



JK TYRE VOLKSWAGEN POLO CUP INDIA 2011




Organized by

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Approved by

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National Sports Federation recognized by the Government of India and the National Sporting Authority (ASN) of the FIA & the National Motorcycling Federation (FMN) of the FIM in India



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

A.1 Preamble

The JK TYRE VOLKSWAGEN POLO CUP INDIA 2011, is an FMSCI approved event and is run under the International Sporting Code (Code) of the Federation Internationale de l'Automobile (FIA), the 2011 FMSCI General Prescriptions for Racing, National Competition Rules (NCR) of the FMSCI, the relevant FMSCI technical regulations, these sporting regulations and it's annexure's.

A.2 General Undertaking

A.2.1 All drivers, competitors and officials participating in the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011, undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the regulations mentioned in the preamble.

A.2.2 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the regulations mentioned in the preamble. The person having charge of an entered car during any part of an event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

A.2.3 Competitors must ensure that they comply with the conditions of eligibility and safety throughout the event.

A.2.4 All persons concerned in any way or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

A.3 Status:

CUP

A.3.1 Title to be awarded

JK TYRE VOLKSWAGEN POLO CUP INDIA CHAMPION 2011

A.4 Eligible Vehicles

Only Volkswagen Polo 1.6 TDI vehicles given by the Volkswagen Motorsport Team will be used in this championship.

A.5 Points Scoring

A.5.1 Points for Drivers Titles will be awarded for each race according to the following scale.

In races 1 the following number of points will be awarded:

Place	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Points	60	48	40	34	32	30	28	26	24	22

Place	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
Points	20	18	16	14	12	10	8	6	4	2

In races 2 the following number of points will be awarded:

Place	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Points	60	48	40	34	32	30	28	26	24	22

Place	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
Points	20	18	16	14	12	10	8	6	4	2

The first two rounds i.e. first 4 races of JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 will consist of half points, to ensure rookies get a fair chance of competition.

A.5.2 The points will be awarded only after the technical staffs have completed the post-session vehicles inspections pursuant to the VTR and the CHIEF STEWARD has given his clearance.

A.5.3 The best Eleven (11) results shall count towards the year-end standings; to compete for the final award the relevant driver must be present at least in Five (5) events.

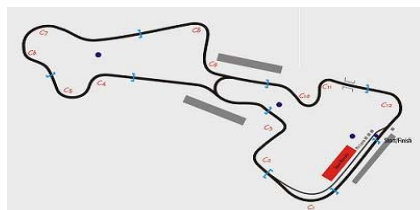
A.5.4 The greater number of first, second, etc. positions that an entrant scores in the course of all of the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 events shall break a tie. If this is still not enough to break the tie, the better position in the last qualifying event will apply to break the tie.

A.5.5 Upon completion of the last race, the driver with the highest score in the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 standings will receive the title of: JK TYRE VOLKSWAGEN POLO CUP INDIA CHAMPION 2011

A.6 Racing Track, Dates & Venues

A.6.1

- 1. Madras Motor Race Track (MMRT), Chennai**
- 2. Kari Motor Speedway (KMS), Coimbatore**
- 3. JPSI International Circuit, Greater Noida (Subject to Homologation & Contract agreement)**



FMSCI Track Licence No: **NC.001**



FMSCI Track Licence No: **NC4W002**



FMSCI Track Licence No: **TBA**

A.6.2 Dates & Venues

Round	Date	Venue
1	17 th to 19 th June, 2011	KMS, Coimbatore
2	15 th to 17 th July, 2011	KMS, Coimbatore
3	19 th to 21 st August, 2011	MMRT, Chennai
4	17 th -18 th September, 2011	MMRT, Chennai / JPSI, Noida
5	07 th to 09 th October , 2011	MMRT Chennai, / JPSI, Noida
6	02 nd to 04 th December 2011	JPSI, Noida / MMRT, Chennai

*** Dates & Venue will be confirmed depending on prevailing weather conditions.**

A.7 Race Distances

The distance of all races, from the start signal shall be a minimum of 30 kms & a maximum of 65 kms for all rounds on all three circuits. The leader will be shown the chequered flag when he / she crosses the start / finish line (the line) at the end of the lap during which this distance is exceeded. The line is a single line which crosses the track and the pit lane.

A.8 The maximum number of races in the Championship is 16 (Sixteen) and the minimum is 10 (Ten).

A.9 Cancellation of a Race

A race may be cancelled if fewer than 08 entries are available. Postponement of the races will be left to the discretion of the Organisers & promoters in consultation with the Stewards of the meet. The Organizers shall not be liable to pay for any losses arising out the postponement or cancellation of races.

A.10 Classification

A.10.1 The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of completed laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line, except in case where the race is run in two parts as per regulations, where the least aggregate times of the two parts will decide the Classification.

A.10.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car.

A.10.3 Cars having covered less than **75%** of the number of laps covered by the winner (rounded up to the nearest whole number of laps), will not be classified and thus earn no points.

A.10.4 The official classification will be published after the race. It will be the only valid result subject to any amendments, which may be made under the Code and these Sporting Regulations.

A.10.7 In the event of a failure of transponders or any other timing system which results in the failure of recording of automatic timings for the full qualifying and / or race or part thereof, the manual finish order as recorded by the Judges of Fact (Starter and / or Chief Time Keeper) will be considered final for that race.

A.11 Dead Heat

If two or more drivers 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

A.12 Driver Eligibility

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A.12.1 Drivers must hold valid FMSCI Licences (Refer A.13 under) in order to drive in the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011.

A.12.2 For JK TYRE VOLKSWAGEN POLO CUP INDIA 2011, the minimum age is 16 years & maximum age is 24 years. The age is taken into account as on the date of registration. Drivers will have to show original passport / birth certificate / pan card / election card as proof.

A.13 FMSCI Competition Licences

A) If the Entrant & Driver is an individual

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

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

B) If the Entrant is a Team

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

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

A.13.1 All competition licenses (Entrant & Driver) have to be deposited with the organizers prior to pre event scrutiny or at the time of submission of the entry form.

A.14 Receipt of Registration Fees, Entries & Entry Fees

A.14.1 JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 - Registration Fees

The selected entrants for JK Tyre Volkswagen Polo Cup India 2011 have to pay INR 5,00,000 as registration fees, the fees shall be payable by DD only, favouring "VOLKSWAGEN INDIA PVT LTD" payable at Pune.

The fees have to be paid in a two installments (In accordance with the JK Tyre Volkswagen Polo Cup India 2011 Driver Contract), failing which the entrant will be eliminated from participating in the JK Tyre Volkswagen Polo Cup India 2011.

A.14.2 JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 - Safety Deposit Damage costs

Entrants also have to deposit a post dated cheques of a cumulative amount of INR 2,00,000 with Volkswagen India Private Limited as a security deposit in lieu of damage costs that has to be borne by the drivers. The cheques should be in favour of "VOLKSWAGEN INDIA PVT LTD" payable at Pune dated accordingly as mentioned in the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 Driver Contracts. The cheques shall be returned to the respective entrants after all their dues are cleared. The cheques have to be deposited with Volkswagen Motorsport India on or before 10th May 2011. In case if the Entrants defaults in payment of its due towards the damages / costs, Volkswagen Motorsport India shall have a right to deposit the same security deposit cheque for the recovery of damages payable by the Entrant. Thus if the deposited cheque is not honoured, then Volkswagen Motorsport India shall have a right to take a Legal Recourse against such Entrant for recovery of Dues pending towards him.

A.14.3 JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 - Damage costs

Entrants participating in the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 should note that the car becomes their sole responsibility exactly after the balloting is done and the car is allotted to them. Any damage during a season or after any session is the sole responsibility of the driver and he/she will have to pay for the damage caused. All damages have to be

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paid within 10 days on receipt of the damage bill. The entrant will not be allowed to participate in the next round if their previous damage bills are not cleared.

IF THE ENTRANT CHOOSES NOT TO CONTINUE DURING THE JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 SERIES NO PART OF THE REGISTRATION FEES SHALL BE REFUNDED OR ADJUSTED WITH DAMAGE BILLS.

A.15 Change of Driver / Vehicle

Change of driver is allowed before pre event scrutiny for the round begins. Any change thereafter will have to be referred to the stewards for approval. Replacement of the vehicle, i.e. change of car / engine is permitted subject to the vehicle being re-scrutineered and a penalty of 5 grid positions for the immediate succeeding race of the round when the change is effected.

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

A.16.1 Three clear areas for the display of Championship numbers must be reserved. For JK TYRE VOLKSWAGEN POLO CUP INDIA 2011, one cut out number on the windshield and one each on the front left or right front doors or one each on the rear left door window or rear right door window. Volkswagen Motorsport India have the right to change the position of the Championship Number.

A.16.2 The name of the driver & his blood group must appear on either the rear left door window or rear right door window and be clearly legible.

A.17 General Safety

A.17.1 Officials instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

A.17.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

A.17.3 Any driver intending to leave the track or go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

A.17.4 During practice and the race, drivers may use only the track and must at all times observe the provisions of the code relating to driving behavior on circuits.

A.17.5 A driver who abandons a car must leave it in neutral and with the steering wheel in place. The driver must stay in close proximity to assist with recovery.

A.17.6 Repairs to a car may be carried out only in the pit lane, team garages and on the grid before the start.

A.17.7 Refueling is allowed only in the pit lane & Team Garages (Except under Article A.35.2. Case B).

A.17.8 At no time may a car be reversed in the pit lane under its own power.

A.17.9 During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the Parc Ferme, no one is allowed on the track, the pit entry or the pit exit with the exception of:

a) Marshals or other authorized personnel in the execution of their duty;

b) Drivers when driving or on foot, having first received permission to do so from a marshal;

A.17.10 During a race, the engine may only be started with the starter except

a) In the pit lane where the use of an external starting device is allowed or,

b) If, after the start, a car is immobilized on the starting grid it shall be the duty of the marshals to push it into the pit lane by the fastest route. If the driver is able to restart the car whilst it is being pushed he may rejoin the race.

c) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

A.17.11 No driver will be allowed to take part in any official practice, qualifying or race unless they have the following:

- Driving Suit – As given by Volkswagen
- HANS – As given by Volkswagen
- Fire retardant innerwear
- Shoes (FIA Approved)
- Full fingered gloves (FIA Approved)
- Full face helmet (FIA Approved). The helmet must fit the driver correctly be in good condition.

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

A.17.12 If a driver has serious mechanical difficulties during practice, qualifying or the race he must leave the track as soon as it is safe to do so.

A.17.13 The car's lights and/or the car's red rear light and/or rear fog lights must be illuminated at all times when a track that has been declared wet. The technical delegate may check the light at any time until 15 minutes before the green flag. No penalty will be imposed if the light fails during a race, nor need the car be stopped.

A.17.14 Only team members of participating cars (all of who shall have been issued with and wearing special identification) are allowed in the signaling area during practice and the race.

A.17.15 Animals, except those, which may have been expressly authorized by the organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.

A.17.16 The Race Director, clerk of the course, stewards or medical delegate can require a driver to have a medical reexamination at anytime during an event.

A.17.17 Failure to comply with the general safety requirements of the Code or these Sporting Regulations or the General Prescriptions or any other relevant regulations may result in the exclusion of the car and driver concerned from the event.

A.18 Instructions and communications to competitors

A.18.1 In exceptional circumstances, the stewards may give instructions to competitors by means of special bulletins in accordance with the Code. These bulletins will be distributed to all competitors who must acknowledge receipt save in case of force majeure duly recognized as such by the stewards.

A.18.2 All classifications and results of practice and the race, as well as all decisions issued by the officials of the event, will be posted on the official notice board.

A.18.3 Any decisions or communication concerning a particular competitor must be given to him within Forty-Five (45) minutes of such decision and receipt must be acknowledged.

A.19 Sanctions

A.19.1 The stewards may inflict the penalties specifically set out in these sporting regulations in addition to or instead of any other penalties available to them under the Code.

A.20 Incidents

A.20.1 Incident means an occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the clerk of the course / race director (or noted by the stewards and referred to the clerk of the course for investigation) which:

- Necessitated the stopping of a race
- Constituted a breach of these sporting Regulations, or the code and its appendices;
- Caused a false start by one or more cars;
- Caused a Collision or tried (attempted to) to cause a collision;
- Forced a driver off the track or tried (attempted to) to force a driver off the track;
- Illegitimately prevented a legitimate overtaking maneuver by a driver;
- Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving one or more cars, will normally be investigated after the race.

A.20.2

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

If a driver is involved in collision or incident he must not leave the circuit / venue / premises without the consent of the stewards.

b) If an incident is under investigation by the stewards, a message will be taken to the competitor who has to countersign it.

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

A.20.3 Penalties

The Stewards may impose any one of the following three penalties on any driver involved in an incident. They may also choose to impose any other penalties as laid down in the International Sporting Code or any combination thereof.

- a) A drive through Penalty – The driver must enter the pit lane and rejoin the race without stopping.
- b) A 10 Second Time Penalty – The driver must enter the pit lane and stop at his / her pit for at least 10 seconds and then rejoin the race.
- c) A drop of any number of grid positions at the driver's next race / event.

However, should either of the penalties under (a) or (b) above be imposed during the last four laps, or after the end of a race, article A.20.4 will not apply, and 30 seconds will be added to the elapsed race time of the driver concerned.

A.20.4 Should the Stewards decide to impose a time penalty, the following procedure will be followed:

- a) The stewards will give written notification of the time penalty, which has been imposed, to an official of the team concerned.
- b) From the time the steward's decision is notified the relevant driver may cover no more than three complete laps before entering the pits and proceed to pit exit where he shall remain for the period of the time penalty. Whilst a car is stationary in the pits as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach or failure to comply with Articles A.20.4 (b) or A.20.4 (c) may result in the car being excluded.

A.21 Fuel

i) Only Volkswagen Motorsport India's Team will be refuel the cars, no one else or any other means will be allowed for refuelling. The cars will be filled with equal amount of fuel.

A.22 Supply of Tyres in the Championship and tyre limitation during the event

A.22.1 The organiser will specify control Tyres for the Championship

A.22.2 Tyres will be issued by the Technical Delegate / Chief Scrutineer. The time and place of the issuing of the tyres will be indicated in the weekend schedule which will be put up on the official notice board.

A.22.3 The only eligible tyres are those supplied by the official Tyre supplier as the official control Tyre. These tyres will carry official series marking and will be the only tyres permitted to be used at any time during any practice sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the Championship.

A.22.4 The number of tyres issued to each entrant per race is 6 slicks. The number of rain tyres provided is not specified. Used rain tyres of the respective drivers can be carried over to the successive race weekends at the discretion of Volkswagen & JK Tyre. After each round the spare tyres provided to Volkswagen may be retained by the team and can be used during the subsequent rounds of the championship (As a spare only).

A.22.5 Tyres shall all be made of the same quality of compound and shall be strictly identical. These tyres shall be marked by the Technical delegate (or Chief Scrutineer) of the FMSCI with a marker supplied by the FMSCI. Additional tyres (Spare tyres) will also be marked may be used if a replacement is justified.

A.22.6 All tyres must be used as supplied by the official tyre supplier, any modification or treatment such as cutting, grooving the application of solvents or softeners; the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

A.22.8 With the exception of race day, wet-weather tyres may only be used after the track has been declared wet by the race director, and, during the remainder of the relevant session, the choice of tyres is free.

A.22.9 A competitor wishing to replace an already allocated unused tyre by another unused one must present both tyres to the technical delegate/chief scrutineer.

A.22.10 The use of tyres without appropriate identification is strictly forbidden.

A.22.11 No tyre allocated for one event may be used at another event unless this tyre is remarked by the technical delegate/chief scrutineer.

A.22.12 If, in the opinion of the tyre technicians and appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorize the use of additional tyres to a different specification.

A.22.13 In those exceptional cases where, in the judgment of the Technical delegate or Chief Scrutineer in his absence, damage to the tyres through no fault of the competitor/driver makes further participation in the event impossible, one supplementary (Spare) front and/ or rear tyre may be nominated and used.

A.22.14 Place and time for distribution of tyres: Tyres will be distributed at the Scrutiny area before Official Practice on Friday before the race week end or as mentioned in the official program put up on the notice board.

A.22.15 If so required, all tyres may have to be returned to the organisers before the commencement of the following round.

A.23 Scrutineering

A.23.1 Initial scrutineering (pre-event scrutiny) of the car will take place at a time and place given in the official programme of each event.

A.23.2 No car may take part in the event unless it has been passed by the Scrutineers

A.23.3 The scrutineers may

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

A.23.4 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutiny approval.

A.23.5 The Race Director / Clerk of the Course may require any car involved in an accident be stopped and checked.

A.23.6 Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Ferme and who alone are authorized to give instructions to the competitors.

A.24 Parc Ferme

A.24.1 Only those officials charged with supervision may enter the Parc Ferme. No intervention of any kind is allowed there unless authorized by such officials.

A.24.2 When the Parc Ferme is in use, Parc Ferme regulations will apply in the area between the Line and the Parc Ferme entrance.

A.24.3 The Parc Ferme shall be sufficiently large and secure that no unauthorized persons can gain access to it.

A.25 Briefing

A briefing for the drivers chaired by the Race Director or COC will be held at a time and location (before the official practice / qualifying) as mentioned in the programme and may be notified to each team. The meeting must be attended by all drivers. A register will be maintained in which all the drivers are required to sign. Team Representatives are also allowed to be present for the briefing. Late / Non-attendees (Drivers only) will be reported to the Stewards for further action.

A.26 Pit Lane

a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "inner lane" The inner lane is the only area where any work can be carried out on a car.

b) During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on.

c) Competitors must not paint lines on any part of the pit lane.

d) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

e) A speed limit of 60 km/h will be enforced in the pit lane. During practice, qualifying and reconnaissance laps any driver who exceeds the limit in the pit lane will be fined Rs. 2,500 for the first offence and Rs. 5000 for every subsequent offence. During the race, the stewards may impose a time penalty of 10 seconds on any driver who exceeds the pit lane speed limit.

A.27 Free / Official Practice

A.27.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

A.27.2 The timetable of each event shall be issued to competitors prior to the event along with the Supplementary Regulations.

A.27.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

A.27.4 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

A.27.5 In the event of a driving infringement during practice the Stewards may delete any number of qualifying times from the driver concerned or drop the driver any number of grid positions as they consider appropriate. In this case, he or his team will not be able to appeal against the steward's decision.

A.27.6 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind.

A.27.7 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.

A.27.8 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.

A.28 Qualifying

A.28.1 All laps covered during the qualifying session will be timed to determine the driver's position at the start.

A.28.2 There will be ONE qualifying session of 30 minutes to determine the grid position for the first race in each class. The grid for race 1 will be determined on the basis of fastest lap in the qualifying session. The grid for race 2 will be determined on the Reverse order of the qualifying session as explained in article A.30.7

A.28.3 Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in Parc fermé until the end of the session.

A.28.4 The fastest Lap time / times of drivers receiving any assistance from the Marshall's during the course of a qualifying session which may result in the driver resuming the session, will be deleted. However if the Driver & car after having received such assistance reports immediately and directly to Parc Ferme as detailed in A.19.4 above, the above penalty will not apply. Such cars will be held in Parc Ferme till the end of the session and will not be permitted to take any further part in the session.

A.28.5 At the end of the qualifying session no driver may cross the Chequered Flag more than once.

A.28.6 No driver may start the race without taking part in a qualifying session, without the express permission of the stewards.

A.29 Weighing & Balloting of Cars

- a) The drivers with their full kit; i.e. HANS, Race Suit, Shoes, Gloves, Helmet & undergarments will be weighed before the balloting.
- b) The minimum weight of the driver with the kit should be 75 kgs, ballast will be added in the cars of drivers who are lesser than 75 kgs.
- c) The weighing has to be done in the presence of the technical delegate/chief scrutineer.
- d) Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car as decided by the Stewards.
- e) The first round will have an open ballot where the cars will be allotted by a draw, wherein the driver or his nominee will draw for him. If the driver or his nominee is not present then Volkswagen officials have the right to draw for the missing driver.
- f) The first draw will allot each driver with a specific color car which shall stay the same for the entire series for each driver

A.30 The Grid

A.30.1 At the end of qualifying practice, the 1st and 2nd fastest time achieved by each driver will be officially published. **Only these cars may be allowed to start the race subject to Art.14B of the FMSCI GP.**

A.30.2 The fastest driver will start the race from the position on the grid, which has been designated as the pole position.

The grid will be drawn up in the order of the fastest time achieved by each driver. Should two or more drivers have set identical times, their second fastest time will determine the position and so on.

A.30.3 Any driver whose best qualifying lap exceeds 110% of the pole position time may not be allowed to take part in the warm up or the race. Under exceptional circumstances, however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race from the back of the grid. Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a Team will not be able to appeal against the stewards' decision.

THE ABOVE RULE IS AN EXCEPTION TO GUEST / MEDIA DRIVERS.

A.30.4 The starting grid will be published on the official notice board. Any competitor/team whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) **must inform the clerk of the course accordingly at the earliest opportunity and, in any event, no later than 30 minutes before the start of the race.** If one or more cars are withdrawn the grid will be closed up accordingly.

The final starting grid will be published 15 minutes before the start of the race.

A.30.5 The grid will be in a staggered 1 x 1 formation.

A.30.6 Any car which has not taken up its position on the grid by the time the FIVE minute signal is shown will not be permitted to do so and must start from the pits.

A.30.7 The race 2 of every round shall have a reverse grid, wherein the top 8 finishers of race 1 will start in the reverse i.e. 1st place finisher in race 1 will start in the 8th place in race 2, 2nd place finisher in race 1 will start in 7th position in race 2 and so on till the 8th place finisher in race 1 will start at pole for race 2.

A.31 Starting Procedures

A.31.1 Twelve (12) minutes before the starting time, a warning signal announcing the Opening of the pit exit in 2 minutes will be given.

Five minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car, which is still in the pits, can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

A.31.2 Refueling on the starting grid is forbidden. No refueling is allowed during the race.

A.31.3 The approach of the start will be announced by signals shown, Five minutes, Three minutes, Two minutes, One minute and Thirty seconds before the start of the formation lap,

each of which will be accompanied by an audible warning.

When the **five**-minute signal is shown, everybody except drivers, officials and team staff must leave the grid.

When the **three**-minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the **three** minute signal must start the race from the back of the grid or the pit lane.

When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the **30** second signal is given. If any driver /needs assistance after the **30** second signal he must raise his arm and, when the remainder of the cars able to do so, have left the grid, his team may attempt to rectify the problem. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When the green flag is shown, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed one by one.

During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Any one guilty of dropping behind without a valid reason, will be reported to the stewards for further action. Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A time penalty of 10 seconds (added to total time) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap. The same penalty may apply for practice starts during the formation lap.

A.31.4 Any driver who is unable to start the formation lap must raise his arm, and, after the remainder of the cars has crossed the line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

If the car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

A.31.5 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the five-second signal will be shown and 5 seconds later the starter will switch on the red light(s) in sequential order i.e. 1,2,3,4,5. After the 5 red light(s) becomes visible, the race will be started by the red lights going off together.

A.31.6 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

A.31.7 If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then start the race from the back of the grid and any vacant positions will not be filled.

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

If a problem cannot be rectified before the commencement of the new formation lap the car must be pushed into the pit lane by the shortest route. The Team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power.

A.31.8 If a problem arises when the cars reach the starting grid at the end of the formation lap the following Procedure shall apply:

(a) If the race has not been started, a red flag and a "start delayed" board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.

(b) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.

(c) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.

(d) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

A.31.9 A time penalty of 20 seconds will be imposed for a false start and added to the total time.

A.31.10 Only in the following cases will any variation in the start procedure be allowed:

a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director/COC, the Teams should be given the opportunity to change tyres, a start delayed" board will be shown on the Line and the starting procedure will begin again at the 10-minute point.

b) If the start of the race is imminent and, in the opinion of the clerk of the course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the clerk of the course may delay the start of the race by showing a start delayed board simultaneously with a 10" board with a red background.

This 10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a 10" board with a green background is shown. The 10" board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the 10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (ie.5, 3, 1min, 15 seconds) will be shown.

If however, the weather conditions have not improved within ten minutes after the 10" board with the red background was shown, the 10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times. At any time when a 10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

A.31.11 The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and driver concerned from the Event.

A.32 The Race

A.32.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue

A.32.2 During the race, drivers leaving the pit lane may only do so when the pit exit light is green or a green flag is waved and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

33. SAFETY CAR

Major information about the use of the safety car is as under:

33.1 The Safety Car will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.

33.2 10 minutes before the race start time the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 33.13) below) it will cover a whole lap of the circuit and enter the pit lane.

33.3 The safety car may be brought into operation to neutralize a race upon the decision of the race director. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

33.4 When the order is given to deploy the safety car, all observers' posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

33.5 The safety car with its yellow lights illuminated will join the track regardless of where the race leader is (preferably in front of the race leader).

33.6 All competing cars must then form up in line behind the safety car no more than 5 car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances:

- If a car is signaled to do so from the safety car;
- under 33.13 below;
- Any car entering the pits may pass another car or the safety car after it has crossed the safety car line;
- When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the safety car line;
- If any car slows with an obvious problem.

33.7 When ordered to do so by the race director the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the safety car.

33.8 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the safety car, the race leader must keep within 5 car lengths of it (except under i) below) and all remaining cars must keep the formation as tight as possible.

33.9 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car. Under certain circumstances the race director may ask the safety car to use the pit lane or other parts of the circuit. In these cases, and provided its orange lights remain illuminated, all cars must follow it without overtaking.

Any car entering the pit lane under these circumstances may stop at its designated garage area. Generally applies: If the orange lights are illuminated all cars must follow the safety car.

33.10 When the race director calls in the safety car, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. As the safety car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

33.11 Each lap completed while the safety car is deployed will be counted as a race lap.

33.12 If the race ends whilst the safety car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking. The Marshals show waved yellow flags furthermore.

33.13 In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

A.34. Stopping a race

A.34.1 Should it become necessary to stop the race because the circuit is blocked by an accident or because of weather or any other conditions which make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal points.

When the signal is given to stop, all cars shall immediately reduce speed in the knowledge that:

- the race classification will be that at the end of the 1st lap prior to that during

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which the signal to stop the race was given,

- race and service vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- weather conditions may have made the circuit un drivable at racing speed,
- The pit lane entry will be open.

A.34.2 The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A. Less than two full laps. If the race can be restarted, Article A.35.1 will apply

Case B. Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article A.35.2 will apply.

Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the Parc Ferme and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap prior to that during which the signal to stop was given.

A.35 Restarting a race

A.35.1 Case A.

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.
- d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his ORIGINAL GRID position;
- e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either:
 - the pit lane or,
 - if the grid is clear, to their original grid position or,
 - If the grid is not clear, to a position behind the last grid position as directed by the marshals.

f) Cars may be worked on in the pits or on the grid, if work is carried out on the grid; this must be done in the car's correct grid position and must in no way impede the restart. Refueling on the Grid is strictly prohibited. However the cars can be refueled in the Pit lane / Pit garages.

A.35.2 Case B.

- a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the line for the penultimate time before the race was stopped.
- b) The length of the re-started race (second part) will be three laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started race will be arranged in the race order at the end of **one** lap prior to that during which the signal to stop was given.
- d) Only cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorized route to either:
 - the pit lane or ;
 - to a position behind the last grid position as directed by the marshals.

e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the cars correct grid position and must in no way impede the restart.

f) If a car returns to the pits it **MAY NOT** be refueled.

A.35.3 In both Case A and Case B:

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

b) 15 minutes after the stop signal, the five-minute signal will be shown, the grid will close and the normal start procedure will recommence.

c) Any car which is unable to take up its position on the grid before the five-minute signal will be directed to the pits. It may then start from the pits as specified in Article A.31.1

A.36 FINISH

A.36.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance

A.36.2 Should for any reason (other than under Article A.34.1) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

A.36.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the pare ferme without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the pare ferme under its own power will be placed under the exclusive control of the marshals who will take the car to the pare ferme.

A.37 Prizes

The following prizes will be given for each race weekend: -

Position	1st Race	2nd Race
First Place	Trophy + Rs.40,000/=	Trophy + Rs.40,000/=
Second Place	Trophy + Rs.30,000/=	Trophy + Rs.30,000/=
Third Place	Trophy + Rs.20,000/=	Trophy + Rs.20,000/=

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

A.38 Protests

A.38.1 All protests must be lodged in accordance with the stipulations of the Code (Articles 171 et seq.).

A.38.2 All protests must be lodged in writing and handed to the clerk of the course together with the protest fee of Rs.10,000/-, which shall not be returned if the protest is judged unfounded.

A.38.3 If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of Rs.15,000/-

A.38.4 The expenses incurred by the work and by 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.

A.38.5 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.

A.38.5 Appeals

A.38.6.1 Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 180 et seq. of the Code.

A.38.6.2 Competitors have the right to appeal against a sentence or other decision pronounced on them by the stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal along with a fee of Rs.40,000/= (Rupees Forty Thousand Only) .

A.38.6.3 The right to bring an appeal to the FMSCI expires two days after the date of the decision of the stewards of the event on condition that the intention of appealing has been notified in writing to the stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The FMSCI will give its decision within a maximum of 30 days.

A.38.6.4 All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

A.38.6.5 The confirmation of an appeal to the FMSCI must be accompanied by an additional fee of Rs.40, 000/- (Forty Thousand only).

A.38.6.6 This fee becomes due from the moment the appellant notifies the stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

A.38.6.7 If the appeal is rejected or it is withdrawn after being brought, no part of the protest fee shall be returned.

A.38.6.8 If judged partially founded, the fee may be returned in part, and its entirety if the protest is upheld.

A.38.6.9 If it is proved that the author of the appeal has acted in bad faith, the FMSCI may inflict upon them one of the penalties laid down in the Code.

A.39 Podium Ceremony

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

Drivers finishing in first, Second and Third positions must wear caps provided by the organizers at the press conference, or during the winners podium presentation, such that the logo on the cap can be seen from the front. The cap should be removed when the National Anthem is played and held in front of the body. The winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

B.1 CARS AND DRIVERS

B.1.1 Drivers must put their own name on each side of the car.

B.1.2 A car may only participate in a race or any other part of an Event if it carries the markings and advertising signs referred to under Article B.2.

B.1.3 All surfaces which have not been claimed for stickers by the Promoter and Organiser or used for the application of starting numbers are free for use.

B.1.4 No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area within the Series:

- Tobacco and tobacco products
- Alcohol
- Politics
- Religion
- Tyre manufacturer, other than JK TYRE

Official logos will be provided; the correct attachment of the logos will be checked in the course of scrutineering. In case of any non-compliance with this regulation, the Organizers have the right to exclude the Driver and/or the Team from the event

B.2 DECALS & BRANDING SPACE ALLOCATION

B.2.1 The JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 drivers have an allocated space for placing their sponsor decals.

B.2.2 Each driver has to supply the requisite file to the creative designer appointed by Volkswagen for the design of the stickers. The file should be supplied 12 days prior to the race weekend.

B.2.3 Participants will not be allowed to put their stickers on track.

B.2.4 Each sponsor, decal stickers anything pertaining to branding will have to be approved by Volkswagen, without the approval the branding cannot be put on the car.

B.2.5 The decal spacing is as given in Annexure 3

B.2.6 The decal / sticker designing will be done by the creative designer appointed by Volkswagen Motorsport India only, the drivers cannot design or decide their placing.

B.3 ADVERTISING

B.3.1 Each Driver and Entrant must procure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws of the

country in which the relevant Event is to take place including complying with any National restrictions required in order to permit the filming and television coverage of the event.

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

B.4 GENERAL

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

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

B.5. PROMOTION

B.5.1 Each Driver and Entrant must use reasonable endeavors to assist the Promoter and Organiser in the promotion of the Series and each Event including the television coverage of each Event.

B.5.2 Each Driver and Entrant must use their best endeavors to make themselves available for any promotional activities prior to and following a Race.

B.5.3 At end of each day's event, a press briefing will be held which is compulsory for Podium winners and ALL Team Representatives.

B.6 PRESENTATIONS

B.6.1 Trophies are to be presented at the end of each race or at the race Presentation Ceremony.

B.7 TAX LIABILITY

B.7.1 All drivers and teams are to observe the country's tax laws and adhere to them.

PART D - LIABILITY

D.1 ASSUMPTION OF RISK AND LIABILITY

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

D.1.2 Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no

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

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

D.2. RELEASE

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

D.3 INDEMNITY

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

D.4. LOSS

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

D.5 READING DOWN

D.5.1 Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.

Annexure 1: Flag Signals

Flag	Meaning
	(Waved) - Great danger – Be prepared to stop
	(Motionless) - Take care - Signal of danger. No overtaking
	Course clear
	Overtaking flag – The competitor is about to be lapped and must leave way.
	Service car or slow moving vehicle on the circuit
	Stopping of race or practice session
	Track surface slippery
	A warning of apparent mechanical failure or fire*
	Race leader must slow down, everyone else to line up in order behind. No overtaking
	A warning to the driver that his behavior is suspect*
	Driver must stop at his pit within one lap. A penalty of exclusion may be enforced*
	End of race or practice session.

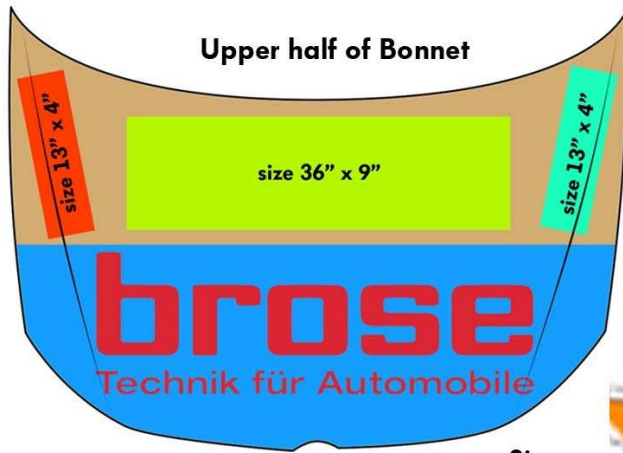
* - Displayed with a white number

Annexure 2: Offences & Penalties

No.	Offence	Practice	Qualifying	Race
1	Not attending drivers/competitors briefing	Up to INR 5,000		
2	Not attending press conference	Up to INR 7,500		
3	Practiced a start on the track	Up to INR 2,500	Up to INR 2,500	Add Time 10 Sec to total time
4	Cross the white line at pit exit	Warning	Up to INR 5,000	Drive through or add 30 seconds to total time
5	Reversed the car under its own power in the pit lane	Up to INR 2,500	Up to INR 5,000	Up to INR 10,000
6	Chequered flag more than once	Warning	Up to INR 5,000	Up to INR 5,000
7	Speeding in pit lane	1 st offence – 2500 2 nd Offence - 5000	1 st offence – 2500 2 nd Offence - 5000	Add time 10 sec + Up to INR 7,500
8	Disrespected the Marshal's instructions	Up to INR 10,000	Up to INR 10,000	Up to INR 10,000
9	Did not comply with blue flag or stopping other car along the track	Warning	Cancellation of best time	Up to INR 10,000
10	Pushing another car	Black Flag	Black Flag	30 sec + fine up to INR 12, 500
11	Caused an avoidable collision / contact (imprudence)	Black Flag	Drop of 5 positions + fine up to INR 15,000	30 sec penalty + fine up to INR 15,000
12	Caused an avoidable collision / contact (not finishing the race) (intentionally)	Dropping of 10 grid places	Dropping of 10 grid places + suspended for 1 round + fine up to INR 25,000	Dropping of 10 grid positions + suspended for 1 rounds + fine up to INR 50,000
13	Did not comply with red flag	Up to INR 15,000	Dropping of 5 grid places + fine up to INR 15,000	Fine up to INR 25,000
14	Did not comply with yellow flag	INR 7,500	Cancellation of fastest lap(s) + fine up to INR 15,000	Up to 30 sec penalty + fine up to INR 15,000
15	Overtaking on formation lap			Add Time 10 Seconds to total time
16	Jump start			Add Time 20 seconds to total time

Annexure 3: DECAL SPACING

Driver's Sponsor Area Details



Sizes:
36" x 9"
13" x 4"
13" x 4"



C pillar

Sizes:
6" x 2"
7" x 3"
8" x 3"
10" x 3"

Driver's Suit



Sizes:
Right Chest: 4" x 4"
Right Arm: 3" x 5"

Disclaimer:

By signing this the driver agrees to have read & understood and will abide by the Contract, International Sporting Code (Code) of the Federation Internationale de l' Automobile (FIA), the 2011 FMSCI General Prescriptions for Racing, National Competition Rules (NCR) of the FMSCI, the relevant FMSCI technical regulations, the sporting regulations and it's annexure's.

Any deviation from adherence of the above mentioned will allow Volkswagen Motorsport India to take legal recourse.

If the JK TYRE VOLKSWAGEN POLO CUP INDIA 2011 or the official season introductory course has to be called off suddenly, the registered participants are correspondingly reimbursed with their fees.

If one or more events cannot take place for whatever reasons, the registered driver has no claim whatsoever to reimbursement of accrued fees and/or other related expenses. In addition, assertion of any claims for damages is disclaimed.

Place, Date

Applicant's signature

Driver's signature

Applicant's name in block letters

Driver's name in block letters