

MARUTI SUZUKI AUTOCROSS CHAMPIONSHIP 2017

SUPPLEMENTARY REGULATIONS

APPROVED BY



(National Sports Federation recognized by the Government of India)

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1. FORMAT OF THE EVENT

- 1.1 For 2017, the Championship will comprise of 4 regions with 2 rounds each. An additional round may be run whose points will count as per competitor's region declaration. Winners of the regional rounds will be invited to compete against each other in a National Final.

2. FORMAT OF THE CHAMPIONSHIP

- 2.1 The Maruti Suzuki Autocross Championship will also be the Maruti Suzuki FMSCI Indian National Autocross Championship.

- 2.2 The Maruti Suzuki Autocross Championship (Maruti Suzuki FMSCI Indian National Autocross Championship) will be conducted over seven city rounds divided in four Zones.

- a The four Zones & the Cities covered are

- North
 - Gurgaon
 - Chandigarh
- South
 - Bengaluru
 - Coimbatore
- West
 - Pune
 - Indore
- East
 - Guwahati

- 2.3 The dates and the venues will be announced separately

2.4 Maruti Suzuki Autocross Championship | Finals

- a The Top 2 point Holders of each Zone from each class will be eligible to participate in a Final which will be held separately in Noida. (Eight contestants from each class, 48 total contestants across 6 classes).
- b These Eight contestants will then compete among themselves for the Title of "Maruti Suzuki Autocross Champion XXX Class". There will be six such contests resulting in 6 Champions, one for each Class.
- c The Six Champions may be joined by the top-ranking runners up for a contest to determine the MARUTI SUZUKI FMSCI INDIAN NATIONAL CHAMPION.
- d These finalists will compete among themselves in "Identical Stock Cars" provided by the organiser.
- e The cars will of the same make and model and identical in condition. They will be allotted to the finalists by a draw of lots.
- f Based on the same system of Qualifying & Elimination Rounds the final winner will be crowned the MARUTI SUZUKI FMSCI INDIAN NATIONAL CHAMPION for 2017.

3. STATUS OF THE EVENT

- 3.1 The Championship is inscribed in the National calendar of the FMSCI and the winners will participate in the National Championship.
- 3.2 The participants of the Maruti Suzuki Autocross Championship rounds would be awarded points which will count towards qualification to participate in the National Championship. There will also be a concurrent Local Round. In all such cases the Groups & Classes will be segregated and the competitor will be required to declare his status before the competition commences.

4. TITLE TO BE AWARDED

- a 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion
- b 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: upto 1100 cc
- c 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: Over 1100 cc Upto 1400 cc
- d 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: Over 1400 cc Upto 1650 cc
- e 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: Over 1650 cc
- f 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: Open
- g 2017 Maruti Suzuki Autocross Champion & the Maruti Suzuki FMSCI Indian National Autocross Champion: 4 X 4 Open
- h 2017 Maruti Suzuki Autocross Team Champion & the Maruti Suzuki FMSCI Indian National Autocross Team Champion

5. PROGRAMME OF THE MARUTI SUZUKI AUTOCROSS CHAMPIONSHIP

Opening of Standard Entries with the publication of these regulations

- At Northern Motorsport office, F 8 & 9, Sector 8, Noida
- At the website of Maruti Suzuki
- At our website: www.motorsport.in

A detailed time schedule will be released prior to each City Round

At the office of Northern Motorsport

Thursday

1700 hrs.	Closing of Online Entries
1800 hrs	Publication of First Entry List

At the Autocross Venue

Friday

0900 hrs.	Drivers Briefing& Track Walk
0800 hrs.to 1800 hrs.	Document Verification & Scrutiny of Standard entries
0930 hrs.to 1900 hrs.	Qualifying Rounds
1900 hrs	First Stewards Meeting
Up to 1800 hrs.	Closing of Entries (subject to availability)

Saturday

0800 to 1700 hrs.	Document verification &Scrutiny of Late entries
0800 hrs.to 1900 hrs.	Qualifying Rounds
1300 hrs.to 1700 hrs.	Quarter & Semi Rounds(subject to completion of Qualifying)
Up to 1800 hrs.	Closing of Entries (subject to availability)

Sunday

0800 hrs.to 1000 hrs.	Quarter & Semi Rounds continued
1100 hrs. Onwards	Final Rounds (subject to completion of Preliminaries)
1600 hrs.	Post event Scrutiny
1600 hrs.	Posting of Provisional Results
1630 hrs.	Publication of Official Final Classification
1700 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.
- Program for each round will be put up on our website one week prior to the event.

6. RULES: AMENDMENT, APPLICATION & INTERPRETATION

- 6.1 The MARUTI SUZUKI AUTOCROSS CHAMPIONSHIP 2016 & the MARUTI SUZUKI FMSCI NATIONAL AUTOCROSS CHAMPIONSHIP 2017 will be run in conformity with:
- a The International Sporting Code of the FIA (the Code) and its appendices;
 - b The National Competition Rules of the FMSCI (and its appendices)
 - c This FMSCI Autocross Sporting Regulation and its appendices.
 - d The Supplementary Regulations approved by the FMSCI of the specific events.
- 6.2 Only the FMSCI may grant waivers to these regulations.
- 6.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS
- a The Clerk of the Course is charged with the application of these regulations.
 - b 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.
 - c 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).
 - d 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).
- 6.4 Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.
- 6.5 Anything that is not expressly authorized by these regulations is forbidden.
- 6.6 OFFICIAL LANGUAGE: For all FMSCI events, the official language must be English.
- 6.7 The Organisers 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
- 6.8 SUPPLEMENTARY REGULATIONS
- a Amendments or any additional provision will be announced by dated and numbered bulletins, signed:
 - By the Organisers up to the day of scrutineering, and stamped by the FMSCI,
 - By the Stewards of the meeting, throughout the duration of the Event.
 - b 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.
- 6.9 JUDGES OF FACT
- a All persons, other than the Stewards, including all marshals/ track marshals & other officials shall be designated as Judges of Fact.
 - b The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags.
- 6.10 ADDITIONAL NOTES: The attached Appendix 1 to 3 will be integral part of this Supplementary Regulations

7. ORGANIZATION

7.1 ORGANIZER'S NAME & ADDRESS

northern motorsport

F 8 & 9, Sector- 8, NOIDA, UP 201 301.

Phone: + 91 120 408 2222

Email: info@motorsport.in

7.2 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.

7.3 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: F 8 & 9, Sector- 8, NOIDA, UP 201 301

On event days

At the Autocross Venue

7.4 THE OFFICIAL WEBSITE: www.motorsport.in

8. GENERAL UNDERTAKING

- 8.1 Autocross 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.
- 8.2 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.
- 8.3 All drivers, competitors and officials participating in the Maruti Suzuki Autocross Championship & concurrent Local Championship, undertake, on behalf of themselves, their employees and agents, to observe all the provisions of these regulations.
- 8.4 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.
- 8.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- 8.6 The presentation of a car for scrutineering is deemed an implicit statement of conformity to the regulations concerned.
- 8.7 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.
- 8.8 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.

- 8.9 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.
- 8.10 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.

CODE OF COMPETITOR CONDUCT

- 8.11 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 Organiser, 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
 - h Speed limit on the event site outside of the designated course area is 10 KMPH.
 - i 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 exclusion.

DRIVERS ELIGIBILITY

- 8.12 Drivers must hold valid FMSCI License (Autocross License or National Rally / Race License including Entrant license) to drive in any of the categories in the Maruti Suzuki Autocross Championship.
- 8.13 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.
- 8.14 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.

9. ELIGIBLE VEHICLES

- 9.1 This championship will be open to ALL types of Cars, SUV's and Jeeps.
- 9.2 Soft top vehicles are not allowed.
- 9.3 Any Type of Fuel is permitted provided it complies with Government/RTO Laws.
- 9.4 Unstable vehicles with a high centre of gravity and a narrow track, including certain SUVs, minivans, and 4WD pickups, may be excluded on evaluation by the organisers.
- 9.5 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.

10. GROUPS & CLASSES

- 10.1 All Classes except "Swift & Maruti Class" will be open for participation by all Makes.
- 10.2 The driver &/or entrant is solely responsible for the correct determination of the vehicles class/group.
- 10.3 Stock cars are permitted to compete in the Modified Group / Class
- 10.4 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.
- 10.5 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.
- 10.6 If after amalgamation the number of verified entries is still below four, then only the first prize will be given
- 10.7 Factory fitted (OE) Forced induction (Turbocharger, supercharger etc.) equipped vehicles will attract a multiplication factor to their stated cubic capacity
 - a A factor of 1.7 for all Petrol engine vehicles
 - b A factor of 1.5 for all Diesel-powered vehicles
- 10.8 For the Non-Championship entrants, 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.
- 10.9 After acceptance of the entry the competitor may amend the Group & Class declared in the entry form prior to scrutineering 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. This fee would apply even if the change is necessitated due to Scrutineers observations.

GROUPS & CLASSES | NON CHAMPIONSHIP (CITY ROUNDS)

Refer to Appendix '1'

GROUPS & CLASSES | MARUTI SUZUKI AUTOCROSS CHAMPIONSHIP

Refer to Appendix '2'

11. ENTRIES

11.1 Those wishing to take part in any round of the Championship and the Non Championship Autocross may submit their entries at

- a At the website of Maruti Suzuki
- b At the website of Northern Motorsport: www.motorsport.in
- c At Northern Motorsport office, F 8 & 9, Sector 8, Noida

11.2 Entry Form will only be accepted if it is accompanied with the applicable entry fees.

11.3 OFFLINE ENTRIES: Entry forms duly filled in, conforming to these regulations along with the appropriate fees must be submitted to the organizers as per schedule.

11.4 ONLINE ENTRIES: Those participants who are filling online entry forms also have to sign the indemnity bond in the presence of an organiser's official at the track.

11.5 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.

11.6 MAXIMUM NUMBER OF ENTRIES

- a The maximum number of entries shall be no more than 500 entrants. The organisers 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 organisers may however decide to relax this restriction which will be announced on the public-address system.

12. ENTRY FEE

Entry fees for the local Autocross & the Championship will be divided into 3 parts as follows:

12.1 NON CHAMPIONSHIP (CITY ROUND)

- a Amateur Non-Championship (Group AMSTK)
 - First Entry: INR 500
 - Second Entry: INR 1,000
 - Third Entry: INR 2,000
 - Fourth & Subsequent Entries: INR 3,000 each
- b Professional
 - First Entry: INR 2,000
 - Second Entry: INR 2,500
 - Third Entry: INR 3,000
 - Fourth Entry: INR 3,500
 - Fifth & Subsequent Entries: INR 4,000 each

12.2 CHAMPIONSHIP

- First Entry: INR 2,000
- Second Entry: INR 2,500
- Third Entry: INR 3,000
- Fourth Entry: INR 3,500
- Fifth & Subsequent Entries: INR 4,000 each

12.3 The number of entries would be calculated across all Groups & Classes for Championship & Non-Championship events

12.4 FMSCI Licence

- a For the Non-Championship City Round the minimum requirement is the FMSCI Clubsport licence.
- b For participating in the Championship the minimum requirement is the FMSCI Rally licence. Participants obtain this by applying directly at the FMSCI website (fmsci.in).
- c Participants can obtain these licences by applying directly at the FMSCI website (fmsci.in) and filling out an online application form and following the steps detailed.

12.5 The Organising 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).

12.6 Any change of Competitor after the acceptance of the entry is forbidden.

13.1 AMATEUR: An Amateur is deemed to be a competitor who has

- Not participated in any Race, Rally or Raid or Speed based Motorsport event 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

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.

13.2 TEAM ENTRIES

a For Non Championship,

- Team registration fee: INR 3,000/-.
- Team Entry fee would be INR 500/- per entry in addition to the Entry fee.

b For Championship, 10,000+500

- Team registration fee: INR 10,000/-per region.
- Team Entry fee would be INR 500/- per entry in addition to the Entry fee.

13.3 PAYMENT

a Entry Fees may be paid online. Entries received at the Office and venue must be paid in cash at the time of registration. Cheques/ Credit cards etc. may not be accepted at the office & at the venue.

b An entrant will be allowed to participate only if the payment is made in full.

13.4 REFUNDS

a Registration & Entry fee will be refunded only in case the event does not take place.

b The organizers will refund 100% of the entry fees to those competitors whose entry has not been accepted or refused.

13.5 Any change of competitor after the close of entries is forbidden.

13.6 By the very fact of signing the entry form, the competitor and all his team members agree to be bound by all the regulations mentioned in the preamble.

14. VEHICLE COMPLIANCE

As per the FMSCI Technical Regulations for Autocross events

15. SAFETY COMPLIANCE

15.1 DRIVERS SAFETY:

In addition to the conditions specified in the FMSCI Autocross Technical 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 During the event, all drivers participating should wear a Branded BIS (minimum) marked Safety Helmet and shall be properly harnessed in the seat belt. The helmet chin strap should be securely fastened while competing.
- c Footwear should be such that shoes covering the entire foot shall be worn.
- d 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.
- e The side window must remain at least three quarters closed during his run.

The above are some indicative requirements. A complete list of requirements are detailed in the FMSCI Autocross Technical Regulations

15.2 VEHICLE COMPLIANCE

- a A vehicle will not be allowed to start unless it conforms to the safety requirements detailed in the FMSCI Autocross Technical Regulations.
- b In case the COC or any Judge of fact finds any vehicle unfit for competition on safety grounds the same may be excluded at their discretion. The competitor will have to accept such a ruling.

15.3 RECOMMENDED EQUIPMENT

Detailed in the FMSCI Autocross Technical Regulations

16. INSURANCE

16.1 ALL ENTRANTS MUST SIGN THE INDEMNITY DECLARATION ALONG WITH THE ENTRY FORM

16.2 Participants

- a It is recommended to have Special Rally Coverage for the vehicle during the event.
- b Each participant may be provided on the spot, one-day PA coverage (for Insurance coverage inside the course area) during the event on payment of fees to the insurance company. The applicable fees must be notified.
- c 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 (Full claim upto INR 3 Lacs & 90% for the balance INR 2 Lacs). However, it is strongly advised that all Drivers and crew take necessary and adequate additional insurance covers on their own including hospitalization benefits.
- d ~~All vehicles must have minimum third party insurance and it is strongly recommended that they also take out a Special Rally cover (with hospitalization benefit), valid for the period of the event.~~

- e 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.
- 16.3 In the event of an accident, the competitor or his representative should notify the clerk of the Course in writing.
- 16.4 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.
- 16.5 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.

17. ADVERTISING

- 17.1 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 “MARUTI SUZUKI AUTOCROSS CHAMPIONSHIP 2016”. 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 organisers.
- 17.2 The organiser 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, digitising 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.
- 17.3 Competitors can affix any kind of advertising to their vehicles, provided that:
 - a Any instructions issued by the organisers are observed.
 - b It is authorized by the National laws and FMSCI regulations
 - c 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 organisers.
 - 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.
- 17.4 Space required as indicated in Appendix of these regulations must be left free of advertising other than that provided by the organisers.
- 17.5 Even after the event the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10.3 of these regulations.

- 17.6 Advertising provided by the organisers must be carried & placed ONLY as indicated in the Appendix
- 17.7 The Compulsory advertising as detailed must be carried
- 17.8 For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 100%.
- 17.9 All stickers/ advertising of other rallies has to be completely removed before the new stickers will be applied.
- 17.10 No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.
- 17.11 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.
- 17.12 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 100% of the entry fee.
- 17.13 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'.
- 17.14 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

18. IDENTIFICATION

- 18.1 The organisers 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 organisers' main sponsor. They will be available as stickers.
- 18.2 Competitors taking part in the Championship may elect to keep the same competition number throughout the Championship. In this case, a written request must be made to Northern Motorsport and a written acceptance taken.
- 18.3 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.
- 18.4 The numbers plates must appear on both sides of the vehicle and be clearly visible during the entire event.
- 18.5 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/-.
- 18.6 The completed Crew Identification Card issued by the organizers must be affixed on the inside of the rear windscreen.
- 18.7 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/-.
- 18.8 RACE CARDS
 - a 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.

- b 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. Organisers may cancel the Race Card and forfeit the Participant Fee for contestants who do not respect this timeline.
- c This Race Card would have to be produced and handed over to the Start Marshal at the start of the race.
- d Any change on the Race Card can only be made on express authorization of the Scrutineer.
- e Loss of Race Card: A duplicate Race Card will be issued on payment of INR 500/-

19. ADMINISTRATIVE CHECKS & SCRUTINEERING

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

19.2 DOCUMENT SUBMISSION

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

- a Original Completed Entry form with signatures.
- b FMSCI competition license valid for Autocross or license number confirmed by FMSCI.
- c Rally Cover Insurance (Recommended)
- d 3 Passport Size Photographs
- e Indemnity Form in original.

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

19.3 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, excluded 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.

19.4 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 exclusion. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in exclusion 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

19.5 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.

20. DRIVERS BRIEFING

- 20.1 A compulsory Drivers Briefing will be held as per schedule.
- 20.2 Course walk for all entrants will be allowed to walk the course when no vehicle is on track. There is no fixed schedule for this activity. No one will be allowed to take a free practice lap.

21. COURSE DETAILS



- 21.1 The figure above is a simplified graphic illustration of a twin track with a cross over bridge.
- 21.2 Characteristic Length (measured along the centre-line of the course from start line to finish line): minimum 800 m; maximum 1400 m. The track will be a twin car track with adequate width.
- 21.3 Composition: A flat or undulating circuit on natural terrain with any kind of sealed or unsealed surface (no ditches or water crossings). A sealed starting area may be constructed. If possible this sealed area be extended for 25 metres after the start line, provided that it does not constitute a part of the course. The course must be clearly marked. In addition to watering, anti-dust treatment is obligatory.
- 21.4 Start: The Start must have a minimum width to accommodate 2 cars next to each other continued up to and through the first bend and must be able to accommodate both cars on the grid on the same surface. There must be at least 80 m of straight from the start line to the first bend. The Start/Finish procedure will be through Beams or Stop Clocks.
- 21.5 Straights more than 150 m long must be followed by a bend having a maximum radius of 25 m and resulting in a change of direction of at least 45°, the measurements being calculated from the centre-line of the course.
- 21.6 Marking: Should there be a deviation in the course (e.g. an artificial chicane included to reduce speed), this must be marked in an obvious and entirely unmistakable way.

22. COURSE SAFETY

- a Organisers will ensure that the event conforms to the highest standards of Safety and at the very least ensure the following
- b A Barricading around the track to ensure that the spectators are not endangered by a race vehicle.
- c 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.
- d A well-equipped Ambulance with a qualified Doctor would remain present throughout the event.

23. RUNNING OF THE AUTOCROSS

23.1 The event may be run either as a twin track with a cross over bridge in which 2 competitors can race together or as a single track on which competitors are required to race individually.

23.2 QUALIFYING

- a All contestants would be timed over the complete laid down circuit. Any penalties incurred by them would be added to the time taken and the total would constitute their qualifying time.
- b 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 In case of a twin track, the fastest 16 ,8, 4 or 2 as applicable cars per class shall be chosen for the pre-quarter finals. In case of a single track this restriction need not apply
- d The organizers would determine this cut-off number 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.

23.3 FINALS (Twin Track)

- a All races from the Pre-Quarter onwards would be run on an elimination basis.
- b The track may be changed / altered or the number of laps may be increased or reduced between qualifying, quarter, semi-finals & Finals
- c From the quarter finals, onward two cars will be started at the same time by means of an audio/visual signal.
- d The first of the 2 cars to cross the finish line will be deemed to be the winner of the round, subject to the addition of any supervisory penalties. If in any race both drivers are using the same car, then they will race individually and the winner will be the driver with the faster time subject to the addition of any supervisory penalties.
- e The winner of each round will then proceed to the next round and so on and so forth, culmination in the final round.
- f In case there are fewer cars the pre-quarterfinals may be substituted by semi-finals/finals or any other similar round that the organizers may decide on.
- g These participants would be required to make additional runs.
- h Cars will only race with other cars of the same class/amalgamated class.
- i The draw for these elimination rounds will be based on the qualifying timings and will be as follows.

Pre quarter finals – 8 races

- 1st with 9th
- 2nd with 10th
- 3rd with 11th and so on till 8th with 16th

Quarter finals – 4 races

- 1st with 5th

- 2nd with 6th and so on till 4th with 8th

Semi Finals – 2 races

- 1st with 3rd
- 2nd with 4th

23.4 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.

23.5 START/FINISH:

- a All vehicles will be started from a standing start with the engines running. One car at a time in case of a single track or two cars at a time in case of a twin track. However, more cars 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 scheduled time for the races will be announced. It is the competitor's responsibility to be present with his vehicle when his name is called. In case the competitor with his vehicle does not present himself at the start line when called then a No Show will be recorded and the opposing competitor will be declared the winner.
- d The finish line will be clearly indicated.
- e A run is counted once the car has crossed the start line on its own engine power.
- f Start will be given with a Manual count down or with Starting lights.
- g Each car and each run will be individually timed.
- h False Start: If an entrant makes a false start, penalties as specified herein will be applicable.

23.6 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.
- d The track marshal may at his discretion stop any competitor and mark him as a DNF under the following circumstances
 - The competitor is taking an abnormal amount of time.
 - The competitor is persistently deviating from the defined course.

- The competitor is driving in a reckless and dangerous manner.
- A mechanical failure which could, in the opinion of the Marshal, constitute a danger.

23.7 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.

23.8 ELEMENTS

- a The course will consist of an indicated track & elements which are composed of cones & barriers etc.
- b These elements have to be navigated in the prescribed manner.
- c Failure to navigate the element in the prescribed manner or missing it altogether would attract penalties as specified.

23.9 STOP BOX

- a At one or several points, the organisers 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.

24. PIT AREA/ PARC FERMÈ

24.1 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.

24.2 It is permitted to conduct any kind of repairs to the vehicle only in the designated Area

24.3 The cars shall be subject to the 'Pit Area' rules:

- a From the start of the event.
- b From the moment they reach the end of the event until the time for lodging protests has expired.

24.4 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.

24.5 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.

24.6 Only participating vehicles will be allowed in the Pit Area. Any infringement of Pit Area regulations may result in exclusion from the event at the discretion of the Stewards of the Meet

25. CLASSIFICATION

25.1 Maruti Suzuki Autocross Championship | Points

Those Participants who will take part in the City Rounds of the Championship will earn points based upon their final ranking in each Class

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

25.2 The car placed first will be the one having covered the scheduled distance in the manner specified in the shortest time.

25.3 The official classification will be published after the race. It will be the only valid results subject to any amendments, which may be made under the Code and these Sporting Regulations.

25.4 Points for the team championship will be restricted to the best 3 finishers of each round irrespective of the number of cars in the team or classes entered by them.

25.5 If the driver changes teams during the course of the championship, he / she shall carry forward only his / her individual championship points. The team points up to the point of change will remain with the original team.

25.6 DEAD HEAT

If two or more drivers / team finish the season with the same number of points, the higher place in the championship (in either case) shall be awarded to:

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

26. PROTESTS AND APPEALS

26.1 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.

26.2 The time limit for protest against Provisional Results will be within 40 minutes after the end of the race and within 30 minutes of the results being displayed.

26.3 Any protest must be made in writing and submitted to the COC along with the protest fee.

- 26.4 Any protest must be accompanied by a protest fee of INR 18,000/-. In case the protest is unfounded this amount will be forfeited. The protest for the Open Status event is INR 6,000/-
- 26.5 If the Protest requires the dismantling and Re assembling of clearly defined parts of a car, the claimant must pay an additional deposit of ₹6000/-.
- 26.6 The expenses incurred for the work and 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.
- 26.7 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.
- 26.8 Any ruling by the stewards shall be final and subject only to the right of appeal as provided by the General Prescriptions of FMSCI
- 26.9 The Appeal fee is set by FMSCI as a sum of INR 96,000/- INR 48,000/- to be paid with intention to appeal within 1 hour of the Steward's decision & balance INR 48,000/- with grounds of appeal within 96 hours.)

27. PRIZES & TROPHIES

27.1 Non Championship (City Editions)

- a Prizes will be awarded to the winner and the runners up in each class/group as follows
- Winner – Trophy
 - Runner Up – Trophy
- b In recognition of the fastest time scored during qualifying
- Best Amateur Trophy & Cash Prize of INR 30,000
 - Best Lady Driver Trophy & Cash Prize of INR 15,000
 - Overall Fastest Trophy & Cash Prize of INR 30,000

27.2 Championship

- a The National Winner will be awarded a Trophy & a New Maruti Suzuki Swift (Zxi) Car.
- b The Championship winners and runners up in each class/group will be awarded as follows
- Winner Trophy & Cash Prize of INR 100,000
 - First Runners Up Trophy & Cash Prize of INR 70,000
 - Second Runners Up Trophy & Cash Prize of INR 30,000

27.3 The Organisers/ Sponsors may at their discretion:

- a Offer awards in addition to those specified in these Supplementary Regulations.
- b Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion

28. PENALTIES

28.1 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

28.2 PENALTIES IN FORM OF MONEY

- a Late Sign in on qualifying day ₹ 750/

28.3 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

28.4 DISQUALIFICATION

- a Over speeding or unsafe driving in and around Autocross premises/ roads
- b Missing Identification Marks
- c Travel in opposite direction
- d Car unable to start within 10 secs at start line
- e Over speed after stop finish line
- f False start:3rd offence
- g Leaving track & gaining unfair advantage

28.5 DISQUALIFICATION AND REFERRING TO STEWARDS FOR SANCTION

- a Unsporting Action or Manner or Fraud
- b Endangering or Hitting time control or marshal stations
- c Unauthorised driver

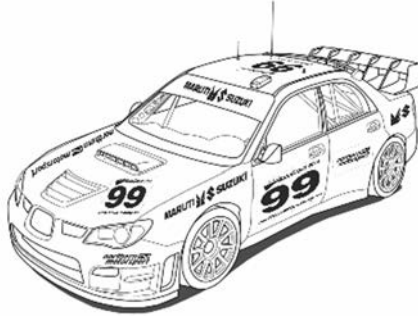
APPENDIX 1: | GROUPS & CLASSES | NON CHAMPIONSHIP (CITY ROUNDS)

The participants of the local (Non-Championship) 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 will be divided into the following classes based on the cubic capacity of their vehicles
 - Class 1 : 2-wheel drive | Upto 1100 cc
 - Class 2 : 2-wheel drive | Over 1100 cc Upto 1400 cc
 - Class 3 : 2-wheel drive | Over 1400 cc Upto 1650 cc
 - Class 4 : 2-wheel drive | Over 1650 cc
 - Class 5 : All Maruti Class | Open to all Maruti Suzuki make vehicles
 - The Group Professional Stock PROSTK will be divided into the following classes based on the cubic capacity of their vehicles
 - Class 6 : 2-wheel drive | Upto 1100 cc
 - Class 7 : 2-wheel drive | Over 1100 cc Upto 1400 cc
 - Class 8 : 2-wheel drive | Over 1400 cc Upto 1650 cc
 - Class 9 : 2-wheel drive | Over 1650 cc
 - Class 10 : All Maruti Class | Open to all Maruti Suzuki make vehicles
 - The Group Professional Modified PROMOD will be divided into the following classes based on the cubic capacity of their vehicles
 - Class 11 : 2-wheel drive | Upto 1100 cc
 - Class 12 : 2-wheel drive | Over 1100 cc Upto 1400 cc
 - Class 13 : 2-wheel drive | Over 1400 cc Upto 1650 cc
 - Class 14 : 2-wheel drive | Over 1650 cc
 - Class 15 : Ladies Cup | 2 & 4 Wheel Drive
 - Class 16 : Junior Cup | 2 & 4 Wheel Drive
 - The Group OPEN will be divided into the following classes.
 - Class 17 : 2-wheel drive |Open
 - Class 18 : 4-wheel drive |Open
 - Class 19 : Spaceframe Vehicles |Open

APPENDIX 3: | COMPETITION NUMBERS & ADVERTISING

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



APPENDIX 4 | 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.