

FMSCI INDIAN NATIONAL DRAG RACING CHAMPIONSHIP 2011(INDRC)

Round	Date	Venue
1	13-14 Aug, 2011	Hyderabad
2	24-25 Sept, 2011	Coimbatore
3	15-16 Oct, 2011	Bangalore / Hyderabad
4	19-20 Nov, 2011	Coimbatore
5	17-18 Dec, 2011	Hyderabad

**ROUND 2 @ COIMBATORE
24th & 25th August 2011**

KARI MEMORIAL MEET

Supplementary Regulation 4-WHEELERS

Organised By:

In Association With:-

APPROVED BY



The Federation of Motor Sports Clubs of India

(National Sports Federation recognized by the FIA, FIM & Government of India)

1 ORGANISATION

This event will run in accordance with the International Sporting Code of the FIA and the NCR of FMSCI - the ASN of the FIA in India, (and its appendices) and these Supplementary Regulations.

1.1 Definitions

Name of the event: 1st FMSCI Indian National Drag Racing Championship 2011– Round 2
Organisers: Spitfire Motorsports Pvt. Ltd
22 KSM Road, RS Puram
Coimbatore 641002

In Association With:-
SPEEDWAY MOTORSPORTS
HYDERABAD.

Sponsors: TBA

FIA: Federation Internationale de l'Automobile
FMSCI: The Federation of Motor Sports Clubs of India
NCR: National Competition Rules
ASN: National Sporting Authority

1.2 Organising Committee:

DR.I.VENKAT RAO	Mr. MAHESH C RAMAN	Mr. A.V.INDER
Mr. J. BALAMURUGAN	MR. MANDEEP SINGH DHINGRA S	MR.RICHARD RAJ
Mr. D RAMKUMAR	Mr. THIAGARAJAN	Mr. K.R.KUMAR
Mr. V.P.MOHANKUMAR	Mr. K. RAMESHKUMAR	

Headquarters and Official Notice Board:

Till 23rd Sep 2011

- 22 KSM Road, RS Puram, Coimbatore 641002

24th to 25th Sep 2011

- Kari Motor Speedway, Coimbatore.

OFFICIALS:

Chief Steward	:	Mr. Prakash
Steward	:	Mr. J. Prithviraj
Steward	:	Mr. J. Balu
Clerk of the Course	:	Mr. Balamurugan
Add Clerk of Course	:	Dr. I Venkat Rao
Secretary of the Meet	:	Mr. K. Rameshkumar
Chief Scrutineer	:	Mr. Sajeev Mathew Rajan
Asst. Scrutineer	:	Mr. Michael
Judges of Fact for Crossing of Centre	:	ALL OFFICIALS AND MARSHALLS
Line Judges of Fact for False Start	:	ALL OFFICIALS AND MARSHALLS
Chief Time Keeper	:	Mr. Ramkumar D
Chief Safety Officer	:	Mr. Jayabal
Chief Medical Officer	:	Doctor from GKNM Hospital
Chief Marshal	:	Mr. K.R.Kumar
Competitor Relations Officer	:	Mr. A.V Inder
Paddock In charge	:	Mr. Thiagarajan
Chief Starter	:	Mr. Mandeep Singh Dhingra.S

1.3 Rights & Obligations Of The Organisers

The Organisers and Stewards of the meet may issue any bulletins to participants at any time as per the Code with the approval of FMSCI / Stewards. These bulletins shall be posted on the official notice board. Written bulletins when issued shall have the same legal force as these supplementary regulations. All bulletins will be communicated, dated and sequentially numbered and written acknowledgement will be taken from all competitors.

The stewards of the meet are empowered to take a decision on any case not covered by the present regulations. The Stewards of the Meet have the right to delete and / or shorten the track should they deem it necessary or expedient at any time or due to safety or FORCE MAJEURE.

PROGRAMME

	Description	Venue	Time and Date
A	Entries open with publication of these Regulations	N.A	Publication of SR's
B	Closing of entries	22 KSM Road, RS Puram, Coimbatore 641002	21 st Sep 2011 @ 18:00 Hrs
C	Document Verification	Kari Motor Speedway Coimbatore	24 th Sep 2011 @ 09:00 Hrs

D	Pre-event scrutiny of vehicle	Kari Motor Speedway Coimbatore	24 th Sep 2011 @ 9:30 Hrs
E	Driver's Briefing	Kari Motor Speedway Coimbatore	24 th Sep 2011 @ 10:00 Hrs
F	Paid Practice	Kari Motor Speedway Coimbatore	24 th Sep 2011 @ 10:30 Hrs
G	Free PRACTICE	Kari Motor Speedway Coimbatore	24 th Sep 2011 @ 14:00 Hrs
H	Compulsory Driver / Rider Briefing	Kari Motor Speedway Coimbatore	25 th Sep 2011 @ 09:00Hrs
H	Start of Drag	Kari Motor Speedway Coimbatore	25 th Sep 2011 @ 09:30 Hrs
I	Prize Distribution	Kari Motor Speedway Coimbatore	25 th Sep 2011 @ 18:00Hrs Hrs

General Conditions

Event Status: National Championship

FMSCI Permit No.: 247/2011

TRACK

Surface : Tarmac
Place : Kari Motor Speedway Coimbatore, Chettipalayam, Tamil Nadu
Length of Track : 402 m (quarter mile)
Braking Distance : 350 M

SAFETY PLAN

Drag Strip 402 m. + Braking distance 350 m + Run off 100 Mts. Barricading -Drag strip suitably barricaded. The drag strip length may be reduced for some classes in the interest of safety.

- Fire – Fire extinguisher every 100 Mts. also at start, finish, parc ferme and parking areas.
- Accident – FIV placed at start. One tow truck at start.
- Medical – One ambulance equipped with doctor and paramedic placed at start point. Multi-Specialty hospital, situated at about 16 Kms. from event site.

2 Entries and Entry Fees

2.1 Eligible Competitors

Any competitor who has the following documents is allowed to participate in this event.

- Valid driving license

- FMSCI Competition license – Minimum grade is an FMSCI Club sport License for Drag racing @ Rs.600/- OR a valid National Racing License
- Personal Accident Policy with High Risk & Hospitalization plan for minimum of Rs.2,00,000/- Table Three or above/- for motor sports

Under the laws of India, any accident out of which a claim may arise should be reported to the nearest police station.

Under no circumstances will any competitor, crew member, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the sponsors, the organizers, the owners of the venue or the FMSCI in any accident or incident which may arise.

Any indemnity and / or declaration as prescribed if signed by a person under the age of 18 years shall be counter signed by that person's parent or guardian whose full name and address shall be given. Failure to do so will result in the competitor not being allowed to start.

Entry Forms and Fees

- i. ENTRY FEES (With Sponsorship Stickers):
 - a. Rs.2500/- Indian cars class driven,
 - b. Indian open and Foreign Class Rs. 3500/-
 - c. Unrestricted Class Rs 4500/-
 - d. Diesel Class Rs 2500/-
 - e. Diesel Open Rs 3500/-
 - f. A LATE ENTRY FEE of Rs 1500/- will be charged for entries received after the normal closing date/time of entries mentioned in the Official Programme.
 - g. Team entries will be Rs.1000/- extra each
- ii. ENTRY FEES(Without Sponsorship Stickers):
 - a. Rs.5000/- Indian cars class driven,
 - b. Indian open and Foreign Class Rs. 7000/-
 - c. Unrestricted Class Rs 9000/-
 - d. Diesel Class Rs 5000/-
 - e. Diesel Open Rs 7000/-
 - f. A LATE ENTRY FEE of Rs 10000/- will be charged for entries received after the normal closing date/time of entries mentioned in the Official Programme.
 - g. Team Entries will be Rs.1000/- extra each

Participants must send the Official Entry Form duly completed, by the appropriate closing date to one of following locations:

- 1. Coimbatore** - SPITFIRE Motorsports Pvt. Ltd, 22 KSM Road, RS Puram, Coimbatore - 02
- 2. Coimbatore** - Spitfire Automotive Performance Pvt. Ltd, 131A Narayanaguru Road, Saibaba Mission PO, Coimbatore - 11
- 3. HYDERABAD** - SPEEDWAY MOTORSPORTS Shop No 3; Krupa Arushi Apts; West Mareedpally Main Road; Sec-Bad
- 4. HYDERABAD** - HIND MOTOR TRAINING SCHOOL (Nampally, Erragadda, Dilsukhnagar, Mehdipatnam and Karkhana – Sec-Bad) Call: 092950 92950

Payments should be made in cash or by means of Demand Draft payable in favour of SPITFIRE Motorsports Pvt. Ltd, payable at Coimbatore.

- ii. The maximum number of entries shall be for Cars-200. Entries shall be accepted on a "first come first served" basis.
- iii. Minimum number of entries for each class is 4. If insufficient entries are received for a class, the class may be cancelled or merged with the next higher class.
- iv. Entry forms, which are not complete, except as permitted by these regulations or which are not accompanied with the appropriate fee, may be rejected.
- v. A separate entry form is to be completed for each round.
- vi. All completed entries must reach the organiser before the closing date and time, failing which they may be deemed null and void.
- vii. By the very fact of signing the entry form, the entrant as well as the driver submit and bind themselves to resort to the International Sporting Code of the FIA, the NCR of the FMSCI and these supplementary regulations.
- viii. An entry form that contains false and / or incorrect statements shall be deemed null and void, the entry fee may be forfeited and the entrant/driver excluded from the meet.
- ix. Each participant shall be given 2 mechanics passes per car entered. Photographs for the pit crew should be presented at the time of documentation; failure to do so will result in pit crew being denied entry into the paddock.
- x. Entry fees or part thereof will be refunded only in the following circumstances:
 - If any entry is not accepted – 100%
 - If the date of the meet is altered – 100%
 - If the meet is cancelled – 100%
- xi. SPITFIRE MOTORSPORTS RESERVE THE RIGHT TO ACCEPT OR REJECT ANY ENTRY AFTER PROVIDING SUFFICIENT REASON FOR THE SAME.

3. ADMINISTRATIVE CHECKS & DOCUMENT VERIFICATION

- 3.1** The Entrant should produce original copies (photocopies are to be sent along with the entry form) of the following for inspection at the time of submitting the vehicle for scrutiny and administrative checks:
- High Risk personal Accident Insurance (Min. Rs.2,00,000/-) valid on Drag Dates **COMPULSORY**
 - Driving licence - **COMPULSORY**
 - FMSCI Competition licence or licence number confirmed by FMSCI -- **COMPULSORY**
 - Copy of licence to be handed over at the time of entry or license number confirmed by FMSCI - **COMPULSORY**
 - 4 Passport size photographs of the competitor – **COMPULSORY**
 - Copy of Registration book to be handed over at the time of entry – **COMPULSORY**
 - Authority letter from the owner if the driver is not the owner of the Vehicle.- **COMPULSORY**
 - **For foreign cars the competitor must produce the R/C Book / legal import documents.**

3.2 All the above documents shall be valid for both the days of the event. Competitors are required to carry all the above documents throughout the event.

3.3 The administrative checks of these documents have to be completed to be eligible to enter into paddock area.

4. GENERAL UNDERTAKING

All Drivers and Entrants participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the Code), the NCR of the FMSCI applicable and these Supplementary Regulations.

Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials that have been handed to them by the Organisers.

5. NON-LIABILITY OF AND INDEMNITY TO THE ORGANISERS

The organisers decline liability for any accident caused by or to any entrant or driver or third party or to the competing vehicle either before or during the events. The organisers also decline liability for breach of any law in which the competitor may be involved in and each competitor shall decline to the duly authorised official or to the organisers, in regards to any and all incidents from which liability may arise and shall indemnify the organisers, sponsors, FIA, FMSCI / SPEEDWAY MOTORSPORTS, SPITFIRE MOTORSPORTS, relevant State Government & Govt. of India in regards to all liabilities. The entrant and his executors/administrators and legal representatives shall not have any claim whatsoever on the organisers, sponsors, FIA, FMSCI, and relevant State Govt. & Govt. of India, their officials, agents, representatives, employees, owners of the grounds and all persons assisting them in the events either before or during the event.

Each entrant and competitor will execute and deliver an indemnity, declaration and undertaking as stated at the back of the entry form. Failure to do so will result in the competitor not being allowed to start.

Entrant and Driver's attention is particularly drawn to the fact that normal insurance policies issued in India do not provide cover for motor sports.

Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station. Under No circumstances will any Driver, Competitor, Marshal or official admit any liability or sign any form or paper which may admit or indicate liability of the organizers, sponsors, and the owners of the venue or the FMSCI in any accident or incident.

6. DRIVERS BRIEFING

The drivers briefing for all the drivers will be held at time and venue noted in the official programme. All the drivers **MUST** attend the briefing meeting where an attendance register will be maintained. Non-attendance will be reported to the Stewards of the meet and may entail penalty of Rs.1, 000/- AND/OR Exclusion.

7. SCRUTINY

Any car taking part in the event must be presented by the driver or his official representative to Scrutineering, at time and venue noted in the official programme of each round. Competitors reporting later than their schedule will be penalized by Rs.100/- per minute later than their slot up to maximum of 15 minutes lateness allowed, after which the participant will be excluded.

Each Car must carry the competition number and the advertising stickers provided by the Organisers when it reports for Scrutiny. The details of where to put the advertising stickers and the competition number will be given on date and time noted in the official programme of each round.

All drivers must comply with the minimum following regulations:

- Minimum ISI standard Helmet
- Long pants/Jeans
- Shoes

It is also recommended that all drivers use:

- Fire resistant clothing
- Driving gloves

The first three cars in each category will be subject to compulsory post event scrutiny. Other finishers will be held in parc ferme and can only leave on the approval of the organiser. The participants must come prepared with their own mechanics at the time of Scrutiny.

8. APPAREL

8.1 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the race track. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements.

8.2 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the scrutineer. The appearance of personnel attending contestant vehicles is equally important, and is subject to the same considerations

8. ADVERTISING

The competitors are allowed to carry any other kind of advertisements on their car provided that:

- (a) It is authorized by the National laws and FMSCI regulations
- (b) it is not likely to cause any offense
- (c) It is not political or religious in nature
- (d) It does not encroach upon the space reserved for plates, competition number and organisers stickers
- (e) It does not interfere with driver vision.
- (f) Compulsory stickers as provided by the organisers must be affixed before scrutiny and must remain affixed throughout the event.

9. ELIGIBLE CLASSES AND CATEGORIES AND TECHNICAL REGULATIONS

A participant can take part in as many classes as he/she wants; however this should be in different cars, unless specifically mentioned in these regulations.

9.1 Classification Indian Classes: (Cars manufactured or Assembled in India)

Indian cars are classified as cars that have been homologated with the ARAI as of 1st January 2011.

No car with a foreign Engine will be allowed to take part in the Indian Cars Category.

A vehicle may enter **only one** of the following categories. Only 2 drivers per car are allowed.

1. Indian Classes: (Pro - Stock)

- a) Indian Cars up to 1150 cc
- b) Indian Cars from 1151 to 1450 cc
- c) Indian Cars from 1451 to 1650 cc
- d) Indian Cars from 1651 to 2050 cc
- e) Indian Cars from 2051 to 3000 cc
- f) Indian Cars above 3001 cc

2. Pro Stock Zen with up to 1400 CC engine

3. Pro Stock Zen with up to 1600 CC engine

4. Indian CARS: (Forced Induction / Nitrous Classes)

A vehicle may enter only one of the following categories and the Indian Open category. Only 2 drivers per car are allowed. **Either nitrous OR supercharging / turbo charging of cars allowed, not both.**

- a) Indian Cars from 1101 to 1400 cc
- b) Indian Cars from 1401 to 1600 cc
- c) Indian Cars from 1601 to 2000 cc
- d) Indian Cars from 2001 to 3000 cc
- e) Indian Cars above 3001 cc

5. Indian Cars with FOREIGN ENGINE

6. Indian Open

- Production Indian car body with Indian engines (head, block & gearbox casing), Non Production vehicles with Indian Engine, Single seater & Dragsters provided the drivers have to use racing suits and gloves. 2 drivers per car are allowed.

9.2 Classifications for Foreign cars

A vehicle may enter only one of the following categories and the unrestricted category. *No car with an Indian Engine will be allowed to take part in the Foreign Cars Category.*

1. Foreign Cars: (Pro - Stock)

- a) Foreign Cars up to 3000 cc
- b) Foreign Cars from 3001-4000 cc
- c) Foreign Cars from 4001 cc and above

2. Unrestricted Class.

This class is open to all Indian cars with foreign engines, foreign cars and Specials, single seater and non-production vehicles.

9.3 Classification Diesel Cars Pro Stock- This class is open to all Diesel Engine cars.

1. Pro Stock Diesel

- a) Indian Cars Up to 2300cc
- b) Indian Cars Above 2301 cc to 3000cc
- c) Indian Cars Above 3000cc

2. Diesel Open

9.4 Modifications allowed for Pro-stock classes & Forced Induction classes

- I. Engine head, block and gearbox casing have to be as supplied by the manufacturer.
- II. Over boring of the engines is allowed as long as they do not exceed the CC limit in which the car is entered. For e.g. car entered in upto - 1100CC cannot be over bored beyond 1100CC.
- III. Internal parts of the engine head, block and gearbox are free.
- IV. Axles, suspension and mounting points, brakes, and rims are free.
- V. Tyres are free, but must be street legal. Slick tyres and "Race only" tyres are not allowed.
- VI. Interior trims and lightening of vehicle free. Windows must be closed during races, need not be operable. FIBRE GLASS SHEETS USED SHOULD BE FIA PRESCIBED THICKNESS.
- VII. Non-OE body kits/wings/spoilers may be permitted provided they are securely mounted.
- VIII. Seats must be properly braced, framed and supported. Seats constructed of aluminum, composite material, double layer poly or fiberglass (automotive accessory seats) permitted.

9.5 Modifications allowed for Open & Unrestricted classes

- i. Only one internal-combustion reciprocating automotive-type
All non-production open cars must have a roll cage conforming to the FIA standards as prescribed in Appendix J of the Code and four-point harness.
- ii. If a vehicle has no doors, then a roll cage is compulsory.
- iii. The vehicle must have a firewall between the engine and the driver as well as a firewall between the fuel tank and the driver
- iv. Seat must be properly braced, framed and supported seats constructed of aluminum, composite material, and double layer poly or fiberglass (automotive accessory seats) permitted.
- v. The Chief Scrutineer may recommend the exclusion of any vehicle that he deems unsafe or a danger to others.

9.6 Supercharging/ turbo charging:

Definition: Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever. Injection of fuel under pressure is not considered to be supercharging.

In case of supercharging/turbo charging in Pro-stock classes, the nominal cylinder-capacity will be multiplied by 1.7 for petrol engines and by 1.5 for diesel engine, and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder capacity thus increased were its real capacity.

This multiplication factor will not be applicable for the Forced induction classes.

9.7 Battery SHOULD BE SECURELY MOUNTED.

9.8 Nitrous Oxide: Commercially available Nitrous Oxide is permitted on all vehicles. However, bottles must be securely and permanently mounted and stamped with a DOT 1800 pound rating. Bottle to solenoid hoses must be high-pressure braided steel type.

9.9 Any liquid leak will prevent cars from being permitted to stage or race.

10. POINTS

Points for Drivers Titles and Team will be awarded for each race according to the following scale and all race points will count for the Championship Winner.

1 ST PLACE	50	5 TH PLACE	26
2 ND PLACE	44	6 TH PLACE	24
3 RD PLACE	38	7 TH PLACE	22
4 TH PLACE	32	8 TH PLACE	20

11. RUNNING OF EVENT

11.1 BURNOUTS All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the center line during a burnout is not a exclusion. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts. **After burnout, spraying of intake with any artificial spray or coolant prohibited.**

11.2 QUALIFYING / FREE PRACTICE In order to constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event. For all categories of competition, including ET classes, an individual vehicle cannot be used for multiple entry. Vehicles must remain in the same category entered, with TWO registered driver for the duration of the event.

11.3 Starting Line & Staging Procedures

The class that is to run will be announced, followed by the competition numbers of each car participating in that class. Competition numbers will be announced in pairs in the order of racing precedence. The first pair of cars will be called to the starting line by their competition numbers. When the first car arrives at the starting line, the second car has one (1) minute to arrive and stage at the starting line. Cars that fail to stage at the starting line within one minute may be immediately disqualified.

11.4 There will be no choice of lane. Any competitor found not listening to the start line marshal or any other official at the start, may be excluded immediately.

11.5 The Starting Lights will be 3 Amber lights followed by a Green light for GO.

11.6 The cars will be judged according to timings. Timing will be recorded by a laser trigger. The timing will be recorded from the time the green light comes on up to when the driver crosses the finish line.

- 11.7 If a driver makes a false / jump-start, the RED light will come on and the participant may be EXCLUDED from that particular run. If the lights fail, there shall be a manual timing system for that entire class. For the classes that have already been completed, the timing light time shall remain.
- 11.8 Once the vehicle has finished its run, the competitors have to go to the end of the Track and return via the earmarked route for which the speed limit will be 30Kms/hr, OR, in the absence of a return road, the competitors will have to wait in the designated area to be escorted back by the organizers in accordance with their instructions.
- 11.9 The procedures and other details of the drag shall be informed to all competitors at the Briefing Meeting.
- 11.10 The CLASS & CATEGORY Winners will be determined by the fastest timings. All class/category-winning vehicles will be then taken to Parc Ferme for post event scrutiny.
- 11.11 **The cars used for qualifying cannot be changed on the race day. If done will entail disqualification.**

12. PENALTIES

- 12.1 False Start / Jump Start: A false start occurs when the vehicle moves forward or backwards from the prescribed position before the Start signal. The penalty for this is EXCLUSION. The Start Marshal's decision will be Final.
- 12.2 Refusal to obey officials of the meet may result in EXCLUSION.
- 12.3 Driving dangerously in restricted area may result in EXCLUSION.
- 12.4 Crossing of center line may result in EXCLUSION
- 12.5 If a competitor arrives late for staging, he/she shall not be allowed to start.
- 12.6 Any driver found driving fast, rashly or negligently, or practicing or tuning their cars on the track, may be EXCLUDED.
- 12.7 Any competitor who does not have his / her I.D. Tag may not be allowed to start.
- 12.8 There will be a speed limit on the return run of 30 KMPH. Any competitor found breaking this speed limit MAY BE EXCLUDED
- 12.9 The Stewards of the meet may adjudicate on any matter not covered by these regulations and impose penalties in accordance with the Code.
- 12.10 Burnouts are only permitted on the drag strip at the designated area.
- 12.11. A participant found not conforming to these Supplementary regulations or by refusing to make their vehicle available for inspection may be excluded from the event.
- 12.12 Exclusion if a car found over bored beyond its cubic capacity allowed in its class.
- 12.13 The cars used for qualifying cannot be changed on the race day. If done may entail exclusion.

13. RESULTS

- 13.1 Results will be posted on the official notice board after each class finishes.
- 13.2 Results will also be displayed on screens after each race.
- 13.3 **Tie Breaker:** In case of a tie, the competitor with the least reaction time shall be declared the winner. Reaction time is the time taken by a competitor to cross the start line after the Green GO Light comes on. If the Tie is still not resolved, the award/s will be divided amongst both the competitors.
- 13.4 If a car is excluded for technical or any other reason, the car placed behind him will move up to take the position.

14. PROTEST & APPEALS

- 14.1** All protests shall be lodged to the Clerk of the Course within 30 minutes of the provisional results being posted. The protest fee, as set by the FMSCI, is Rs. 15,000/-, or at the rates prescribed by the FMSCI from time to time.
- 14.2** The protest must be in writing and submitted to the COC, or in his absence, the Stewards of the meet, along with the protest fee.
- 14.3** If the protest requires the dismantling and the re-assembly of different parts of a car the claimant must pay an additional deposit of Rs.6000/-
- 14.4** The expenses incurred by the work and for the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 14.5** If the protest is unfounded, and if the expenses incurred by the protest (Scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 14.6** Should the owner/driver of a protested vehicle refuse to make the vehicle available for inspection, or refuse to disassemble the appropriate equipment, it will be classed as acknowledgement of the specified illegality.
- 14.7** The appeal fee, as set by the FMSCI, is Rs. 80,000/- (Rs.40000/= to be paid with intention to appeal and & balance Rs.40000/= to be paid along with grounds of appeal within 48 hours)

15. PRIZES & TROPHIES & PRIZE MONEY

Prize Money for the overall championship for the following categories:-

- | | |
|-----------------------------|----------------------|
| 1. Indian Open Cars | Rs 1,00,000/- |
| 2. Foreign Open Cars | Rs 1,00,000/- |
| 3. Diesel Open | Rs 1,00,000/- |

(The organiser reserve the right to increase the prize money)

For Each category/Class there will be prizes as per below:

- 1st in Class: Trophy + Certificate
 2nd in Class: Trophy + Certificate
 3rd in Class: Trophy + Certificate

Best Tuner (Indian / Foreign Cars):

Trophy + Certificate this award goes to the tuner whose car clocks the quickest time of the day in the Indian category.

Fastest time of the day (Indian / Foreign Cars)

Trophy + Certificate

Best Tuner of the day (Indian / Foreign Cars)

Trophy + Certificate

This award goes to the tuner whose car clocks the quickest time of the day irrespective of Indian or Foreign.

ARTICLE 16 JUDGES OF FACT - All Marshals shall be judges of fact.

“MOTOR SPORTS CAN BE DANGEROUS

“Despite the organizers taking all responsible precautions unavoidable accidents can happen.

You are present here at your own risk.

	Pro Stock	Pro Stock Nitrous	Pro Stock Foreign	Indian Open	Diesel Open	Indian Open Drag Specials	Unrestricted
Seatbelt	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	OE/4 Point FIA Approved Harness	4 point harness	OE/4 Point FIA Approved Harness
Seats	OE/Competition Fixed Back	OE/Competition Fixed Back	OE/Competition on Fixed Back	OE/Competition Fixed Back	OE/Competition Fixed Back	Fixed back	OE/Competition Fixed Back
Wheel Size/material	Free	Free	Free	Free	Free	Free	Free
Tyres	Free	Free	Free	Free	Free	Free	Free
Brakes	Free	Free	Free	Free	Free	Free	Free
head/tail Lights	1 working OE head/tail light	1 working OE head/tail light	1 working OE head/tail light	Free	Free	Free	Free
Lightening of Bodywork	Fiber rear doors/boot/bonnet/ side windows	Fiber rear doors/boot/bonnet /side windows	Fiber rear doors/boot/bonnet/side windows	Fiber rear doors/boot/bonnet/ side windows	Fiber rear doors/boot/bonnet /side windows	Free	Free
Interior trim	Removal of carpets/insulation/ rear seats allowed	Removal of carpets/insulation/ rear seats allowed	Removal of carpets/insulation/ rear seats allowed	Free	Free	Free	Free
Intake	Free	Free	Free	Free	Free	Free	Free
Exhaust	Free	Free	Free	Free	Free	Free	Free
ECU	Free	Free	Free	Free	Free	Free	Free
Fuel Injection/carbs	Free	Free	Free	Free	Free	Free	Free
Engine	Internals free	Internals free	Internals free	Free	Free	Free	Free
Gearbox	Internals free	Internals free	Internals free	Free	Free	Free	Free
Suspension	Stock Mountings	Stock Mountings	Stock Mountings	Free	Free	Free	Free
Turbo/Supercharger	x 1.7 (P) x 1.5 (D)	x 1.7 (P) x 1.5 (D)	Free	Free	Free	Free	Free
Nitrous	N.A.	Free	N.A	Free	Free	Free	Free