


MRF Competition 2010



Organized by

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Approved by

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<p>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</p>	
	

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

A.1 Preamble

The MRF Competition 2010 is an FMSCI approved event and is run under the International Sporting Code (Code) of the Federation Internationale de l' Automobile (FIA), the 2010 FMSCI General Prescriptions for Racing, all National Competition Rules (NCR) of the FMSCI, the relevant FMSCI technical regulations, additional specific regulations for this event, these sporting regulations and it's annexure's.

A.2 Sponsors

MRF Limited, Chennai.

A.3 General Undertaking

A.3.1 All drivers, competitors and officials participating in the "MRF Competition 2010", undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the regulations mentioned in the preamble. Additional specific regulations as provided by the event promoters / sponsors are to be strictly adhered to.

A.3.2 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.3.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

A.3.4 The presentation of a car for scrutiny will be deemed an implicit statement of conformity to the regulations concerned.

A.3.5 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:

- a) National with International Participation (for MRF Formula 1600)
- b) Open Competition (for MRF Super Saloon & MRF Race Star)

A.4.1 Titles to be awarded

2010 MRF Super Saloon Competition Winner
2010 MRF Race Star Competition Winner

A.5 Eligible Vehicles

MRF Formula 1600: Single Make
Super Saloons (CC to Weight)
Race Star Saloon (As per FMSCI Rally Start Cup Regulations)

A.6 Points Scoring

A.6.1 Points for 2010 MRF Super Saloon Competition & 2010 MRF Race Star Competition categories only will be awarded for each race according to the following scale and all race points will count for the Overall Competition Winner.

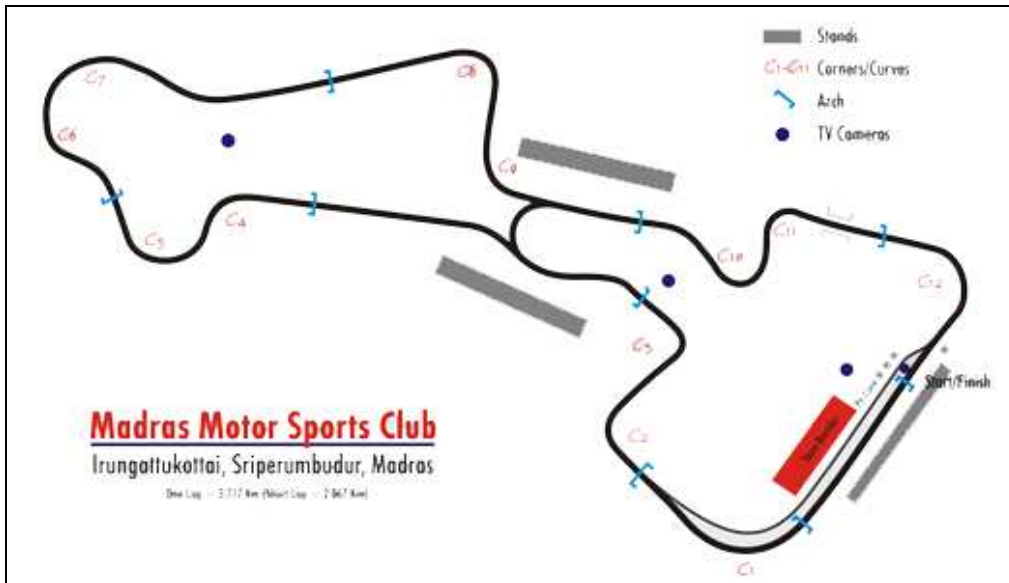
1 st place	:	10 points
2 nd place	:	08 points

MRF Competition 2010

3 rd place	:	06 points
4 th place	:	05 points
5 th place	:	04 points
6 th place	:	03 points
7 th place	:	02 points
8 th place	:	01 point

A.7 Racing Track, Dates & Venues

A.7.1 Madras Motor Race Track (MMRT), Sriperumbudur, Chennai



FMSCI Track Licence No:

A.7.2 Dates & Venues

Round	Date	Track
1	30 – 31 January 2010	MMRT, Chennai.
2	6 – 7 February 2010	MMRT, Chennai.
3	13 – 14 February 2010	MMRT, Chennai.

A.8 Race Distances

A.8.1 The distance of all races, from the start signal shall be a minimum of 20 kms & a maximum of 50 kms for the Race Car Saloons and between 30kms and a maximum of 75 kms for the Super saloons & MRF Formula 1600, for all rounds on the circuit. The leader will be shown the chequered flag when he / she 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 The maximum number of races per class in the Competition is 06.

A.10 Cancellation of a Race

A race may be cancelled if fewer than 5 entries are available for MRF Formula 1600 Class and for other Classes, viz. Super Saloons and Race Star cup, minimum number of entries is 10. Organisers reserve the right to run two or more classes concurrently.

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 fastest 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 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.12 Driver Eligibility

A.12.1 The MRF Formula 1600 Competition is restricted to drivers between the ages 15-25 years only. However the promoters may, at their discretion, allow Guest drivers (No higher age restriction), for rounds that are not fully subscribed to.

A.12.2 For the Super Saloon and Race star cup categories, the minimum age as prescribed by the FMSCI is to be adhered to. There is no cap on the maximum age of a driver.

A.13 Competition / Entrant Licences

A) If the Entrant & Driver is an individual

i) If the driver is below 18 years of age, then the driver must hold current and valid FMSCI Grade C or above Racing Competition Licence and the Entrant must hold current and valid FMSCI Individual Entrant Licence

ii) If the driver is 18 years and above, then the driver must hold current and valid FMSCI Grade C or above Racing Competition and the FMSCI Individual Entrant Licence

B) If the Entrant is a Team

i) The Entrant must hold current and valid FMSCI Corporate Entrant Licence

ii) The Drivers must hold current and valid FMSCI Grade C or above Racing Competition Licence

C) Drivers not of Indian origin must possess a valid FIA International Licence as per Article 109 of the International Sporting Code. They must also obtain a "No Objection Letter" from their respective ASN's, permitting them to take part in all 3 weekend races of the MRF Competition 2010.

A.14 Receipt of Entries & Entry Fees

Those wishing to take part in any of the rounds of the Competition must submit their entries in the enclosed entry form completely filled in along with two stamp size photographs to reach the organizers on or before 1700 hrs, the preceding Friday of the race week end. If the entry is sent by fax / email, the original entry must be couriered on the same day. Refund of Entry fees will be as per Article defined in the International Sporting Code.

For Saloon cars (CC to weight & Race Star Cup) the entry must be accompanied by an Entry Fee of Rs.2000/= (Rupees Two Thousand Only) per car, per weekend.

For the MRF Formula 1600 class the entry must be accompanied by an entry fee of Rs.4000/= (Rupees Four Thousand only) per car, per weekend.

The payment must be made either by cash or by Cheque / DD in favor of Madras Motor Sports Club, payable at Chennai. The organizers reserve the right to reject any entry which is not complete in all respects.

A.15 Change of Driver / Vehicle

Change of driver after the close of entries is not allowed. Vehicle replacement, i.e. change of car / engine is permitted subject to the vehicle being re scrutineered and a penalty of 5 grid positions for the immediate succeeding race of the round when the change is effected.

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

A.16.1 The race numbers must be in conformity with chapter XVII of the International sporting code. Three clear areas for the display of competition numbers must be reserved. For Formula Class, one on the nose cone and one each side left and right of the car. For Saloon Class, one on the bonnet and one each on the front left and right front doors. See Appendix 2 also.

A.16.2 The name of the driver must also appear on the bodywork & Helmet. For Formula class, on the outside of the cockpit, and be clearly legible. For Saloon Class, on each side of the fenders, and be clearly legible.

A.17 Briefing

A briefing for the team / 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 team. The meeting must be attended by all Team Managers and by all drivers. A register will be kept for the briefing in which all the team representatives / drivers are required to sign. Non-attendees will be reported to the Stewards for further action.

A.18 Free Practice

A.18.1 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.18.2 The timetable of each event shall be issued to competitors prior to the event along with the Supplementary Regulations.

A.18.3 During all practices 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.18.4 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

A.18.5 In the event of a driving infringement during practice 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, he or his team will not be able to appeal against the steward's decision.

A.18.6 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 free practice only, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind.

A.18.7 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 Line more than once.

A.18.8 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.19 Qualifying

A.19.1 No driver may start the race without taking part in a qualifying session, without the express permission of the stewards.

A.19.2 All laps covered during the qualifying session will be timed to determine the driver's position at the start.

A.19.3 There will be ONE qualifying session of 15 minutes to determine the grid position for the first race in each class. The grid for race 1 will be determined on the basis of fastest lap in the qualifying session and the grid for race 2 will be determined on the basis of 2nd fastest lap of the qualifying session.

A.19.4 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 fermé until the end of the session.

A.19.5 The fastest Lap time / times of drivers receiving any assistance from the Marshall's 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.19.6 At the end of the qualifying session no driver may cross the Chequered Flag more than once.

A.20 Weighing

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

- 1) The organizer 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 competition, including practice. All drivers must make themselves available to be weighed if required by the scrutineers at any time during the competition but in particular immediately following the end of qualifying session and race.
- 9) The minimum racing weights for the following will be:

MRF Formula 1600 – 510 kgs (including driver).
Race Star Cup – 770 kgs (Including Driver)
Super saloons; as per the cc to weight ratio specified (1:1.75)

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, practice or race save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure.(except by a scrutineer when acting in his official capacity).

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

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.21 Scrutineering

A.21.1 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.22.2 No car may take part in the event unless it has been passed by the Scrutineers

A.22.3 The scrutineers may

- a) Check the eligibility of a car or of a competitor at any time during an event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- c) Require a competitor to pay the reasonable expenses while exercise of the powers mentioned in the Article may entail,
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

A.22.4 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.22.5 The Clerk of the Course may require any car involved in an accident be stopped and checked.

A.22.6 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 authorized to give instructions to the competitors.

A.22.7 Teams / drivers of the MRF Formula 1600 are required to deposit their ECU's with the technical Delegate / Chief Scrutineer at the time of Pre Event Scrutiny for each round. The ECU's will be re issued to all teams based on a Ballot system before the first practice session of the weekend. Competitors must use the re issued ECU for the remainder of the round.

Any breach of the above article may result in the exclusion of the relevant car or as decided by the stewards.

A.23 The Grid

A.23.1 At the end of qualifying practice, the 1st and 2nd fastest time achieved by each driver will be officially published. Only these cars may be allowed to start the race.

A.23.2 The fastest driver will start the 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, priority will be given to the one who set it first.

A.23.3 Any driver whose best qualifying lap exceeds 110% of the pole position time may not be allowed to take part in the warm up or 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 car to start the race. Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a Team will not be able to appeal against the stewards' decision.

A.23.4 The starting grid will be published on the official notice board. Any competitor/team whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published 45 minutes before the start of the race.

A.23.5 The grid will be in a staggered 1 x 1 formation.

A.23.6 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.23.7 The organizers reserve the right to amalgamate or combine the classes of cars for the race.

A.24 Supply of Tyres in the Competition and tyre limitation during the event

A.24.1 FMSCI will specify control Tyres for the Competition

A.24.2 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.24.3 The only eligible tyres are those supplied by the official Tyre supplier as the official control Tyre. These tyres will carry official series marking and will be the only tyres permitted to

be used at any time during any practice sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the Competition.

A.24.4 The number of Tyres issued to each competitor at each event for the official timed practice sessions and the two races will be limited to:

i) MRF Formula 1600 4 front tyres and 4 rear tyres for 1st weekend. 2 front tyres and 2 rear tyres for 2nd weekend. 2 front tyres and 2 rear tyres for 3rd weekend. It is compulsory for Competitors in this class to use a new set of tyres for the qualifying session.

ii) Super Saloons (CC to weight ratio) and Race Star Cup – 6 tyres which are to be used for all practice, qualifying and races over Rounds 1, 2 & 3.

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 FMSCI as per pen supplied by the FMSCI. A spare may be required if a replacement is justified.

A.24.5 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 therefore prohibited. This applies to both wet-weather and dry-weather tyres.

A.24.6 Wet-weather tyres must be provided by the same manufacturer but their number shall be free. They must be used as supplied by the manufacturer.

A.24.7 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.24.8 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.24.9 The use of tyres without appropriate identification is strictly forbidden.

A.24.10 No tyre allocated for one event may be used at another event unless this tyre is remarked by the technical delegate/chief scrutineer.

A.24.11 If, in the opinion of the tyre technicians and appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorize the use of additional tyres to a different specification.

A.24.12 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 front and/ or rear tyre may be nominated and used.

A.24.13 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.24.14 All tyres are to be compulsorily returned to the Technical Delegate / Scrutineer after every round of the Competition.

A.25 Fuel

Only commercially available fuel for sale in Petrol Bunks in India is allowed. For MRF Formula 1600, please refer Annexure 1.

A.26 General Safety

A.26.1 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.26.2 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.26.3 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.26.4 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 behavior on circuits.

A.26.5 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 assist with recovery.

A.26.6 Repairs to a car may be carried out only in the paddock, pits and on the grid.

A.26.7 Refueling is allowed only in the pits.

A.26.8 At no time may a car be reversed in the pit lane under its own power.

A.26.9 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 authorized 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.26.10 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.26.11 No driver will be allowed to take part in any official practice, qualifying or race unless they have the following:

- Driving Suit- Fire retardant. FIA approved suits only.
- Shoes. FIA approved shoes only.
- Full fingered gloves. FIA approved gloves only.
- Full face helmet. FIA approved only. The helmet must fit the driver correctly be in good condition.

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

A.26.12 A speed limit of 60 km/h will be enforced in the pit lane. During practice and reconnaissance laps any driver who exceeds the limit in the pit lane will be fined Rs. 2,500 for

the first offence and Rs. 5000 for every subsequent offence. During the race, the stewards may impose a time penalty of 10 seconds on any driver who exceeds the pit lane speed limit.

A.26.13 If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.

A.26.14 The car's rear light must be illuminated at all times when it is running on wet weather tyres. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been rectified.

A.24615 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.24.16 Animals, except those, which may have been expressly authorized by the organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.

A.26.17 The clerk of the course, stewards or medical delegate can require a driver to have a medical reexamination at anytime during an event.

A.26.18 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.27 Instructions and communications to competitors

A.27.1 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.

A.27.2 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.27.3 Any decisions or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.

A.28 Sanctions

A.28.1 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.29 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.

A.30 Parc Ferme

A.30.1 Only those officials charged with supervision may enter the Parc Ferme. No intervention of any kind is allowed there unless authorized by such officials.

A.30.2 When the Parc Ferme is in use, Parc Ferme regulations will apply in the area between the Line and the Parc Ferme entrance.

A.30.3 The Parc Ferme shall be sufficiently large and secure that no unauthorized persons can gain access to it.

A.31 Incidents

A.31.1 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 its 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.31.2

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

If a driver is involved in collision or incident he must not leave the circuit / 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 competitor who has to countersign it.

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

A.31.3 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 four laps, or after the end of a race, article A.31.4 will not apply, and 30 seconds will be added to the elapsed race time of the driver concerned.

A.31.4 Should the Stewards decide to impose a time penalty, the following procedure will be followed:

- a) The stewards will give written notification of the time penalty, which has been imposed, to an official of the team concerned.
- b) From the time the steward's decision is notified the relevant driver may cover no more than three complete laps before entering the pits and 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.31.4 (b) or A.31.4 (c) may result in the car being excluded.

A.32 Starting Procedures

A.32.1 Twelve (12) minutes before the starting time, a warning signal announcing the Opening of the pit exit in 2 minutes will be given.

Five 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.32.2 Refueling on the starting grid is forbidden. No refueling is allowed during the race.

A.32.3 The approach of the start will be announced by signals shown, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the **five**-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 **30** second signal is given. If any driver /needs assistance after the **30** 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 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 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 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.32.4 Any driver who is unable to start the formation lap must raise his arm, and, after the remainder of the cars have crossed the line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

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.32.5 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 light(s) becomes visible, the race will be started by the red lights going off together.

A.32.6 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.32.7 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 driver concerned may then start the race from the back of the grid and any vacant positions will not be filled.

Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

If a problem cannot be rectified before the commencement of the new formation lap the car must be pushed into the pit lane by the shortest route. 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.32.8 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 fastest route. If the driver is able to re-start the car whilst it is

being pushed he may rejoin the race.

(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.32.9 A time penalty of 20 seconds will be imposed for a false start and added to the total time.

A.32.10 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" board with a red background.

This 10" 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" board with a green background is shown. The 10" board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the 10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (ie.5, 3, 1min, 15 seconds) will be shown.

If however, the weather conditions have not improved within ten minutes after the 10" board with the red background was shown, the 10" 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" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

A.32.11 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.33 The Race

A.33.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue

A.33.2 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.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 the 1st 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 undriveable 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 pit lane or,
 - if the grid is clear, to their original grid position or,
 - If the grid is not clear, to a position behind the last grid position as directed by the marshals.
- f) Cars may be worked on in the pits or on the grid (refueling not allowed), 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.

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 authorized route to either:
 - the pit lane or ;

- to a position behind the last grid position as directed by the marshals.

e) Cars may be worked on in the pits or 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 MAY NOT be refueled.

A.35.3 In both Case A and Case B:

a) 10 minutes after the stop signal, the pit exit will close.

b) 15 minutes after the stop signal, the five-minute 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.32.1

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.35.3) 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 pare 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 pare ferme under its own power will be placed under the exclusive control of the marshals who will take the car to the pare ferme.

A.37 Prizes

The following prizes will be given for individual rounds: -

MRF Formula 1600

Position	1st Race	2nd Race
First Place	Trophy + Rs.75,000/= (US \$ 1500)	Trophy + Rs.75,000/= (US \$ 1500)
Second Place	Trophy + Rs.50,000/= (US \$ 1000)	Trophy + Rs.50,000/= (US \$ 1000)
Third Place	Trophy + Rs.25,000/= (US \$ 500)	Trophy + Rs.25,000/= (US \$ 500)

Super Saloons (CC to weight Ratio) & Race Star Cup

Position	1 st Race	2 nd Race
First Place	Trophy + Rs. 15,000/=	Trophy + Rs. 15,000/=
Second Place	Trophy + Rs. 10,000/=	Trophy + Rs. 10,000/=
Third Place	Trophy + Rs.8,000/=	Trophy + Rs.8,000/=

OVERALL PRIZES FOR SUPER SALOON & RACE START CUP

Category	Prize
Super Saloon (CC to Weight)	Trophy + Rs. 50,000/=
Race Star Cup	Trophy + Rs. 50,000/=

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

A.38 Protests

A.38.1 Protest if any, should be lodged within 30 minutes of the announcement of provisional results which will be pasted on the notice board at the paddock. A protest fee of Rs.10,000/= must accompany each protest. If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of Rs.6,000/=.

A.38.2 Lodging of Protest

Every protest shall be in writing and accompanied by a fee of Rs.10,000/=. This fee may only be returned if the protest is upheld.

A.38.3 To whom addressed

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

A.38.4 Protest time limit

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

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

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

d) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as

physically impossible, be made within thirty minutes of the official publication of the results. Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organisers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.

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

A.38.5 The Appeal fee is set at Rs.30,000/-. The intention to appeal must be notified in writing to the Stewards of the meet within one hour of the publication of the decision.

A.39 Podium Ceremony

The drivers finishing the race in 1st, 2nd & 3rd positions must attend the prize giving ceremony on the podium and abide by the podium procedures set.

Drivers finishing in first, Second and Third positions must wear caps provided by the organizers at the press conference, or 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.

B.1 CARS AND DRIVERS

B.1.1 Drivers must put their own name 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
- Car /tyre manufacturer, other than Ford and MRF.

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 Organizers have the right to exclude the Driver and/or the Team from the event

B.2 SERIES DECALS SUPPLIED BY THE PROMOTER OR ORGANISER

B.2.1 Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be liable to a fine of up to Rs.10,000/-.

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

B.3 ADVERTISING

B.3.1 Each Driver and Entrant must procure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws of the country in which the relevant Event is to take place including complying with any National restrictions required in order to permit the filming and television coverage of the event.

B.3.2 The organiser of an event shall ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

B.4 GENERAL

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

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

B.5. PROMOTION

B.5.1 Each Driver and Entrant must use reasonable 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 and Entrant must use their 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 D - LIABILITY

D.1 ASSUMPTION OF RISK AND LIABILITY

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

D.1.2 Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or

otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series. This paragraph E.1.1 shall not apply to liability with respect to death or personal injury.

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

D.2. RELEASE

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

D.3 INDEMNITY

D.3.1 Each Driver and/or Entrant indemnifies the Promoter, the Organizer, the FMSCI each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series.


D.4. LOSS

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

D.5 READING DOWN

D.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
	(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*
	Race leader must slow down, everyone else to line up in order behind. No overtaking
	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 decals

MRF Formula 1600 :

16 X 4 inches **MRF** sticker on two side Pods (A)

Nose cone : One forward facing 12 X 3 inches **MRF** sticker (B)



Saloon Cars :

Both sides : A1, A2, A3, B1, B2, C, D

