

FMSCI CROSS CAR GENERAL PRESCRIPTIONS FOR NATIONAL CHAMPIONSHIP, CHALLENGE, SERIES, CUPS, OPEN AND CLOSED INVITATION COMPETITIONS

FOREWORD

The FMSCI/Organiser organises

The Indian National Cross Car Championship/other competitions which is organised in conformity with the provisions of the International Sporting Code and its appendices, the GP and Regulations of the FMSCI and the present regulations.

1) ORGANISATION AND TITLES

1.1 Organisation permit

The (ASN or Organiser nominated by the ASN)

(or with the agreement of the (Parent ASN (if applicable)) is organising a series of national competitions named as (Name of the Championship) for which has been issued the organising permit (permit number) for the year.....

1.2 Championship/Competition titles

The Championship/Competition(if applicable) comprises the following titles:

Cross Car Junior Champion Driver
Cross Car Champion Driver

2) REGULATIONS

2.1 Application and interpretation of the Regulations

The Championship/Competition is governed by the International Sporting Code and its Appendices («the Code»), the present GP and Regulations specific to the Championship/Competition and any applicable National Regulations.

Competitions means any Competition counting towards the Championship and registered on the ASN National Calendar for the current year, commencing at the scheduled time for scrutineering and administrative checking and including all practice sessions and the race itself and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.

The stewards are empowered to take a decision on any case not covered by these Regulations.

Should any dispute arise as to the interpretation of these regulations, the ASN will be the only authority to make a decision.

2.2 Acceptance of the regulations

By the very fact of signing the entry form, the Competitor and all his team members agree to be bound by the Code, General Prescriptions and by these Regulations.

2.3 Applicable rules

The following regulations shall apply, by order of precedence:

- a) The International Sporting Code (the Code) and its Appendices
- b) The General Prescriptions
- c) The Sporting and Technical Regulations
- d) The Sporting and Technical updates published by the ASN
- e) The Supplementary Regulations of the individual Competitions.

2.4 Official language and date of application

The Regulations are published in English

The final text of these Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

Headings in this document are for ease of reference only and do not form part of these Regulations.

These Regulations come into effect on the 1st of January of that year in accordance with the provisions of the Code. Any changes to these Regulations are subject to approval by the Organising Committee and the FMSCI.

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All Competitors taking part in the Championship/Competition shall be informed by bulletins of any changes to these Regulations with details of the date on which the changes come into force.

These bulletins and all decisions will be posted on the official notice board.

Any bulletin concerning sporting matters must be signed by the stewards before being published.

The Supplementary Regulations of each Competition will conform to the Standard Regulations.

3) GENERAL UNDERTAKING

All Drivers, Competitors and officials participating in the Championship/Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Cross Car Technical Regulations («the Technical Regulations») and the present Regulations.

4) GENERAL CONDITIONS

It is the Competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the event Supplementary Regulations. If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing. Throughout the entire duration of the Competitions, a person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition. The presentation of a car for scrutineering is deemed an implicit statement of conformity.

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.

5) CHAMPIONSHIP COMPETITIONS

Competitions are defined in Article 20 of the Code. Cross Car Competitions will include Free Practice, Qualifying Practice, Qualifying Heats, Semi-Finals and Final.

5.1 Calendar

The Competitions will take place on circuits complying with the specifications of Appendices H and O to the Code. The final list of Competitions will be published in the National Calendar, and would be as follows:
Event 1 – Circuit – City – Date

5.2 Number of Competitions

There will be a maximum of.....(*number*) Competitions per competition.

5.3 Competition distance

Distances of the Competition phases are defined in Article 35.

5.4 Number of cars allowed

The maximum number of starters is defined in the Supplementary Regulations.

5.5 Status

Each Competition will have the status of National Competition, specified in the corresponding Event Supplementary Regulations.

5.6 Event Organisation

An Event Organiser is a body nominated by the FMSCI

5.7 Registration of the Competition

All applications for the inclusion of a Competition in the Championship must be proposed by the FMSCI to the Organizer.

5.8 Cancellation of a Competition

A Competition may be cancelled if fewer than (*number*) cars are available for it. (Number will be mentioned in the event Supplementary Regulations)

5.9 Date change

The Organising Committee reserves the right to change the dates of the scheduled Competitions and the circuits where the Events take place.

6) CHAMPIONSHIP

The final list of Competitions for the Championship is set by the FMSCI and is published in the National Calendar of the FMSCI.

6.1 Classification

The Championship Driver's title will be awarded to the Driver who has scored the highest number of points, taking into consideration all the results obtained during the Competitions which have actually taken place.

6.2 Championship points scoring

6.2.1 Qualifying Heats

The best 10 Drivers on the official intermediate classification after the 3 qualifying heats will receive Championship points according to the following scale:

1 st	:	10 points
2 nd	:	9 points
3 rd	:	8 points
4 th	:	7 points
5 th	:	6 points
6 th	:	5 points
7 th	:	4 points
8 th	:	3 points
9 th	:	2 points
10 th	:	1 point

6.2.2 Semi-Finals

After the Semi-Finals, Drivers finishing in 11th to 20th positions on the official classification, will receive Championship points according to the following scale:

11 th	:	10 points
12 th	:	9 points
13 th	:	8 points

14 th	:	7 points
15 th	:	6 points
16 th	:	5 points
17 th	:	4 points
18 th	:	3 points
19 th	:	2 points
20 th	:	1 point

6.2.3 Finals

Points will be awarded after the Final according to the following scale:

1 st	:	25 points
2 nd	:	22 points
3 rd	:	20 points
4 th	:	18 points
5 th	:	16 points
6 th	:	15 points
7 th	:	14 points
8 th	:	13 points
9 th	:	12 points
10 th	:	11 points

6.2.4 All Drivers entered in a Competition may score points for the final classification.

6.2.5 If a Final is stopped under Article 37, and cannot be resumed:

- No points will be awarded if the leader has completed less than two laps.
- Half points will be awarded if the leader has completed more than two laps but less than 5 laps.
- Full points will be awarded if the leader has completed 5 laps or more.

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6.3 Dead Heat

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

- The holder of the greatest number of first places on the Competitions counting towards the Championship.
- If the number of first places is the same, the holder of the greatest number of second places.
- 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.
- If this procedure fails to produce a result, precedence will be given to the Driver achieving the best result in the last Competition.

6.4 Trophies

The following Trophies will be awarded for each Competition:

A cup for the first three Drivers of the Final.

END OF SEASON TROPHIES (If applicable)

7) LICENCES – ELIGIBLE DRIVERS

7.1 Licences

Cross Car Junior: All Drivers must hold an appropriate FMSCI National Competition licence and reaching their 13th birthday during the calendar year and under 15 years on the date when the license is issued.

Cross Car: All Drivers must hold an appropriate FMSCI National Competition licence and reaching (minimum) their 15th birthday during the calendar year in which the licence is issued.

A Driver must also be in possession of a valid medical certificate, either included in competition licence or on attached document.

7.2 Driver's name

The name of the Driver in letters of a height of between 6 and 10cm must be featured on the left and the right side of the bodywork of each car.

7.3 Change of Driver

There will be only one Driver per car.

No Driver may compete in more than one car at the Competition, and no Driver may compete in more than one Competition in one and the same Event.

8) CARS – ELIGIBLE CARS

8.1 Eligible cars

The Championship is open to vehicles of Cross Car as specified on the Technical Regulations of the Championship for Cross Car Junior and Cross Car of the FMSCI.

Cross Car Junior:/..... (Type of Car and Engine)

Cross Car:/..... (Type of Car and Engine)

Each car must be accompanied by a Technical Passport. The passport is obtained by each Competitor from the FMSCI, which will authenticate it, and it must be presented at scrutineering for each Competition.

9) COMPETITORS – ENTRIES AND REGISTRATION Competitors are defined in Article 20 of the Code.

- 9.1 Applications
Competitors wishing to take part in the Competition must send the attached entry form duly completed to the FMSCI Secretariat/Organiser's at..... (complete address, telephone and e-mail address) before..... (date and time).
Applications must be made by the Competitor with Appendix 2 Template.
- 9.2 Registration / Conditions
- 9.2.1 Applications shall include:
a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
b) The name of the Competitor.
c) The make of the competing car.
d) The make of the engine.
e) The name of the Driver.
f) Confirmation from the applicant that both he and his intended Driver have complied with the requirements of any limitations set on these Regulations.
- 9.2.2 Entry fees
Championship Entry ../..
Driver's Entry ../..
(or To be included on the Supplementary Regulations).
The entry fees and possible deposits, must be payable according to instructions set by the Organiser on the application form.
Any application for entry cannot be accepted unless it is accompanied by the total amount of the entry fees.
- 9.2.3 No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the Competitor may freely replace the car declared on the entry form with another from the same type, up to the point of scrutineering.
- 9.2.4 Acceptance of entries will be decided by each Organiser. 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).
Any change of Competitor after the close of entries is forbidden.
- 9.2.5 Entry fees may be refunded only:
a) to applicants who are not accepted,
b) in the case of the Competition not taking place,
c) if the Competitor withdraws his entry no later than the Monday before the Competition. If the withdrawal is announced to the Organiser between that Monday and the opening of the administrative checking, 50% only of the entry fee will be refunded.
- 9.3 Numbers
The Competition numbers are allocated as follows:
2 to 199, Comp No 1 will be assigned to the previous year's Championship winner.
Competition numbers must be on the car for inspection during scrutineering.
The figures of the Competition numbers are displayed once on each side of the car and once on each side of a panel on the roof. All other numbers are prohibited.
The roof number must be permanently fixed on a vertical support having no sharp edges, in line with the front-rear axis of the car. The panel must measure 24 x 35cm. The number must be 18cm high with a stroke thickness of 4cm.
- 9.4 Passes
All Team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Event.
- 9.5 Advertising
Advertising is permitted on the car and the Driver's equipment if the following conditions are met:
a) All provisions of the Code relating to advertising must be observed.
b) All mandatory advertising must be displayed in the places specified by Organiser, unless special dispensations are granted by the Organising Committee.
c) Each Competitor is responsible for correctly placing all mandatory advertising before the scrutineering and for checking that the said advertising remains in place throughout the Competition.
d) All Drivers and Competitors undertake to allow the Organising Committee to use freely and free of charge all the information and images related to their participation in the Competitions, and to sell this right to third parties, without any limits and for any durations.
- 9.6 Mandatory advertising
Mandatory advertising: see drawing Appendix 7 or Supplementary Regulations.
Competitors who encounter problems of compatibility between their sponsors and the mandatory advertising identification plan as defined in Article 9.5 are entitled to make a request for a special dispensation from the Organising Committee.
Additional fees may be payable by a Competitor who refuses to carry the Organiser's sponsor advertising.
- 9.7 Paddock allocation (if applicable)
The Organising Committee will allocate a specific area where each team/Competitor can work.
- 10) INSURANCE
The Organiser of an Event must procure that all Competitors, their personnel and Drivers are covered by third party insurance in accordance with the FMSCI and national laws of the country hosting the event. Sight of the policy must be available to the Competitors on demand.

Third party insurance arranged by the Organiser shall be in addition and without prejudice to any personal insurance policy held by a Competitor or any other participant in the Event.

Drivers taking part in the Event are not third parties with respect to one another.

No Competitor, Driver or other person concerned with a car can be required to sign any discharge of liability.

11) EVENTS OFFICIALS

11.1 Organiser's officials

The following officials shall be nominated for each Competition by the Organising Committee:

- a) 3 stewards
- b) 1 clerk of the course
- c) 1 assistant clerk of the course
- d) A team of scrutineers
- e) 1 Drivers' liaison officer (CRO)
- f) 1 secretary to the stewards
- g) 1 chief timekeeper
- h) 1 chief medical officer

The following officials may also be nominated:

- i) 1 observer
- j) A consultant for the stewards
- k) 1 safety officer

l) 1 press officer

m) Judges of fact: – start line – false starts- finish.

The consultant or adviser to the stewards is an experienced racing driver, with no connection of dependency with any manufacturer or make of car entered in the Championship. His role is to assist and advise the Panel of the stewards and/or the CoC on all questions pertaining to motor sport in general and to the behaviour of the Drivers on the track in particular. The adviser must attend the meetings of the Panel of the stewards but without the right to vote.

In accordance with Article 11.3 of the Code, the stewards of the meeting will officiate as a body under the authority of their Chairman.

11.2 ASN officials

From among holders of ASN Licence the following officials will be nominated by the ASN:

- 1 secretary of the Competition
- 1 chief scrutineer

11.3 Local Organiser's officials

The local Organiser must provide all necessary staff to conduct the Event under the Safety Regulations established by the FIA Guidelines, the FMSCI and the present Regulations.

12) INSTRUCTION & COMMUNICATION

12.1 To Drivers

Flag signals must be in conformity with Appendix H to the Code.

Competitors must not use flags or lights similar to these.

Flag signals must be in conformity with Appendix H to the Code, with the following exceptions:

- The yellow flag is shown at one post only, immediately before the accident / obstacle.
- One yellow flag must be waved during 2 laps for the same incident.
- One or more yellow flags being shown at the marshal posts will indicate the existence of a hazard of some kind on the track or on the racing line.
- Overtaking is strictly forbidden under such circumstances.
- Drivers must reduce speed and be prepared to change direction or possibly come to a halt, until completely passed the incident.
- There being no green flag in this situation.

The black and white flag will be shown together with the car number. Showing of the black and white flag means that the Driver whose number is shown will be under investigation.

The black flag will be shown together during 2 laps with a panel, 80 x 60cm, with the starting number. If a black flag is shown in a heat, the Driver has to go immediately to the paddock.

The reason for the decision to use the black and white and/ or the black flag must be confirmed to the Driver in writing by the clerk of the course. In case of black flag, by the stewards.

12.2 To Competitors

The stewards or the CoC 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.

All classifications and results of practice sessions and races, as well as all decisions issued by the stewards, will be posted on the official notice board.

Any decision or communication concerning a particular Competitor should be given to him within thirty minutes of such decision, and receipt must be acknowledged. Whenever possible, this information will also be displayed on the timing monitors and/or official notice board.

The Competitors or their representatives must be available to be contacted throughout the duration of an Event. Failure to obey this rule may result in the charging of a fine by the stewards.

The official notice board location will be stated in an information bulletin if it was not indicated in the Supplementary Regulations.

13) INCIDENTS

"Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and subsequently investigated) which:

- a) Necessitated the stopping of a race under Article 37.
- b) Constituted a breach of these Regulations or the Code.
- c) Caused a false start by one or more cars.
- d) Caused a collision.
- e) Forced a Driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver.
- g) Illegitimately impeded another Driver during overtaking.

Unless that according to the clerk of the course's opinion, it was absolutely clear that a Driver was in breach of any of the above mentioned, any incident involving more than one car will normally be investigated after the race.

Except situations considered at the Article 14 it shall be at the discretion of the stewards to decide, upon a report or a request by the clerk of the course and/or his assistant, if a Driver or Drivers involved in an incident shall be penalised.

If a Driver is involved in a collision or incident and/or falls under investigation, and has been informed of this by the stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the stewards.

14) SANCTIONS & PENALTIES

14.1 Penalties

The following list of examples is not exhaustive.

The stewards have overall authority concerning the penalties imposed.

Moreover, the stewards either themselves or upon the proposal of the clerk of the course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the Supplementary Regulations.

- a) A reprimand.
- b) A fine.
- c) A time penalty.
- d) Deletion of a Driver's qualifying lap time or times
- e) Disqualification from the results.

14.2 Penalties procedure

Should the stewards decide to impose either of the penalties the following procedure will be followed:

- a) The stewards will give written notification of the penalty which has been imposed to the Competitor concerned and will ensure that this information is also displayed on the official notice board.

If any breach is observed, then the stewards alone shall decide on the penalty if the penalty is not explicitly defined in these Regulations.

15) PROTEST & APPEALS

15.1 Protests

All protests will be lodged in accordance with the Code. All Protests must be made in writing and handed to the clerk of the course or his assistant, or in their absence to any of the stewards.

If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must make a deposit defined by the FMSCI.

15.1.1 Protest Fee INR 14,160/- Inclusive of GST

15.1.2 Appeal Fee - Appeal fee as set by FMSCI is Rs 1,13,280 with Rs.56,640 to be paid with intention to appeal and balance Rs 56,640 alongwith grounds of appeal within 96 hours.

All fees shall be in cash (INR)

16) PRIVATE TESTING (IF APPLICABLE)

Track testing shall be considered any track running time not part of a Competition undertaken by a Competitor entered in the Championship, using cars which conform substantially to the current Championship Technical Regulations.

17) ADMINISTRATIVE CHECKING

17.1 Location

The Drivers or their official representatives must report to administrative checking which will be held at the location defined on Supplementary Regulations.

17.2 Documents

All Competitors and Drivers must be able to provide all required documents and licences during administrative checking, which will take place before the start of practice for an Event in accordance with the Event official timetable.

The checking shall consist of an inspection of the documents,

- a) Entry Confirmation.
- b) Competitor's and Driver's licences.
- c) Medical certificate of aptitude (either printed on the licence or in a separated document).

Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the chief medical officer before the first practice starts. This information must include name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a Driver will be admitted to the Competition. During initial scrutineering, and at any time during the Competition, each Competitor must have available all documents required by Article 17 above in addition to the car's technical passport. Any Competitor or Driver that did not attend the administrative checking in time will not be authorized to take part in the Competition. Any request for late administrative checking must be sent to the stewards, who will accept or refuse the request, depending on the validity of the reason for the delay.

18) SCRUTINEERING

18.1 Preliminary Scrutineering

Drivers' clothing (overalls, underwear, helmet, gloves, etc.) must be presented together with the cars at scrutineering.

Unless a waiver is granted by the stewards, Competitors who do not keep within the time limits set for scrutineering will not be allowed to take part in the Competition.

No car will be allowed to start unless it complies with the current Technical Regulations.

The Organiser must provide a period for scrutineering the cars; financial penalties may be applied in case of late arrival (see Article 17).

Additional scrutineering may be carried out at any time during the Competition.

18.2 Technical checks

18.2.1 The stewards of the Competition may authorize the Scrutineers to conduct the following operations and checks:

- a) Check the eligibility of a car or of a Competitor at any time during a Competition.
- b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Refuse a car on safety grounds.
- e) Require a Competitor to supply them with such parts or samples as they may deem necessary.

18.2.2 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 scrutineering approval.

Any such re-scrutineering may only take place with the consent of the stewards, following a written request from a Competitor.

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

18.2.4 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorized to give instructions to the Competitors.

18.2.5 After each qualifying session, qualifying heat, Semi-Final or Final in a Competition, the cars selected by the stewards will be checked on all points of eligibility deemed necessary by the stewards.

At any time and at their own discretion, the stewards may increase the number of cars selected for eligibility checks.

18.3 Post-Competition technical checks

18.3.1 Post-Qualifying and Post-race technical checks are conducted in the presence of the Competitor or his representative.

If the Competitor or his representative fail to attend duly announced technical checks, then no protests regarding the said Scrutineering will be accepted.

18.3.2 In accordance with instructions from the stewards, the scrutineers may request and retain one or more parts from the car in order to check its eligibility

18.3.3 They may also label any part of the car. In this case, the Competitor or his representative must not replace the part until authorized to do so by the scrutineers.

- a) The removed part(s) will be duly labelled and packaged in the presence of the Competitor or his representative, who will receive a copy of the sealing certificate and a description of the identifications.
- b) The Competitor or his representative may attach a marking to the removed parts.
- c) No protests can be made about the origin of the removed parts.

18.3.4 Any removed parts that are declared ineligible will be retained by the Organising Committee and will not be replaced.

18.3.5 Removed parts that are declared eligible may be replaced by the Organiser with identical, new parts.

18.3.7 The stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations

18.3.8 The Competitors undertake to refrain from claiming any financial compensation for these inspections and dismantling, even when the car is found to be eligible.

18.4 Technical Regulations

ANYTHING THAT IS NOT EXPLICITLY AND EXPRESSLY AUTHORIZED BY THE TECHNICAL REGULATIONS IS PROHIBITED, unless the subject under consideration is covered by a technical update published by the Organiser. This update then becomes an integral part of the Technical Regulations.

If a car is declared illegal under the provisions of the Technical Regulations, then the absence of performance gains shall not be considered as valid defending arguments.

Any breach of the Technical Regulations during a qualifying session will result in the cancellation of all lap times set by the ineligible car except when being differently indicated on the Technical Regulations.

Any breach of the Technical Regulations during a race will result in the disqualification of the car in question except when being differently indicated on the Technical Regulations.

Any breach of the Technical Regulations aiming to improve the performance of the car, or in the case of subsequent offences by the same Competitor concerning any technical infraction during the season, it could also imply up to the immediate disqualification from the Championship.

19) DRIVER – CODE OF CONDUCT

19.1 Driving conduct

19.1.1 The Driver must drive the car alone and unaided.

19.1.2 During practice, qualifying heats and the races, Drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

Drivers must use the track at all times. For the avoidance of doubt the marks defining the track edges are considered to be part of the track but the kerbs are not.

A Driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the Driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage.

19.1.7 Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

19.1.8 A Driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

19.1.9 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person

19.1.10 If a Driver has serious mechanical difficulties he must leave the track as soon as it is safe to do so.

19.1.11 Practicing start manoeuvres on the track is strictly forbidden throughout the free practices sessions, qualifying heats and races.

19.1.12 Pushing a car along the track or pushing it across the Finish Line is not allowed and will entail immediate disqualification.

19.1.13 At any time during a Competition (free practice or races), any breach of the rules resulting – in the opinion of the officials – in a major safety risk may lead to the disqualification (from one or several Competitions) of the Driver in question.

19.2 Drivers Safety

During all practice sessions and races, each Driver must wear all safety equipment as required by Chapter III of Appendix L and be properly restrained in his seat by the safety harness.

The clerk of the course or the chief medical officer can require a Driver to have a medical examination at any time during a Competition; this medical examination may include an anti-doping test (Appendix L to the Code, Chapter II, Article 4).

If a Driver is involved in a collision, he must not leave the circuit without the consent of the stewards

20) GENERAL SAFETY

20.1 General

If a car stops during practice or a race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger for or hinders other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help. If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the Driver/car concerned to re-join the race.

Repairs to a car may be carried out only in the paddock.

At no time may a car be reversed in the track under its own power, unless is dully necessary to remove the car from a dangerous position.

The rear light must be kept switched on during practice and races.

Animals, except those which may have been expressly authorized by the Organiser for use by security services, are forbidden on the track, in the paddock or in any spectator area.

- 20.2 Paddock area
A speed limit will be imposed in the paddock area, lanes to paddock and pre-grid area during the whole Event. However, this limit may be amended by the stewards following a recommendation from the safety delegate.

Any Driver who exceeds the limit will be fined For each km/h above the limit, up to a maximum of
(to be defined in the event Supplementary Regulations)

- 20.3 Paddock
Competitors must follow the Paddock instructions all the time present at the Event.

FIRE EXTINGUISHERS

Each Driver is responsible for ensuring that a single piece fire extinguisher of minimum 5kg is available, for each car, within his own team's area inside the paddock. PROTECTION OF THE ENVIRONMENT

Each Driver is requested to ensure that a plastic sheet (minimum dimensions 4 x 5m) is spread on the ground in the place reserved for his team where work is to be done on his car, in order to prevent any pollution in case of an accidental leak, etc.

21) GENERAL CAR REQUIREMENTS

All cars must remain as it is prescribed in the Technical Regulations and its Appendix for the entire Competition.

21.1 Car Livery

The provisions of the Code relating to national colours shall not apply to the Championship.

21.2 Timing

Timing will be by electronic beams, to one hundredths of a second at least.

A transponder system will be used, installed on the front right hand side of the car when the car is facing forward. The Driver must procure his own transponder.

21.3 Radio System (if applicable)

..///...

21.4 Data Acquisition (If apply)

..//.... As defined in the Technical Regulations.

21.5 Telemetry

The use of any telemetry system or other information exchange system permitting data transmission from a moving car to the paddock or vice versa is forbidden except for any system planned by the Organising Committee. No signal of any kind may be transmitted between a car in motion and anyone connected with the car or Driver, with the exception of those devices and/or equipment installed under the control of the stewards or timekeepers for official purposes.

No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or Driver save for the following:

- a) Legible messages on a pit board;
- b) Body movement by the Driver;
- c) Lap trigger signals from the paddock to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other paddock equipment by means of wires, optical fibres, radio, Wi-Fi, etc.), firmly fixed on the track side, and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from paddock to the car other than the lap mark.

Electromagnetic radiation between 2.0 and 2.7 GHz is forbidden.

Failure to comply with this rule may result in the cars in question being prevented from starting the race or their disqualification from the race or otherwise.

The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working.

21.8.2 Competitors' camera

Cars may carry an on-board camera provided by each Competitor for training or learning purposes.

The installation of this camera must be approved beforehand by the Organiser. If approved, it must be installed before scrutineering and in compliance with the following safety requirements:

- a) The fixing device must withstand a deceleration of 25 g without detaching.
- b) The camera must not hinder Driver's visibility, exit or extrication in case of emergency.
- c) The weight of the system is not included in the minimum weight of the car defined by Appendix J.

22) SPARES GUIDELINES CARS—ENGINES—GEARBOX

22.1 Car limitation

Spare cars are prohibited. Each Driver can only use a single car during each Competition.

If, further to an accident, a car does not offer satisfactory safety guarantees, then the Competitor is allowed to replace the necessary parts with the permission of the scrutineers and the stewards. In this case, the car must be presented again and pass the Scrutineering tests required by the scrutineers.

- 22.2 Power unit's limitation (if applicable)
.....//.....
- 23) BOP - BALANCE OF PERFORMANCE (IF APPLICABLE)//.....
- 24) WEIGHING
- 24.1 General weighing procedure
The weight of any car or Driver may be checked during the Competition as follows:
In a place determined in the Supplementary Regulations, the Organiser will provide a flat horizontal surface measuring 6m x 3m, this area will be used for the weighing procedure.
- The weighing equipment designated by the Organising Committee will be the only scales considered as valid.
Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 24.2 Drivers – Weighing procedure (if applicable)
.....//.....
- 24.3 Cars
All cars must be within the minimum weight limitations set out in the Technical Regulations at all times during qualifying and the races. No weight tolerance will be granted.
- No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a qualifying heat or a race or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- 25) TYRES
- 25.1 No Slick Tyres are allowed
- 26) FUEL
- 26.1 Fuel is free.
- 26.2 Refuelling
Refuelling is only permitted in the Competitor's designated Paddock area.
- The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J).
- 26.3 Fuel sample
At any time during a Competition, it must be possible for the scrutineers to take fuel samples. According to FIA Technical List N° 2. Fuel samples will be taken during the Competition as follows:
- At any time during a Competition the scrutineers may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.
- Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:
- One container to the scrutineers for testing.
 - One container to the Organiser.
 - One container to the Competitor.
- 27) TRACK ACCESS – PRE-GRID LANE / TRACK EXIT LANE
- 27.1 Description
The section of track between the marked limits and the beginning of paddock will be designated the "Track exit lane". The section of track between the paddock and Pre-grid area will be designated the "Pre-grid lane".
- 28) PARC FERME
- 28.1 General
Parc Ferme as defined in Art. 20 of the Code. Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorized by such officials. When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance. The Parc Fermé shall be secured such that no unauthorised persons can gain access to it.
- 28.2 Race Parc Fermé
Only those cars having taken part in the Finals (not in the Semi-Finals) must be brought by the Drivers to the Parc Fermé immediately after the finish, except for cars not having completed the race for reasons other than problems with the engine.
The cars shall remain in Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the stewards. In this area, it is forbidden to make any repair to the car or to carry out refuelling.

Those Drivers who have been shown a black flag must return to the paddock and not the Parc Fermé.

29) BRIEFING

A briefing in English and optionally in the host language of the Competition will be given in writing to all Drivers at the administrative checking.

Attendance to the briefing is mandatory. Failure to attend will entitle afine.(will be defined in the event Supplementary Regulations)

30) PRACTICE SESSIONS

30.1 Practice discipline

All practice sessions are subject to the same safety measures of the Competition.

Any practice session taking place the day before a Competition, on the same circuit, must be mentioned in the Supplementary Regulations and subject to the same safety measures.

Each Driver must complete at least one lap in practice.

Should this not be the case, the Driver may be allowed to start in the first qualifying heat, at the discretion of the stewards.

Cars from different divisions will run separately.

30.2 Free practice sessions

Two free practices, one organised in order of the Competition numbers and the second in reverse order, are mandatory in each Division.

The free practice session will be run over 4 laps maximum.

30.3 Stopping free practice

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 and the abort lights to be shown at the Line.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective Paddock area and all cars abandoned on the track will be removed to a safe place. Any lap time recorded after a signal is given to stop will not be taken into account.

31) QUALIFYING

31.1 Qualifying practice - General

The qualifying practice sessions will take place according to the Competition timetable.....

Cars from different Divisions run separately.

A car may not be qualified by more than one Driver.

31.2 Number of qualifying sessions and distance

There will be two qualifying practice sessions, one organised in order of the Competition numbers and the second in reverse order.

Each qualifying practice session will be run over 3 laps minimum, starting from the time the car crosses the finish line, and all laps are counting.

31.3 Qualifying practice composition

The qualifying sessions will be open to all the Competitors and Drivers admitted at the Competition.

Drivers will be divided into Groups for Qualifying practice taken into account that, there must be no more than 1 car at each 120m of the track in each qualifying practice session.

31.4 Qualifying practice classification

All laps completed during the qualifying sessions will be timed except for laps when the red flag is shown. A car will be considered to have completed a lap every time it crosses the Finish line

At the end of all Qualifying sessions, Drivers will be classified according of the best time achieved.

In the event of a tie, the next best lap time of the Drivers who have tied determines the starting positions.

Overall Final Classification will be posted on the official notice board.

31.5 Stopping Qualifying

The clerk of the course may interrupt a qualifying practice session as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. Whenever possible, the time or laps lost by the suspension of any qualifying session shall be recovered so that the minimum scheduled period for qualifying may be accomplished.

Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.

32) DRIVERS' PARADE

On request of the Organiser, Drivers must be available for a Drivers' Parade.

33) GRID

33.1 General

Grids will be determined by group distribution according to the classifications after the Qualifying Practice, Qualifying Heats, Semi-Finals and Finals, as defined in Art. 33.3.

The highest qualified Driver of the group, will choose pole position.

The Driver in second place of the group, may in turn choose one of the two remaining places on the 1st row. This possibility of choice also operates in the 2nd, 3rd and 4th rows, but it is not possible to change rows.

If a Driver is unable to come to the grid for a heat, Semi-Final or Final, his place cannot be taken by an additional Driver, however his grid position can be taken by another Driver starting from that same row.

- 33.2 Grid system
The starting grids for the Heats, Semi-Finals and Finals consist of a maximum of 6 cars in 3 rows (2-2-2 – see Appendix No. 6).
The width of the starting grid must comply with the prescriptions of Appendix O to the Code and it must be possible to accommodate 6 cars on the starting grid, on the same surface. The positions on the grid must be marked on the ground.
- 33.3 Groups distribution
Taking into account the number of Drivers qualified after Qualifying practice, Drivers will be divided into groups with the following criteria:
1 to 10 = 1 group
1 to 20 = 2 groups
1 to 30 = 3 groups
and so on.
Each group should have the same number of Drivers, give or take one car, with a maximum of 10 Drivers. The group with the lower number of cars should be the last one.

The composition of each of the groups will be according of the official classification of qualifying practice, with the following criteria (example with 3 Groups):
1st Qualified – 1st in group 1
2nd Qualified – 1st in group 2
3rd Qualified – 1st in group 3
4th Qualified – 2nd in group 1
5th Qualified – 2nd in group 2
6th Qualified – 2nd in group 3
And so on according of the number of groups.
The number of groups cannot be changed after the 1st Heat.
- 33.4 Grid – Qualifying Heats
Grid composition of the three qualifying heats for each group will be determined as follows:
1st qualifying heat according to the classification of qualifying practice;
2nd qualifying heat according to the results of the 1st heat;

3rd qualifying heat according to the results of the 2nd heat;
- 33.5 Grid – Semi-Finals
Grid composition of the Semi-Finals will be determined by the official overall classification of the qualifying heats.

The first 20 Drivers will be allowed to start the Semi-Finals.

Grid positions: Odd positions Drivers will participate in Semi-Final 1 and even positions Drivers will participate in Semi-Final 2.
- 33.6 Grid – Finals
Grid composition of the Final will be determined by the official classification of the Semi-Finals.
First 5 Drivers of each Semi-Final will be allowed to start the Final.
Grid positions: The two winners of the Semi-Finals have the right to choose their place on the grid of the Final. From these two winners, the Driver who was the best classified after the three qualifying heats, has the right to choose first and the remaining place on the first row is for the 2nd placed Driver of the Semi-Finals, and was best classified after the three qualifying heats, and so on.
- 33.7 Starting Drivers
A starter is any Driver having passed scrutineering and crossed the start line in practice under the power of his car engine.
- 34) STARTING PROCEDURE
- 34.1 General Starting procedure
The starting signal will be given by means of lights.
There must be an electronic system for each start line and there must always be a margin of 15cm +/- 5cm between the electronic system (or the start line) and the car.
- 34.2 Start – Standard starting procedure
- 34.2.1 Officials will ensure cars are placed on the grid in the correct positions.
- 34.2.2 The designated starter will show the “ready to race” sign. After this, the start will be given when the green light is switched on.
- 34.2.3 If, a problem arises, the following procedures shall apply:
a) If the cars are still on the grid, red flags will be show and all cars must switch off their engines.

b) If the start has been given, red flags will be show at all posts and all cars will proceed at a very low speed to the grid area or the place indicated by the marshals.
- 34.3 False start or jump start
Article 8.6 of the Code will apply.
The use of a camera recording the starts is obligatory. It must be pointed towards the starting grid and record all the cars and the starting lights at the same time.

The start will be given only after the system for detecting false starts has been initiated.
Judges of fact for each row of the grid will be appointed to determine false starts. Additionally, beams must be used for each row or for each car to detect false starts.

The stewards may use any video or electronic means to assist them in reaching a decision.

The stewards may overrule judges of fact.

A false start will be declared if a car moves from its position on the grid before the start has been given.

When a false start occurs, the starting light is blocked auto-matically by the cell and a yellow light begins to flash. The race is stopped and a new procedure must be started.

34.3.1 False start in a heat

When a false start occurs in a heat, the Driver(s) concerned will be warned by means of a warning flag meaning that a

5-second penalty will be added to the time set in the heat concerned.

During the same heat, if the same Driver makes a second false start he will not be allowed to restart and will be credited with 95 points for that heat.

34.3.2 False start in Semi-Final and Final

When a false start occurs in a Semi-Final and Final the Driver responsible for the false start will lose 5 points in the Championship classification.

During the same Semi-Final and Final, if the same Driver makes a second false start, he will not be allowed to restart. He will be classified last in the Semi-Final or Final during which the false start occurred, in front of the non-starters.

Moreover, he will keep the 5-point penalty in the Champion-ship classification.

35) RUNNING OF THE COMPETITIONS

35.1 Competition – General

Each Competition will comprise qualifying practice, qualifying heats, Semi-Finals and Final.

Competition will take place, subject to the approval of the relevant Organiser and ASN, according to the Event timetable.

A race will be considered started, when the starting lights have been switched of and the first car has crossed the line.

35.2 Classification criteria

As a general rule, the classification of Drivers shall be according to the following order:

1. Drivers completing the stipulated number of laps in the order in which they cross the Finish line;
2. Drivers not completing the stipulated number of laps shall be classified in order of the number of laps completed;
3. Drivers excluded for jumping the start twice shall be classified individually according to their starting order;
4. Drivers not starting shall be classified individually according to their starting order;
5. The stewards can decide any ranking place as a penalty for unsporting behaviour.

35.3 Results

All results will be posted on the official notice board and in the Secretariat.

The results of each heat will be notified to the Competitors.

The composition of the final grids will be posted before the Semi-Finals and Finals are run.

35.4 Qualifying heats

35.4.1 Number and distance of qualifying heats

There will be three qualifying heats for each Driver.

There will be 5 laps in each qualifying heat.

35.4.2 Composition of qualifying heats

According to the groups criteria defined in Art. 33.3 and 33.4.

35.4.3 Qualifying heats classification

In each heat, the Drivers are classified according to the number of laps completed.

For those Drivers having completed the same number of laps, the time of crossing the Finish line is decisive.

Among the Drivers with the same number of points in the heat, the time is the deciding factor.

35.4.4 Points in the qualifying heats

In the qualifying heats, Drivers are awarded with penalty points to establish the overall classification:

a) The Driver coming 1st is awarded 1 point, the 2nd 2 points,

the 3rd 3 points, and so on.

b) Drivers who have driven fewer laps than the winner are credited with 5 extra points.

c) Drivers who did not start the heat are credited with 90 points.

d) Drivers who were disqualified from the heat are credited with 95 points.

e) Only Drivers having scored a total of less than 21 points in two heats are admitted in the Semi-Final.

35.4.5 Qualifying heats – Intermediate classification

An intermediate classification will be drawn up at the end of the Qualifying Heats by adding the points of the best two results. In the event of a tie, the points obtained in the heat which has not been counted are decisive, and, if they are still tied, the best time set in one of the three heats is decisive, provided that the Drivers have covered the same number of laps. In a further tie the fastest time of any of the heats is decisive.

35.4.6 Stopping a qualifying heat Article 37 and 38 will apply.

35.4.7 Qualifying heats Championship points

The best 10 Drivers after the three qualifying heats will receive Championship points according to Article 6.2.1.

- 35.5 Semi-Finals
- 35.5.1 Number and distance of Semi-Finals
There will be two Semi-Finals, only when there is a minimum of 14 classified Drivers after the three qualifying heats. There will be 6 laps in each Semi-Final.
- 35.5.2 Semi-Finals Composition
According to Article 33.5.
- 35.5.3 Semi-Finals Classification
Drivers will be classified according to the official classification of the two Semi-Finals.
1st five Drivers in Semi-Final 1 and 1st five in Semi-Final 2, will start in the Final.
Positions 11 to 20 in the general classification of the Competition will be allocated as follows:
a) the 11th and 12th places will go to the Drivers classified 6th in their respective Semi-Final (the highest placed of the two in the intermediate classification determined at the end of the Qualifying Heats obtaining 11th place);
b) the 13th and 14th places will go to the drivers placed 7th in their respective Semi-Final (the highest placed of the two in the intermediate classification determined at the end of the Qualifying Heats obtaining 13th place);
c) and so on.
- 35.5.4 Semi-Finals – Championship points
Drivers qualified in 11th to 20th position will score Championship points, according to official classification of the Final and according to Article 6.3.2.
- 35.5.5 Stopping a Semi-Final Articles 37 and 38 will apply.
- 35.6 Final
- 35.6.1 Final – Number and distance
There will be 1 Final. There will be 7 laps in the Final.
- 35.6.2 Final – Composition
According to Article 33.6.
- 35.6.3 Finals Classification
After the Final, an official classification will be drawn according to Article 35.2.
- 35.6.4 Final – Championship Points
Drivers will score Championship points, according to official classification of the Final and according to Article 6.3.3.
If a Driver qualified for scoring Championship points is disqualified by the stewards, the stewards shall decide if the next Driver can be moved up in the classification.
- 35.6.5 Stopping a Final
Articles 37 and 38 will apply.
- 36) RACE SAFETY PROCEDURES ...//... ..

37) STOPPING A RACE

Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshals' posts.

This indicates that Drivers must immediately cease racing and proceed slowly as directed by the marshals.

The clerk of the course shall decide which cars are allowed to take the restart, except in the conditions set out in Article 38 below.

38) RE-START A RACE

Re-runs will be permitted only:

- a) when a red flag has been shown during a race;
- b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps. In both cases, only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case, any possible warnings or penalties will, however, apply for the re-run.

All other incidents will be treated as Force Majeure.

If a Driver deliberately causes a re-run by crowding or obstruction, the Driver concerned may be disqualified, at the stewards' discretion.

If a Semi-Final or Final is stopped by a red flag and subsequently restarted, any Driver who started in the original Final, but who is not able to start in the re-run, will be classified in front of any Drivers who did not start at all.

In a heat: a re-run over the total number of laps will take place.

In a Semi-Final: see Article 18 of the General Prescriptions of the Code.

The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance.

- a) Should the end-of-race signal be displayed inadvertently or otherwise before the leading car completes the scheduled number of laps for that race, the stewards may order that a re-run will take place.

b) Should the end-of-race signal be inadvertently delayed, the final classification will be established according to the positions considered at the moment that the race should have been finished.
 After receiving the end-of-race signal after the Final, all cars must proceed on the circuit directly to the post-race Parc Fermé, without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

40) CLASSIFICATION

The winner of the Final will be the winner of the Competition.

Position 1 to 20 in the final Competition will be according to the results of the Semi-Finals and Final; the remaining Drivers will be classified according to the three qualifying heats.

If two or more cars retire in the same lap, they shall be classified in relation to each other according to the positions they were in when they last crossed the Finish line, or according to their grid positions if it occurs on the first lap.

The results will be posted at..... h 00 in

41) PODIUM CEREMONY

The podium ceremony will take place in accordance with the regulations and following the instructions of the Championship Organiser.

It is recommended to organise the podium ceremony on the circuit immediately after the Finals.

The winners of the 1st, 2nd and 3rd prizes must be present, wearing their race overalls. Failure to attend this ceremony will be penalised by the loss of any monetary award / benefit associated with the corresponding position at the end of the Competition.

The prize-giving will take place as specified on Supplementary Regulations.

The trophies will be awarded in the following order during the prize-giving ceremony:

Overall classification

- a) To the Driver finishing in third place.
- b) To the Driver finishing in second place.
- c) To the Competition winner.

Any persons not directly involved in the prize-giving ceremony are not allowed in the podium area.

This also applies to hostesses and/or personnel representing commercial brands, with the exception of the main sponsor's personnel or other official sponsors of the Championship.

42) PRESS CONFERENCE AND PROMOTIONAL (IF APPLICABLE)

Promotional

On a day, suitable to the Organiser's schedule, all Drivers must be available for autograph signing. The time, place and procedure will be communicated.

Drivers must be available at all reasonable times during an Event to talk to the media as required by the Organiser's press officer.

Race Day

The top three classified Drivers in the Final will be required to attend the official press conferences in the Media Centre right after the end of the prize-giving ceremony. No exception will be made, except in cases of Force Majeure or as duly approved by the Organising Committee.

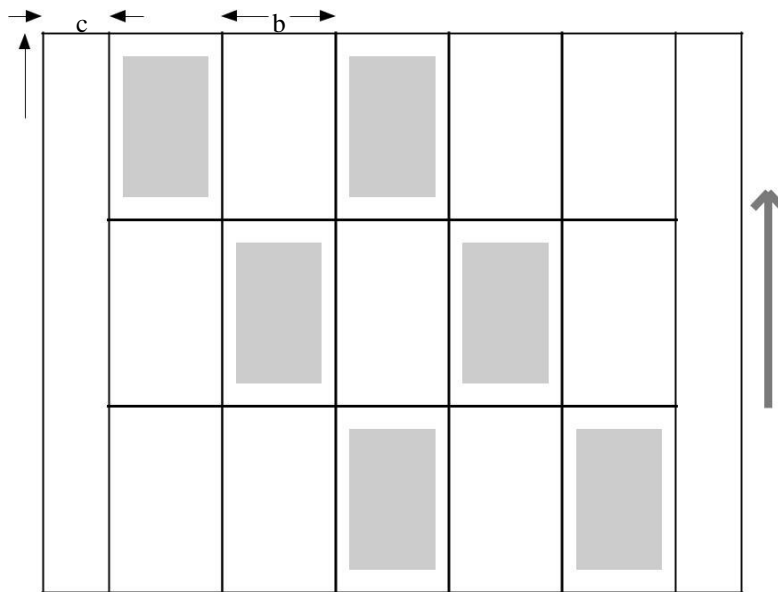
43) IMPARTIAL COVERAGE

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.

44) ANNUAL PRIZE-GIVING

The first three Drivers in each of the Championships must be present at the annual Prize-Giving.
 Any such Driver who fails to attend may be fined.

APPENDIX No. 1
GRID DRAWING



- a: Minimum 9 m (minimum width of grid)
- b: Minimum 2.5m (width of grid space per car)
- c: Minimum 1m (minimum space to edge of track)
- d: 6m (length of grid space per car)