Driver who was forced to start from the back of the grid or the pit lane during the original start may start from his ORIGINAL GRID position;
- e) After the signal to stop the Race has been given, all Cars able to do so will proceed directly but slowly to either:
  - the safety car line 1 / red flag line, or
  - if the grid is clear, to their original grid position, or
  - If the grid is not clear, to a position as directed by the Marshals.
- f) Cars may be worked on, on the grid, if work is carried out on the grid; this must be done in the Car's correct grid position and must in no way impede the restart. Refueling on the Grid is strictly prohibited.

#### **A.35.2 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 re-started Race (second part) will be three laps less than the original Race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started Race will be arranged in the Race order at the end of one lap prior to that during which the signal to stop was given.
- d) Only Cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorised route to either:
  - the safety car line 1 / red flag line, or
  - To a position as directed by the Marshals.
- e) Cars may be worked on, on the grid. If work is carried out on the grid, this must be done in the Cars correct grid position and must in no way impede the restart.
- f) If a Car returns to the pits it **WILL NOT** be refueled.

#### **A.35.3 In both Case A and Case B:**

- a) After the stop signal, the pit exit will close.
- b) The Five-Minute signal 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 signal will be directed to the pits. It may then start from the pits as specified in Article A.31.1

### **A.36 FINISH**

**A.36.1** The end-of-Race signal will be given at the Line as soon as the leading Car has covered the full Race distance

**A.36.2** Should for any reason (other than under Article A.34.1) the end-of-Race signal be given before the leading Car completes the scheduled number of laps, 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.36.3** After receiving the end-of-Race signal all Cars must proceed on the circuit directly to the Parc Ferme without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals if necessary).

Any classified Car which cannot reach the Parc Ferme under its own power will be placed under the exclusive control of the Marshals who will take the Car to the Parc Ferme.

### **A.37 Prizes**

The following prizes will be given for individual Races & Overall Challenge will be paid by the Promoter: -

<b>Position</b>	<b>Individual Races</b>	<b>Challenge</b>
First Place	Trophy + INR 100,000	Trophy + INR 2,500,000
Second Place	Trophy	Trophy + INR 1,500,000
Third Place	Trophy	Trophy + INR 1,000,000

The Promoters reserve the right to increase the above mentioned prize monies.

### **A.38 Protests**

**A.38.1** All protests must be lodged in accordance with the stipulations of the Code (Articles 171 et seq.).

**A.38.2** All protests must be lodged in writing and handed to the Clerk of The Course together with the protest fee of INR 15,000/-, which shall not be returned if the protest is judged unfounded.

**A.38.3** If the protest requires the dismantling and re-assembly of clearly defined parts of a Car, the claimant must pay an additional deposit of INR 15,000/- per defined part.

**A.38.4** 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.

**A.38.5** 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.

### **A.39 Appeals**

**A.39.1** Competitors may appeal against decisions, in accordance with the stipulations set out in the FMSCI Sporting Regulations 2013. That is INR 40,000 with the intention to appeal and INR 40,000 along with the grounds of appeal.

**A.39.2** 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 INR 40,000/-.

**A.39.3** 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.

**A.39.4** 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.

**A.39.5** The confirmation of an appeal to the FMSCI must be accompanied by an additional fee of INR 40,000/-.

**A.39.6** 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.

**A.39.7** If the appeal is rejected or it is withdrawn after being brought, no part of the protest fee shall be returned.

**A.39.8** If judged partially founded, the fee may be returned in part, and its entirety if the protest is upheld.

**A.39.9** 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.

#### **A.40 Podium Ceremony**

The Drivers finishing the Race in 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> positions must attend the prize giving ceremony on the podium and abide by the podium procedures set.

Drivers finishing in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions must wear MRF caps provided by the organisers at the press conference, and during the winners podium presentation, such that the logo on the cap can be seen from the front. The cap should be removed when the National Anthem is played and held in front of the body. The winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

#### **A.41 On-Board Television Cameras**

**A.41.1** All cars will be fitted with on-board camera(s) and / or camera related electronic equipment.

**A.41.2** The position of the on-board camera(s) and / or camera related electronic equipment will be determined by the Co-ordinator and cannot be changed.

**A.41.3** The position of the on-board camera(s) and / or camera related electronic equipment will be approved by the scrutineers.

## **PART B - COMMERCIAL CONCERNS**

### **B.1 CARS AND DRIVERS**

**B.1.1** Drivers must put their own name and national flag 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.1.3** 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.1.4** No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area within the Series:

- Tobacco and tobacco products
- Alcohol
- Politics
- Religion
- Tyre / Car manufacturer, other than MRF & Renault

Official logos will be provided; the correct attachment of the logos will be checked in the course of scrutineering. In case of any non-compliance with this regulation, the Organisers have the right to exclude the Driver from the Event

### **B.1.5. INSURANCE**

#### **B.1.5.1 International Drivers**

It is mandatory for all Drivers to take an additional policy covering medical and repatriation as per the Code.

#### **B.1.5.2 Indian Drivers**

For Indian Licence holders the ASN has a standard accident policy of INR 500,000 with hospitalisation cover of INR 100,000. The Organisers strongly recommend for participants to take an additional policy as desired.

## **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 INR10,000/-.

**B.2.2** Each Car entered must carry the compulsory decals in position as shown in the Appendix 2.

## **B.3 ADVERTISING**

**B.3.1** Each Driver and Entrant must ensure that all advertising carried by or associated with the Driver (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 procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

**B.3.3** Drivers can be promoted by individual sponsors. Designated advertising spaces on the Car are available for sponsors' decals. MRF branding on both front wing main planes and endplates and both rear wing endplates, as well as the Renault stickers on both sides of the engine cover area are mandatory. A Driver has the option of painting the Car with a color scheme at his / her cost. Except for MRF and Renault stickers, other tyre manufacturer or Car manufacturer stickers will not be permitted. For the Formula 1 Support Races on 25 - 27

October 2013 at the Buddh International Circuit, Greater Noida, near New Delhi, the rules of Beta Prema 2 Ltd. will apply in terms of entry / branding / photography / conduct. Drivers suits must have the MRF patches stitched onto the driving suit, location of which will be intimated via an official bulletin well in advance.

#### **B.4 GENERAL**

**B.4.1** Competitors must agree to take part in the Official Prize Giving Ceremony and abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by the organiser.

**B.4.2** With the submission of Regulation / Entry by the Driver and accepted by the organiser. The Driver is deemed to have accepted and understood these Regulations in full.

#### **B.5. PROMOTION**

**B.5.1** Each Driver must use reasonable endeavors 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 must use his / her best endeavors 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 - LIABILITY**

#### **C.1 ASSUMPTION OF RISK AND LIABILITY**

**C.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 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.

**C.1.2** Each Driver agrees that each of the Promoter, the Organiser, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver (including their family, 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 (including their family, employees, agents and contractors) in an Event or the Series.

**C.1.3** Each Driver agrees that each of the Promoter, the Organiser, the FMSCI each Circuit owner or manager and each of their family, employees, agents and contractors shall have no liability to the Driver (including their family, 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 Driver in an Event or the Series.

**C.1.4** There shall be no legal recourse to decisions of the FIA, the FMSCI, and their respective tribunals, the Stewards of the Meeting or the organiser as jurors.

No claims for damages whatsoever may be construed from actions or decisions of the FMSCI, its sport tribunal or its authorised representatives.

## **C.2. RELEASE**

**C.2.1** Each Driver releases and discharges the promoter, the Organiser, the FMSCI each Circuit Owner or Manager and each of their family, 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 (including their family, employees, agents and contractors) in an Event or the Series.

**C.2.2** When entering, competitors and Drivers waive their right to claim any damages in connection with this event against:

- The FIA, MRF Limited, J A Motorsport, Renault India and / or its affiliated organisations, the SCI, MMSC , Beta Prema 2 Ltd, their Presidents, FOM (Formula One Management), and FOA (Formula One Administration), Executive bodies, Managing Directors, Secretaries; general and full-time staff.
- FMSCI subsidiaries, FMSCI local and regional clubs, MRF Limited, Renault India, J A Motorsport, and / or any of its successor companies, their Presidents, Executive Directors, Managing Directors, Secretaries general and paid staff.
- The Promoter / Series Organiser.
- The Organiser, Officials and assistants, Race-Track Owners, Government Agencies, Racing Services, manufacturers and all other persons involved in organising the meeting.
- The organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including accessories) used during the event
- Other participants (Drivers,), their assistants / engineers / mechanics, the owners or registered keepers of other vehicles
- Any agents or other persons employed to perform an obligation on behalf of the above persons and entities

Also waive any claims for damages in connection with the racing event (timed and un-timed practices, warm-ups, Races),

The exclusion from liability shall become effective for all parties concerned upon submission of the registration/entry form.

The waiver of liability applies to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. Should any injury occur or be discovered during an event or in the event of health impairments which may temporarily or permanently jeopardise the ability to drive a racing Car, considering the safety risks this may pose to third parties, the undersigned releases all attending physicians from confidentiality with respect to the event officials (the Medical Officer, the Clerk of The Course, the Steward of the Meeting).

## **C.3 INDEMNITY**

**C.3.1** Each Driver indemnifies the Promoter, the Organiser, the FMSCI each Circuit owner and each of their employees, agents and contractors against all losses of that Driver or that Driver's family, 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, family, employee, agent or contractor in an Event or the Series.

## **C.4. LOSS**

**C.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.

**C.5 READING DOWN**

**C.5.1** 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.

**APPENDIX 1: FLAG SIGNALS**

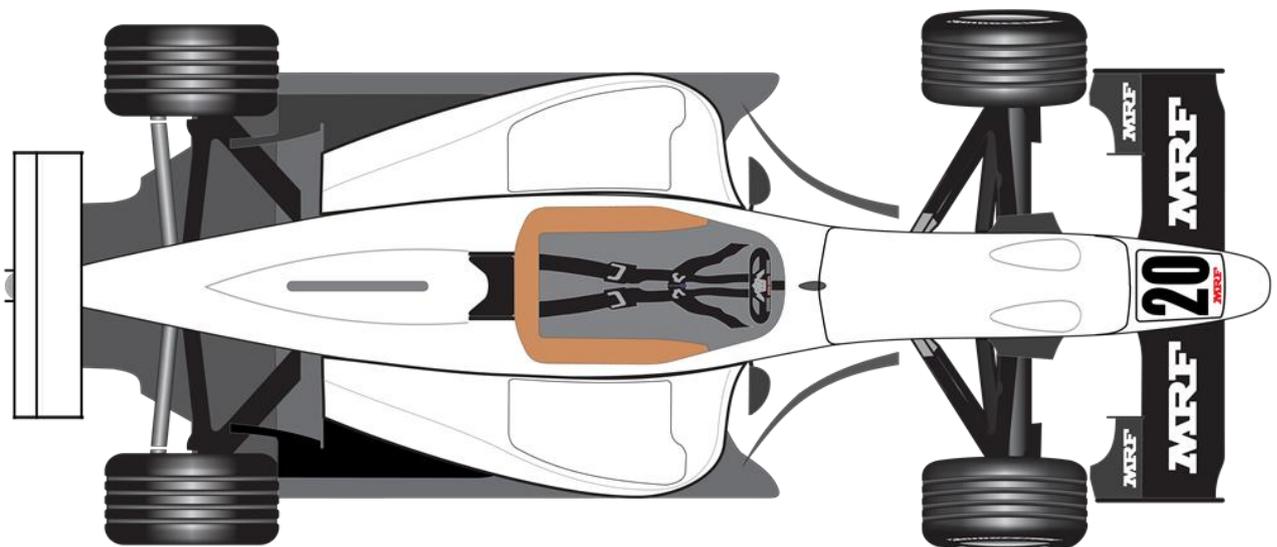
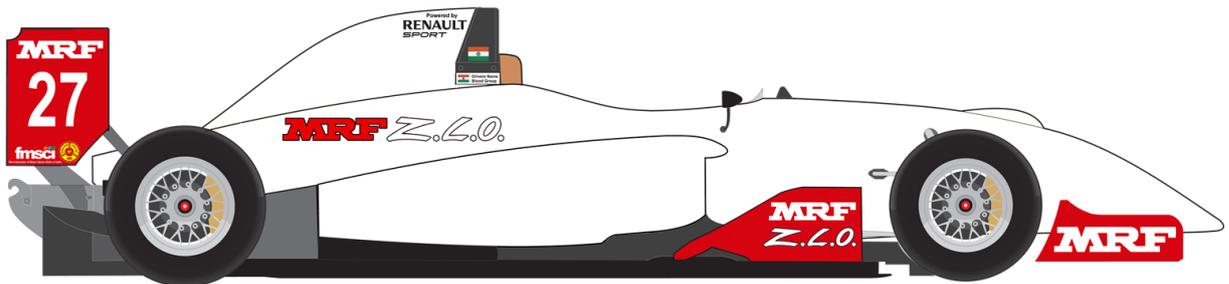
Flag	Meaning
	(Double Yellow Waved) - Great danger - Be prepared to stop
	(Motionless) - Take care - Signal of danger. No overtaking
	Course clear
	Overtaking flag - The competitor is about to be lapped and must leave way.
	Service car or slow moving vehicle on the circuit
	Stopping of race or practice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

\* - Displayed with a white number

## APPENDIX 2: COMPULSORY BRANDING

### MRF Formula 2000 :

- “MRF” branding will be on both front wing main planes & both front-wing endplates, as well as on both rear-wing endplates, as shown in the images below.
  - “MRF ZLO” branding will be on both the barge-boards, as well as on both sides of the lower half of the engine cover
  - “Powered by RENAULT SPORT” branding will be on both sides of the engine cover as shown in the images below.
  - “FMSCI” & “MMSC” logos will be on both rear-wing endplates
- All black and grey areas are not available for Drivers’ personal sponsor branding.



**APPENDIX 3: PAYMENT INSTALLMENTS FOR PARTICIPATION FEE**

1. The total amount payable is INR 7,000,000 (Indian Rupees seven million only) to the Promoter.
2. The payment shall be made in 4 installments as given below.
  - a) Installment 1 = INR 2,500,000
  - b) Installment 2 = INR 1,500,000 by 10 October 2013
  - c) Installment 3 = INR 1,500,000 by 10 November 2013
  - d) Installment 4 = INR 1,500,000 by 05 December 2013