



DRAFT SUPPLEMENTARY REGULATIONS

DRAFT



(National Sports Federation recognized by the Government of India)

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1 RULES: AMENDMENT, APPLICATION & INTERPRETATION

- 1.1 The Northern Motorsport SOLO PRO X 2019 will be run in conformity with:
- The International Sporting Code of the FIA (the Code) and its appendices;
 - The relevant FMSCI Regulation and its appendices.
 - The Supplementary Regulations approved by the FMSCI of the specific events.
- 1.2 APPLICATION AND INTERPRETATION OF THE REGULATIONS
- a. Only the FMSCI may grant waivers to these regulations.
 - b. The Clerk of the Course is charged with the application of these regulations.
 - c. The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant regulations or the Regulations.
 - d. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the FIA International Sporting Code (Code).
 - e. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).
- 1.3 Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.
- 1.4 Anything that is not expressly authorized by these regulations is forbidden.
- 1.5 OFFICIAL LANGUAGE: For all FMSCI events, the official language must be English.
- 1.6 The Organizers will ensure that all monetary fines / penalties collected during the event are sent to FMSCI at the earliest as per Art 12.7 of FIA Sporting Code
- 1.7 SUPPLEMENTARY REGULATIONS
Amendments or any additional provision will be announced by dated and numbered bulletins, signed :
- By the Organizers up to the day of scrutineering and approved by the FMSCI.
 - By the Stewards of the meeting, throughout the duration of the Event.
- 1.8 All bulletins will be posted in the Secretariat, at Rally HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.
- 1.9 ACQUAINTANCE WITH AND SUBMISSION TO RULES
- Every person or group of persons, organizing a competition or taking part therein:
- a. Shall deemed to be acquainted with the International Sporting code of the FIA
 - b. All competitors should sign the indemnity and declaration, which are enclosed with the entry form
 - c. These are the conditions precedent attached to the submission of entries and taking part in an event and all competitors participating in the meet shall be bound by them and the rules and regulations hereinafter set out or amendments made thereto
 - d. Shall undertake to submit themselves without reserve to the above and to the decisions and the consequences resulting there from.

2 PROGRAMME

Opening of Standard Entries with the publication of these regulations

- At Northern Motorsport office, Nexa, C/42, First Floor, Sector 57, Noida
- At the website of
- At our website : www.motorsport.in

Friday 1 November 2019

At the office of Northern Motorsport

1000 hrs.to 1700 hrs.	Document Verification & Scrutiny of Standard entries
1700 hrs.	Closing of Late Entries
1800 hrs	Publication of Entry List

Saturday 2 November 2019

At the Grand Plaza, Buddh International Circuit, Greater Noida

0830 hrs.to 1200 hrs.	Document Verification & Scrutiny of entries
0900 hrs.to 0930 hrs	Drivers Briefing & Track Walk
1000 hrs.to 2400 hrs	Qualifying Rounds / Final Rounds
0030 hrs.	Post event Scrutiny
0100 hrs.	Posting of Provisional Results
0130 hrs.	Publication of Official Final Classification
0200 hrs.	Prize Distribution

Note:

- **Program is subject to change depending on the Ground Situation**
- **A Verbal Announcement of change will be made and NO CIB is required to be issued.**

3 ORGANIZATION

3.1 ORGANIZER'S NAME & ADDRESS

northern motorsport

C/42, First Floor, Sector 57, Noida, UP 201 301.

Ph: + 91 8527 111 222 Email: info@motorsport.in

3.2 STATUS OF THE EVENT: Open

3.3 FMSCI Permit No. TBA

3.4 Name of Event: SOLO PRO X DELHI 2019

3.5 Name of Organiser: NORTHERN MOTORSPORT

3.6 Description of the Circuit

Place:	Grand Plaza, Buddh International Circuit, Greater Noida
Length:	900 plus metres
Width of Start:	3 metres
Maximum Width:	5 metres
Minimum Width:	3 metres
Surface:	Tarmac

3.7 OFFICIALS OF THE MEET

The names of the Stewards, Clerk of the Course & Senior officials will be announced on the website and will be displayed on the Official Notice Board prior to the event.

3.8 OFFICIAL NOTICE BOARD

The Official notice board will be located at:

- From opening of entries till 2 days before the event.
At Northern Motorsport office: C/42, First Floor, Sector 57, NOIDA, UP 201 301
- On event days
At the Solo Pro X Venue

3.9 OFFICIAL WEBSITE: www.motorsport.in

3.10 JUDGES OF FACT

All persons, other than the Stewards, including all marshals/ track marshals & other officials shall be designated as Judges of Fact.

The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags.

4 GENERAL UNDERTAKING

- 4.1 Solo Pro X is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.
- 4.2 The participant agrees that by entering the event, he has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition.
- 4.3 All drivers, competitors and officials participating in the Solo Pro X , undertake, on behalf of themselves, their employees and agents, to observe all the provisions of these regulations.
- 4.4 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, he must nominate his 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.
- 4.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- 4.6 The presentation of a car for scrutineering is deemed an implicit statement of conformity to the regulations concerned.
- 4.7 All persons concerned in any way with an entered car, or present in any other capacity whatsoever in the paddock or on the track, must wear an appropriate pass at all times.
- 4.8 All/ any particulars given at the time of registration should be true. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the competition that his automobile complies with these regulations in their entirety at all times during the competition.
- 4.9 The competitor as a part of the indemnity must verify that he/she has an approval for use of the vehicle the owner of the vehicle in case the owner is not the driver.
- 4.10 Under the laws of the country, it is mandatory that any accident out of which a claim may arise be reported to the nearest police station.
- 4.11 The organizers may, at their discretion abandon, cancel or postpone the meet, in case of unforeseen circumstances with the approval of FMSCI/ Stewards.
- 4.12 The stewards of the meet and/or the clerk of the course reserve the right to delete and/or change any part of the route should they deem necessary due to force majeure or for any other safety reason.
- 4.13 The organizers reserve the right to refuse the entry of any entrant or participant after giving sufficient reason for such refusal.
- 4.14 ADDITIONAL NOTES : The attached Appendix I to 3 will be integral part of this Supplementary Regulations

5 CODE OF COMPETITOR CONDUCT

- 5.1 In addition to the regulations, the competitor will also be deemed to have breached the Competition Rules and will be liable for sanctions under the following conditions.
- a. Any fraudulent proceeding or act prejudicial to the interests of the Organizer, Northern Motorsport, FMSCI or of the event generally.
 - b. Reckless or dangerous driving, either on course or in the pits and paddock area.
 - c. Failure to obey a direction or order of an official.
 - d. Refusing to cooperate with, interfering with, or obstructing the actions of the Chief Steward, the event officials in the performance of their duties.
 - e. Unsportsmanlike conduct or physical violence toward any other participant or spectator at the event.
 - f. No speeding/testing is permitted in the vicinity of the venue including the Pit Area. g. No tire warm ups (burn outs, driving in circles, brake tests, etc.) are permitted on or off the event site, including the grid area
 - g. Speed limit on the event site outside of the designated course area is 10 KMPH.
 - h. Vehicles may not be driven in the pits or grid other than to enter or exit the course. j. Any littering of the event area is strictly prohibited under pain of disqualification

6 ENTRANTS ELIGIBILITY

- 6.1 After acceptance of the entry the competitor may replace the car declared in the entry form if required prior to the start of qualifying upon a payment of a fee of INR 1,000/- per change, provided this is informed to the event secretary, corrected in the entry form and documentation completed for the replaced car. However, the entered competitor cannot be changed.
- 6.2 Drivers must hold valid FMSCI License (Solo Pro X License or National Rally / Race License including Entrant license) to drive in any of the categories in the SOLO PRO X .
- a. The minimum requirement is the FMSCI Club sport license for the Open status event.
 - b. Participants can obtain the licenses by applying directly at the FMSCI website www.fmsci.co.in >> Forms >> Competition license-Online and filling out an online application form and following the steps detailed
- 6.3 The Clerk of the course or his nominated officials may at their sole discretion disqualify a competitor who is deemed unfit for reasons of Health or consumption of/under the influence of alcohol or drugs.

All/ any particulars given at the time of registration should be true. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the competition that his automobile complies with these regulations in their entirety at all times during the competition.

7 DEFINITIONS:

- 7.1 **STOCK/STANDARD:** No Modifications permitted except to the ECU/ Tuning Box, Air Filter & the Exhaust beyond the first muffler. All external modifications like body kits, spoilers, alloy wheels, low profile tyres/ larger wheels etc. are permitted.
- 7.2 **MODIFIED/ UPGRADED:** Any modifications over and above of those specified in STOCK.
- 7.3 Aftermarket turbocharging/ supercharging will attract a multiplication factor of 1.5 in cubic capacity.
- 7.4 **AMATEUR:** An Amateur is deemed to be a competitor who has
- Not participated in any Rally, Raid in the Extreme, Speed or Stage category. Participation in a TSD event is NOT a disqualifier.
 - Not qualified for a podium finish in any Club sport Speed event for the last 2 years
- The participant would have to declare his Amateur or Pro status in the entry form. However the determination of the status of participant as Amateur or PRO rests solely with the organizers. Wrong declaration would entail exclusion.
- 7.5 "Free" means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part.

8 VEHICLE ELIGIBILITY

- 8.1 The event is open to ALL types of Cars, SUV's and Jeeps.
- 8.2 Soft top vehicles are not allowed.
- 8.3 Any Type of Fuel is permitted provided it complies with Government/RTO Laws.
- 8.4 Unstable vehicles with a high centre of gravity and a narrow track, including certain SUVs, minivans, and 4WD pickups, may be disqualified on evaluation by the organizers.

9 GROUPS AND CLASSES

- 9.1 The Groups and Classes are detailed in Appendix '1'
- 9.2 All Classes will be open for participation by all Makes.
- 9.3 The driver &/or entrant is solely responsible for the correct determination of the vehicles class/group.
- 9.4 Stock cars are permitted to compete in the Modified Group / Class provided that they comply with the relevant vehicles eligibility
- 9.5 In each class a separate ladies sub class shall be formed if there are 4 or more verified unique entrants; else they will drive amongst the men.
- 9.6 If the number of the verified unique entrants in a class is below four, this class will be amalgamated with the class or classes above to attain the minimum number of four. In any case Professional and Amateur groups will not be merged.
- 9.7 If after amalgamation the number of verified entries is still below four, then only the first prize will be given
- 9.8 Factory fitted (OE) Forced induction (Turbocharger, supercharger etc.) equipped vehicles will attract a multiplication factor to their stated cubic capacity
 - A factor of 1.7 for all Petrol engine vehicles
 - A factor of 1.5 for all Diesel-powered vehicles
- 9.9 The participant would have to declare his Amateur or Pro status in the entry form. However, the determination of the status of participant as Amateur or PRO rests solely with the organizers. Wrong declaration would entail disqualification.
- 9.10 Subject to the payment of a fee of INR 1,000/- per change, the competitor may replace the car declared in the entry form if required prior to the start of qualifying, provided this is informed to the event secretary and corrected in the entry form and insurance taken for the replaced car. However the entered competitor cannot be changed. This fee would apply even if the change is necessitated due to Scrutineers observations.

10 ENTRY FEES

- 10.1 Those wishing to take part in the NM SOLO PRO X may submit their entries :
- a At the website of Northern Motorsport: www.motorsport.in
 - b At the Northern Motorsport office: F 8 & 9, Sector 8, Noida
- 10.2 The Entry Form will only be accepted if it is accompanied with the applicable entry fees.
- 10.3 Those participants who are filling online entry forms will also have to sign the indemnity bond in the presence of an organizer's official at the track.
- 10.4 By the very fact of signing the entry form, either physically or electronically, the entrant as well as driver submit and bind themselves to resort only to the General Prescriptions of FMSCI, the International Sporting Code of FIA & the events Supplementary regulations.
- 10.5 The Organizing Committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal (Article 3.14 of the Code).
- 10.6 Any change of Competitor after the acceptance of the entry is forbidden
- ENTRY FEE: The Entry fees for the SOLO PRO X will be as follows:
- a. Drivers Registration: INR 1,500 (one time fee)
 - b. INDIVIDUAL ENTRIES
 - First Entry: INR 4,500
 - Second & Subsequent Entry: INR 4,000
 - c. PACKAGES
 - 3 Entry Pack : INR 12,000
 - 4 Entry Pack : INR 15,500
 - 6 Entry Pack : INR 20,500
 - Extra Entry: INR 4,000 per entry

The number of entries would be calculated across all Groups & Classes;
 - d. PRECISION GRID: INR 1,500 per entry
- 10.7 TEAM ENTRIES
- a. Team registration fee: INR 5,000/-.
 - b. Team Entry fee would be INR 500/- per entry in addition to the Entry fee.
- 10.8 PAYMENT
- Entry Fees should be paid in cash at the time of registration. Cheques/ Credit cards etc. may not be accepted.
- 10.9 An entrant will be allowed to participate only if the payment is made in full.
- 10.10 Multiple entries can be made for the same driver and car combination. However in such cases, only the best timed entry would be considered for qualification in subsequent races.
- 10.11 The organiser reserves the right to reject or accept any entries received with due explanation

10.12 MAXIMUM NUMBER OF ENTRIES

- a. The maximum number of entries shall be no more than 300 entrants. The organizers reserve the right to increase the number. The organizers reserve the right to decide how many and which entries will be accepted.
- b. Multiple entries can be made for the same driver and car combination. However, in such cases, only the best-timed entry would be considered for qualification in subsequent races. However, a Maximum number of 3 Entries per class will be permitted with a overall cap of 6 entries per person. The organizers may however decide to relax this restriction depending on ground conditions, in such a case, it will be announced on the public-address system.

10.13 REFUNDS

- Registration fee will be refunded only in case the event does not take place.
- The organizers will refund 100% of the entry fees to those competitors whose entry has not been accepted or refused.

11 VEHICLE COMPLIANCE

- 11.1 A vehicle will not be allowed to start unless it conforms to the safety requirements detailed in the Regulations.
- 11.2 In case the COC or any Judge of fact finds any vehicle unfit for competition on safety grounds the same may be disqualified at their discretion. The competitor will have to accept such a ruling.
- 11.3 Cars must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices
- 11.4 For all cars, the noise level must not exceed 103 dB(A) for an engine rotation speed of 3500 rpm for petrol engines and 2500 rpm for diesel engines.
- 11.5 Brakes: Free, but there must be a double circuit operated by the same pedal and the pedal must normally control all the wheels.
- 11.6 Brakes may be modified, but an effective handbrake is obligatory. The handbrake may be modified for fly-off operation it must be efficient and simultaneously control the two front wheels or the two rear wheels.
- 11.7 Windscreen :Must be of laminated glass or of a polycarbonate, and the windows must be of safety glass or polycarbonate. If polycarbonate is used, the thickness must not be less than 5 mm. In cars which have no glass/polycarbonate windscreen, motorcycle type goggles or a visor fitted on the helmet must be worn by the driver.
- 11.8 Exhaust :In case of stock cars the exhaust system must include one or more homologated catalytic converters, which must work at all times and through which all the exhaust gases must pass.
- 11.9 Transmission :The final drive assembly, differentials, prop-shafts and drive-shafts are free. Gear ratios are free, provided they are production parts from similar variant models. The gear selection mechanism must be mechanically operated. Electronic, hydraulic or pneumatic mechanisms are prohibited, unless fitted by the manufacturer to that body style.

- c. Suspension : Active suspension, and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, is prohibited unless fitted by the manufacturer to that body style.
- d. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- e. Throttle return action shall be safe and positive.
- f. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- g. Steering “spinner” knobs shall not be permitted and mechanical components like wheel bearings, shocks, steering and suspension shall be in good operating condition.

12 SAFETY COMPLIANCE

- 12.1 In addition to the conditions specified in the relevant FMSCI Regulations, No driver will be allowed to take part in any official practice, heats if any, qualifying or race unless they have the following:
- a. Driver should wear suitable clothes; Shorts are not permitted. A Driving Suit is recommended
 - b. At the minimum, 3 point Seat belts are mandatory.
 - c. During the event, all drivers participating must wear a Branded BIS (minimum) marked Safety Helmet and must be properly harnessed in the seat belt. The helmet chin strap must be securely fastened while competing.
 - d. Footwear should be such that shoes covering the entire foot shall be worn.
 - e. All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items.
 - f. The side window must remain at least three quarters closed during his run.

The Clerk of the course or his nominated officials may at their sole discretion exclude a competitor who is deemed unfit for reasons of Health or consumption of/under the influence of alcohol or drugs.

13 COURSE SAFETY

- 13.1 Organizers will ensure that the event conforms to the highest standards of Safety and at the very least ensure the following
- 13.2 A Barricading around the track to ensure that the spectators are not endangered by a race vehicle.
- 13.3 At least 2 Foam Type Fire Extinguishers of 4 Kg each will be placed at the Start & a similar number will be placed at the Pits area.
- 13.4 A well-equipped Ambulance with a qualified Doctor would remain present throughout the event.

14 INSURANCE

- 14.1 ALL ENTRANTS MUST SIGN THE INDEMNITY DECLARATION ALONG WITH THE ENTRY FORM

- 14.2 Although it is not compulsory for competitor vehicle to have rally cover insurance for the period of the event. The Entrant/Drivers attention is particularly drawn to the fact that the normal Motor Policies issued in India DO NOT provide any cover for Motorsports.
- 14.3 It is strongly recommended that all vehicles should have at the minimum a third party insurance and that they also take out a Special Rally cover (with hospitalization benefit), valid for the period of the event.
- 14.4 Only during the running of the event, all FMSCI Competition License holders are insured for a Personal Accident Insurance of INR 5,00,000 & Hospitalization benefits of INR 5,00,000. However, it is strongly advised that all Drivers and crew take necessary and adequate additional insurance covers on their own including hospitalization benefits.
- 14.5 In the event of an accident, the competitor or his representative must notify the clerk of the Course in writing.
- 14.6 Any other vehicles other than those whose plate nos. are given in the entry form may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and will remain the sole responsibility of the owners /drivers.
- 14.7 The Insurance cover should be applicable for any accident or mishaps occurring inside the official course/track. Any accident or mishaps outside the track or course will remain the sole responsibility of the owners.

15 ADVERTISING

- 15.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title of the event “ SOLO PRO X 2019”. Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organizers.
- 15.2 The organizer Northern Motorsport, enjoys the sole intellectual property rights of the event including the rights of use or distribution relative to all material, including, but without being limited thereto, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitizing or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible Elements of the event.
- 15.3 Competitors can affix any kind of advertising to their vehicles, provided that:
- Any instructions issued by the organizers are observed.
 - It is authorized by the National laws and FMSCI regulations
 - Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicles official numbers in any way

- d. It should not be placed as to prevent recognition by Officials or Marshals.
 - e. The space designated in Appendix '4' of these regulations is left free of advertising other than that provided by the organizers.
 - f. It does not encroach upon the spaces reserved for rally plates, number plates and windscreen strips,
 - g. It does not interfere with the crew's vision through the windows.
- 15.4 Space required as indicated in Appendix of these regulations must be left free of advertising other than that provided by the organizers.
- 15.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10.3 of these regulations.
- 15.6 Advertising provided by the organizers must be carried & placed ONLY as indicated in the Appendix
- 15.7 The Compulsory advertising as detailed must be carried
- 15.8 For competitors who refuse the Organizer's optional advertising, the amount of the entry fees will be increased by 100%.
- 15.9 All stickers/ advertising of other rallies have to be completely removed before the new stickers will be applied.
- 15.10 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 15.11 The crews will ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of INR 1,000/- will be incurred for a first offence and INR 5,000/-for each repeated offence.
- 15.12 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 100% of the entry fee.
- 15.13 It is compulsory to carry organizers identification plates. It is also compulsory to carry organizer provided advertisements on the competing vehicles as per Appendix 2'.
- 15.14 Competitors who do not wish to carry the OPTIONAL advertisement of the organizers shall pay another additional fee of INR 5,000 per car to the organizers

16 IDENTIFICATION

- 16.1 The organizers will supply each crew with identification plates comprising: 2 event plates and 2 panels carrying the race number termed NUMBER PLATES. They will incorporate the race number, the name of the event and if appropriate the name of the organizers' main sponsor. They will be available as stickers.
- 16.2 Competitors taking part in the may elect to keep the same competition number throughout the . In this case, a written request must be made to Northern Motorsport and a written acceptance taken.
- 16.3 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's licence plates.

- 16.4 The numbers plates must appear on both sides of the vehicle and be clearly visible during the entire event.
- 16.5 At any time during the event, the absence or incorrect positioning of a race number plate may result in a penalty of INR 1,000/-.
- 16.6 The completed Crew Identification Card issued by the organizers must be affixed on the inside of the rear windscreen.
- 16.7 The members of the crew will be recognisable by means of an identification tag. It must carry the competitors photograph, name & blood group. Any breach noted by an official will result in a cash penalty of INR 1,000/-.

17 ADMINISTRATIVE CHECKS & SCRUTINEERING

17.1 **LOCATION:** The location and schedule of the Administrative Checks & Scrutineering will be held at the event venue as detailed in the program.

17.2 DOCUMENT SUBMISSION

Competitors are required to produce for verification the following in original:

- FMSCI competition license valid for a one day racing event or one day Auto-cross/Gymkhana. The license number if provided must be confirmed by FMSCI
- Indemnity Form
- Rally Cover Insurance (Recommended)
- 2 Photographs
- Authority letter from the owner of the car, if the driver is not the owner of the car.

The competitors are required to carry all the above documents throughout the Event.

17.3 SCRUTINY

- a. All cars will have a general scrutiny prior to start.
- b. Cars must be presented for scrutineering at the times specified in the SRs, with any previous Scrutineering tickets removed. Any Competitor not reporting as instructed may be fined, disqualified or may forfeit any claim to a favourable starting position
- c. Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- d. Additional checking / scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- e. At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.
- f. If the Scrutineer notes that a vehicle seems to be in a condition which is not compatible with normal road use, they will inform the Clerk of the Course or his Deputy thereof who may request that the car be repaired or be declared a non-starter.

17.4 SEALING AND MARKING

- a. In order to prevent the engine, body shell and other restricted components from being changed during the event these items will be identified by the Organizers at pre-start scrutineering using a wire and special marked seals and/or paint.
- b. Missing marks will result in immediate disqualification. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in disqualification of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions

17.5 POST EVENT SCRUTINY

- a. Post event Scrutineering will be applicable at the discretion of the Scrutineer
- b. After completion of the course by one group/class, the best timed 3 competitors will be requested to proceed to Parc Fermè for 30 minutes after the publication of results and then a scrutiny conducted if required. If any technical infringement is found on any car, that competitor will be disqualified and the next best timed person scrutinized and awarded the time/Placement.
- c. The location of the post event activity will be notified.

18 DRIVERS BRIEFING

- 18.1 A compulsory Drivers Briefing will be held as per schedule.
- 18.2 Course walk for all entrants will be allowed on the course when no vehicle is on track. There is fixed schedule for this activity prior to the first run, further such opportunities will be announced on ground . No one will be allowed to take a free practice lap.

19 RACE CARDS

- 19.1 On completing the Administrative Checks & Pre-Event Scrutineering, competitors will be issued a Race Card bearing a unique number, the time of issue and the competitors details.
- 19.2 The Race Card would have a validity of 60 minutes, from the time of issue, within which the participant must report to the Start Marshal ready to race with the scrutineered vehicle at the start of the race. Organizers may cancel the Race Card and forfeit the Participant Fee for contestants who do not respect this timeline.
- 19.3 This Race Card would have to be produced and handed over to the Start Marshal at the start of the race.
- 19.4 Any change on the Race Card can only be made on express authorization of the Scrutineer.
- 19.5 Loss of Race Card: A duplicate Race Card will be issued on payment of INR 500/-

20 FORMAT OF THE EVENT

- 20.1 The event will combine various elements of Autocross & Gymkhana with some additional elements to test the Driving skills & Navigation abilities of the Driver.
- a. The entire course may comprise of multiple parts, some of which may have independent timing. Driving the entire course is mandatory to be eligible for valid run.
 - b. The complete course timing or a weighted/non weighted sum of the parts will be combined to produce a final classification.
 - c. The penalties of various elements will be defined and posted on the notice board before the start of qualifying.
- 20.2 START/END
- a. All vehicles will be started from a standing start with the engines running. One car at a time. However, more than 1 car may be on the track at any point. The start order & time would be at the organiser's discretion.
 - b. The Starting order for the qualifying runs will be on a mixed basis. The Starting order for the final rounds will be published.
 - c. The finish line will be clearly indicated.
 - d. A valid run is one where the car crosses the start & finish line on its own engine power.
 - e. A re-run will be given only if a red flag is raised due to safety reasons
 - f. In case of Accidents and Technical failures, the entrant will be ruled as DNF (Did not Finish)
 - g. A Red Flag signal will be given to stop the race at any time including any safety reasons. No other flag signals are given.
 - h. Start will be given with a Manual count down or with Starting lights.
 - i. Each car and each run will be individually timed.
 - j. False Start: If an entrant makes a false start, penalties as specified herein will be applicable
- 20.3 QUALIFYING
- a. Any penalties incurred by the competitors would be added to the time taken and the total would constitute their qualifying time.
 - b. Each competitor will be permitted, for each Entry only one qualifying run. In case time & conditions permit, each competitor may be permitted an additional qualifying run. In this case the better of the two timing would count as the qualifying time.
 - c. The organizers would determine a cut off number of participants who would be permitted into the final round. This cut-off number is based on the total number of participants in the class broadly ensuring the cut-off at about half of the total participants in the class.
- 20.4 FINALS (Single Track)
- a. Post qualifying, the qualified competitors will be given an opportunity to race again.

- b. The Track may be changed and / or altered or the number of laps increased or reduced post qualifying for subsequent races.
- c. The classification will be based on the timings posted by the competitor in this round.

20.5 STOPPING THE RACE

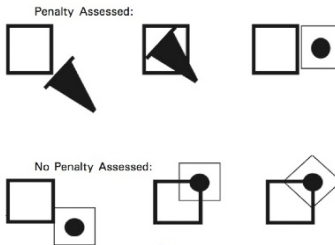
- a. A Red Flag signal will be given to stop the race at any time including any safety reasons. No other flag signals are given.
- b. In case of Accidents and Technical failures, the entrant will be ruled as DNF (Did not Finish)
- c. Reruns will be granted only for timing failure, red flag or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor’s car.

20.6 The track marshal may at his discretion stop any competitor and mark him as a DNF under the following circumstances

- a. The competitor is taking an abnormal amount of time.
- b. The competitor is persistently deviating from the defined course. The competitor is driving in a reckless and dangerous manner.
- c. A mechanical failure which could, in the opinion of the Marshal, constitute a danger.

20.7 COURSE DEVIATION

- a. A time penalty as specified shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event.
- b. The correct course to be traversed will be marked with plastic cones and markers, knocking down a cone/marker or displacing it from its original marked position will result in penalties as specified.



- c. Not following the course as specified will result in penalties as specified in the supplementary regulations.

20.8 ELEMENTS

- a. The course will consist of an indicated track & elements which are composed of cones & barriers etc.
- b. The course would also contain an area which the competitor must navigate as per a pre informed prescribed pattern. Failure to properly navigate this part of the course would entail penalties.
- c. These elements have to be navigated in the prescribed manner.

- d. Failure to navigate the element in the prescribed manner or missing it altogether would attract penalties as specified.

20.9 STOP BOX

- a. At one or several points, the organizers may define a rectangle within which the competitor is required to bring the competing car to a complete halt such that all 4 wheels are stationary within the prescribed box.
- b. Failure to stop with all 4 wheels within the prescribed boundary would incur penalties as specified.

20.10 PIT AREA/ PARC FERMÈ

- a. All entrants/ participants are to report at the pit area 30 minutes before the start of the event. A sign-in on qualifying day is mandatory, failing which penalties as per these regulations will be imposed.
- b. It is permitted to conduct any kind of repairs to the vehicle only in the designated Area
- c. The cars shall be subject to the 'Pit Area' rules:
 - From the start of the event.
 - From the moment they reach the end of the event until the time for lodging protests has expired.
- d. Cars may be removed from Pit Area at the end of the event as per programme after the protest period has elapsed, subject to the approval of the Stewards of the Meet.
- e. Only participating vehicles will be allowed in the Pit Area. Any infringement of Pit Area regulations may result in disqualification from the event at the discretion of the Stewards of the Meet

21 PROTESTS AND APPEALS

- 21.1 At the end of each race, the Timing will be displayed on a Live Display. Competitors are required to view these and immediately inform the CRO in case of any discrepancy.
- 21.2 The time limit for protest against Provisional Results will be within 30 minutes of the results being displayed.
- 21.3 Any protest must be made in writing and submitted to the COC along with the protest fee.
- 21.4 Any protest must be accompanied by a protest fee of ₹7,080/-. In case the protest is unfounded this amount will be forfeited.
- 21.5 If the Protest requires the dismantling and Re assembling clearly defined parts of a car, the claimant must pay an additional deposit of ₹6,000/-.
- 21.6 The expenses incurred for the work and by the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 21.7 If the Protest is Unfounded, and if the expenses incurred by the protest (scrutineering, transport etc.) are higher than the amount of the deposit, difference shall be borne by the Claimant. Conversely, if the expenses are less, the difference shall be returned to them.

- 21.8 Any ruling by the stewards shall be final and subject only to the right of appeal as provided by the General Prescriptions of FMSCI
- 21.9 The Appeal fee is set by FMSCI as a sum of INR 1,13,280/- with INR 56,640/- to be paid with intention to appeal in writing within 1 hour of the Steward's decision & balance INR 56,640/- with grounds of appeal within 96 hours from the moment the stewards are notified of the intention to appeal in writing.

22 PENALTIES

START WILL BE REFUSED

- a. Entry Fees Not Paid OR Documentation Incomplete
- b. Not carrying advertisements as per article 9
- c. Inability to produce Race Card at start
- d. Not Carrying ID Tag
- e. Failure at Scrutiny
- f. Loose items in car
- g. Missing Helmet or Helmet not strapped properly
- h. Improper or No Seat Belts
- i. Seats Not Fixed Properly
- j. Lights not working
- k. Bad Tyres and Brakes
- l. Late at Start by 5 minutes

PENALTIES IN FORM OF MONEY

- Late Sign In on qualifying day ₹ 750/

PENALTIES IN FORM OF TIME

- a. False start
 - 1st offence 10 Secs
 - 2nd Offence 30 Secs
- b. Missing/ Displacement of slalom marker per marker 5 Seconds
- c. Displacement of designated Marker / Cone 5 Seconds
- d. Breach of track 10 Seconds
- e. Missing or incorrect manner & sequence of element 15 Seconds
- f. Not Stopping in Stop Box 15 Seconds

DISQUALIFICATION

- a. Over speeding or doing unsafe practice rounds in and around Solo Pro X premises/ roads
- b. Missing Identification Marks
- c. Travel in opposite direction
- d. Car unable to start within 20 secs at start line
- e. Over speed after stop finish line
- f. False start: 3rd offence
- g. Leaving track & gaining unfair advantage

DISQUALIFICATION AND REFERRING TO STEWARDS FOR SANCTION

- a. Unsporting Action or Manner
- b. Fraud

- c. Endangering or Hitting time control or marshal stations
- d. Unauthorised driver

23 CLASSIFICATION, PRIZES AND CUPS

23.1 RESULTS

As soon as scrutiny is completed the results will be tabulated and signed by COC and announced to the competitors and a list posted on the official notice board with their run times.

23.2 PROVISIONAL CLASSIFICATIONS: Classifications published after end of each class

23.3 FINAL OFFICIAL CLASSIFICATION: Provisional Classification would be considered final after a period of 30 minutes provided for the registration of any protests. This Classification would be approved by the Stewards

23.4 Overall fastest time of the event : This would be fastest time scored by any competitor during qualifying.

23.5 CLASSIFICATION

- The winner in each class/ amalgamated class will be the driver who wins the final round in that class.

The results shall be posted in accordance with the programme unless the finish is unduly delayed in which case the results shall be posted as soon as possible after the end of the last round.

In order to be classified in the results, entrants should have paid to the Organisers any fines, imposed under these Supplementary Regulations before provisional results are published.

24 PRIZES & TROPHIES

24.1 Prizes will be awarded to the winner and the runners up in each class/group as follows

- Winner – Trophy
- Runner Up – Trophy

24.2 In the women's category prizes will be as follows-

- Winner – Trophy
- Runner Up – Trophy

24.3 In recognition of the fastest time scored during qualifying

- Men
- Women's

24.4 The Organisers/ Sponsors may at their discretion:

- Offer awards in addition to those specified in these Supplementary Regulations.

Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion

APPENDIX 1 GROUPS AND CLASSES

The participants of the event will be at least divided into the following groups.

- a Group A: Amateur Stock (AMSTK)
- b Group B: Professional Stock (PROSTK)
- c Group C: Professional Modified (PROMOD)
- d Group D: Open (OPEN)

The Groups Amateur Stock AMSTK & PROSTK will be divided into the following classes based on the cubic capacity of their vehicles

- Class 1: 2-wheel drive | Over 1100 cc Upto 1400 cc
- Class 2: 2-wheel drive | Over 1400 cc Upto 1650 cc
- Class 3: 2-wheel drive | Over 1650 cc

The Group Professional Modified PROMOD will be divided into the following classes based on the cubic capacity of their vehicles

- Class 4: 2-wheel drive | Over 1100 cc Upto 1400 cc
- Class 5: 2-wheel drive | Over 1400 cc Upto 1650 cc
- Class 6: 2-wheel drive | Over 1650 cc

The Group OPEN will be divided into the following classes.

- Class 7: 2-wheel drive | Open
- Class 8: 4-wheel drive | Open

APPENDIX 2 COMPETITION NUMBERS & ADVERTISING

A1 : TBA
 A2 : Northern Motorsport
 A3 :
 A4 :
 A5 : TBA
 A6 : TBA
 A7 : TBA
 B1 ~ B3: Competition Number

APPENDIX 3 COMPETITOR RELATIONS OFFICER

- **PRINCIPAL MISSIONS**

Inform the competitors and play the role of a stabilizing factor at all times. The CRO will attend the meeting of the Panel of the Stewards of the Meet, in order to keep abreast of all the decisions taken.

To be able to be easily identified by the competitors, The CRO will wear a RED poncho.

He / She will be introduced to the competitors when there is a drivers' briefing

PRESENCE AT THE RUNNING OF AN EVENT

When the Secretariat is opened, he / she will have the Secretary of the Meeting draft a schedule of his / her duties which shall be posted on the notice board of the event and which shall include:

- At the Secretariat.
- At the start of the scrutineering.
- Near the "PIT AREA".

FUNCTION

- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the regulations and the running of the event.
- Avoid forwarding questions to the Panel of the Stewards of the Meet which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).
- The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.