

# **GENERAL PRESCRIPTIONS APPLYING TO ALL MAI RACING CHAMPIONSHIPS, TROPHIES, CHALLENGES AND CUPS**

*With effect from 1<sup>st</sup> January 2008*

The purpose of the present General Prescriptions (the Prescriptions) is to establish the framework of regulations applicable to the organisation of qualifying rallies for any MAI Racing Championships, Trophies, Challenges or Cups for the year 2008.

Each time the word "Championship" is used in these present General Prescriptions, the expression automatically includes the MAI Championships, MAI Challenges, MAI Trophies and MAI Cups, as well as the Regional Championships and events.

## **1. Application of the General Prescriptions**

A. All Regulations of events qualifying for the MAI Championships (Events) shall comply with the International Sporting Code (the Code) and its Appendices, the MAI Official Bulletins, the present General Prescriptions (the Prescriptions), and the Regulations of the Championship (Regulations) of which the Event forms part. In the event of differences between these various texts, the Code will take precedence.

B. Only the MAI may grant waivers to the above-mentioned Prescriptions and Regulations.

## **2. Status of Events**

An Event must be entered on the MAI National sporting calendar.

## **3. Eligible vehicles**

Save for hill-climbs, only vehicles of the groups or the formulae specified in the Regulations of the event can be admitted to the Event.

## **4. Registration of Events**

A. All applications for the inclusion of an Event in a Championship must reach the MAI Secretariat before the deadline set by the MAI.

B. The Events of a Championship shall be separated by at least two weeks. The MAI reserves the right to shorten or increase the interval according to the circumstances prevailing.

C. Any ASN wishing to apply for a new Event to be included in a Championship shall notify the MAI who will nominate at least one MAI

observer to be present at the event organised during the year preceding the one in which the Event is to be entered on the international sporting calendar.

### **5. Stewards of the meeting, MAI delegates**

For a Championship event or National event, amongst the stewards of the meeting, the number of which shall always be odd, there shall be at least one steward of a City different from that of the organiser. Also, the MAI may appoint a technical delegate who shall be responsible for scrutineering and shall have full authority over the scrutineers. The MAI may appoint other delegate(s) whose names must be included in the regulations.

### **6. Cancellation or moving of an Event**

A. The cancellation of an Event shall be notified to the MAI at least three months prior to the date for which the Event was scheduled.

B. The MAI may designate a replacement for a cancelled Event giving priority to any reserve Events.

C. Cancellation of an Event with less than 3 months notice may entail refusal of the entry of the Event in the Championship for the following year, except in cases of force majeure accepted by the MAI.

### **7. Publication of the Regulations**

A. The regulations for an Event should reach the MAI Secretariat for approval, through the relevant ASN, no later than three months prior to the starting date of the Event, after having been approved by the ASN of the organising club. The regulations should be published at least two months before the start of the Event and one month prior to the closing date for entries. The regulations together with all bulletins and official notices shall be published at least in English.

B. The regulations of the Event must comply with the Code, with these Prescriptions and with the Regulations concerned, except in cases where a waiver has been granted by the MAI.

C. Organisers must state in their regulations if there are any problems with the importation of competition vehicles or spare parts.

D. Any amendment or additional provision to the regulations of an Event may only be announced in accordance with it and the Code by dated and numbered addendum which will be an integral part of the Event regulations.

E. Any addendum to the regulations published before the opening date for entries shall be sent to the MAI Secretariat for approval. These addenda will be posted on the official notice board and will also be communicated to the competitors who must acknowledge receipt by signature, save in case of force majeure duly recognised as such by the stewards.

### **8. Acceptance of Entries**

A. Notwithstanding Article 74 of the Code, which authorises the organiser of an Event to refuse an entry, no organiser may refuse the entry of a competitor who has scored at least 30% of the total points obtained by the leader of the provisional Championship classification; for the first Event of the year, the final classification of the previous year's Championship will apply.

B. In the regulations of the Event, the organiser may state the minimum number of entered cars. If that number is not reached, the organiser may cancel the Event after obtaining the MAI's approval.

### **9. Competition Numbers**

Each car will carry the competition number of its driver(s). Competition numbers must be on the car for inspection during scrutineering.

### **10. Scrutineering and sporting checks**

A. During the initial sporting checks and scrutineering, which will take place at the times and places specified in the Regulations or the regulations of the Event, the competitor must have available all the required documents.

B. Unless a waiver is granted by the stewards, competitors who do not keep to the set time limits will not be allowed to take part in the Event.

C. No competitor, driver or other person concerned with a car can be required to sign any waiver or other document unless this requirement is explicitly stated in the regulations.

D. The clerk of the course or the chief medical officer can require a driver to have a medical examination at any time during an Event.

E. No car may take part in an Event until it has been passed by the scrutineers.

F. 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 which 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.

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

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

I. Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone shall be authorised to give instructions to the competitors.

J. The stewards will publish the results for each car scrutineered and, if required, make them available to other competitors. These results will not include any specific figure except in respect of fuel analysis or where a car is found to be in breach of the Technical Regulations.

K. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

## **11. Parc fermé**

A. Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

B. Parc fermé regulations will apply in the area between the start/finish line (the Line) and the parc fermé entrance for Events run on circuits.

C. The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

## **12. Weighing**

A. The weight of any car may be checked during the Event as follows:

- a) *During and after qualifying practice.*
- 1) At the pit entrance, the organiser will provide a flat horizontal surface measuring 6m x 3m, which will be used for the weighing procedure.
  - 2) All drivers entered in the Event will be weighed, wearing their complete racing apparel, during the Event. The weights of the drivers may then be entered into a software programme which is under the control of the MAI technical delegate.
  - 3) During qualifying practice, this software programme may also select cars at random to undergo the weighing procedure. The MAI technical delegate will inform the driver by means of a red light or flag at the pit entrance that his car has been selected for weighing.
  - 4) On seeing the red light/flag, the driver will proceed directly to the weighing area and stop his engine.
  - 5) The car will then be weighed and the result given to the driver in writing.
  - 6) If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the marshals who will take the car to be weighed.
  - 7) A car or driver may not leave the weighing area without the consent of the MAI technical delegate.
- b) *After the race:*
- Each car crossing the Line will be weighed. If a car is weighed without the driver, the weight determined under 2 above will be added to give the total weight required by the Technical Regulations.
- c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.
- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a scrutineer acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

B. Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car.

### **13. General Safety**

A. 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.

B. 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 behaviour on circuits.

C. If a car stops during practice or a race (except under Article 17 I c) and d) ), 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 help; however, if any assistance is given which causes the engine to start, the car will be excluded from the results of the qualifying practice or race during which the assistance was given. A driver who abandons a car must leave the steering wheel with the car.

In cases where a practice session is divided into two parts separated by an interval, all cars abandoned on the circuit during the first part may be brought back to the pits during the interval and may participate in the second part.

D. Repairs to a car may be carried out only in the paddock and pits and on the grid before the start.

E. If refuelling is allowed, it may only be carried out in the pits or on the starting grid until the 5-minute board is shown.

F. Save as specifically authorised by the Regulations or by the Code, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.

G. When the track is closed by race control during and after practice and after the showing of the green flag, no one is allowed on the track except the marshals in the execution of their duty and the drivers when driving, or under the direction of the marshals and the mechanics during the formation lap, until all relevant cars, whether mobile or not, have arrived in the parc fermé.

H. During a race, the engine may only be started using the starter, except in the pit lane where the use of an external starting device may be allowed.

I. Drivers taking part in practice and the race must always wear the clothes and helmets specified by the Regulations.

J. A speed limit may be enforced in the pit lane during practice and reconnaissance laps. Any driver who exceeds this limit will be fined the sum specified in the Regulations.

K. If a driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safety do so.

L. 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.

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

N. Throughout practice there will be a green/red light/flag at the pit exit. Cars may only leave the pit lane when the green light is on or green flag shown.

O. During the race, drivers leaving the pit lane will do so on their own responsibility. However, a flashing blue light or a stationary blue flag will warn of cars approaching.

P. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.

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

#### **14. Practice**

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

B. No driver may start the race without having taken part in a qualifying practice session.

C. The interval between the end of the non-qualifying practice sessions and the start of the qualifying practice sessions on the same day will be given in the Regulations. Any delay in ending the first session must result in an identical delay in starting the second session. Only in the most exceptional circumstances can a delay in starting the non-qualifying practice session or some other difficulty on race morning result in a change to the starting time of the race. The minimum interval between the last qualifying practice session and the start of the race must be 18 hours.

D. 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 non-qualifying 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. Furthermore, if, in the opinion of the stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice session that day.

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

F. All laps covered during the qualifying practice sessions will be timed to determine the drivers' positions at the start.

### **15. Briefing**

A briefing will take place after the end of the last qualifying practice session or of the non-qualifying practice session on raceday (Warm Up) in the location allocated for this purpose. All competitors (or their appointed representatives) and drivers of those cars which are eligible to take part in the race must be present throughout the entire briefing, under penalty of exclusion from the race.

### **16. Starting grid**

A. At the end of the last qualifying practice session, the list of qualified cars will be officially published.

B. Only these cars will be allowed to start the race.

C. The final starting grid will be published after the Warm Up. Any competitor 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 case, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

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

E. The fastest driver will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the MAI.

F. The rows on the grid should be separated by at least 8 metres. The exact distance will be given in the Regulations.

G. Access to the grid will close ten minutes before the time scheduled for the start of the race. After this time, any car which has not taken up its position on the grid will not be permitted to do so and must start from the pits.

H. Within the limits of the maximum number of cars allowed for the circuit concerned, up to 3 cars which did not achieve the required qualification minimum for reasons of force majeure maybe authorised by the stewards to start the race. However, they may only be permitted to start on condition that :

- they do not eliminate cars which are already qualified,
- they are judged capable of achieving the qualification minimum,
- the drivers satisfy all safety requirements, including knowledge of the circuit.

Cars thus accepted will be placed at the back of the starting grid. The stewards of the meeting may also authorise drivers who have taken part in qualifying practice but failed to qualify for reasons of force majeure recognised as such by the stewards, to start the race, under the same conditions as above.

## **17. Starting procedure**

A. The starting signal will be given by means of lights. During the start of a race, the pit wall must be kept completely free of people, with the exception of properly authorised persons wearing the appropriate passes.

B. 30 minutes before the time scheduled for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they cover more than one reconnaissance lap, they must compulsorily and at a greatly reduced speed use the pit lane between each of the laps, and may under no circumstances cross the grid.

C. 17 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 15 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 may start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. 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.

D. The approach of the start will be announced by signalling boards shown ten minutes, five minutes, three minutes, one minute and thirty seconds before the start. These boards will be accompanied by an audible warning and will have the following meanings:

- a) Ten minute board: everybody except drivers, officials and team technical staff must leave the grid.
- b) Five minute board: beginning of the count down.
- c) Three minute board.
- d) One minute board: engines will be started with drivers sitting in their cars. Team technical staff must then leave the grid.
- e) Thirty second board: 30 seconds after this board, a green flag will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order with the pole position driver leading. During this formation lap, practice starts are forbidden and the formation must be kept as tight as possible. Passing is allowed only in order to maintain formation.

E. Any driver who is unable to start the formation lap must signal this (by raising his arm or opening his door). After all the other cars have started their formation lap, his mechanics may push the car on the track to start the engine under the supervision of the marshals. The car may then start

its formation lap but is forbidden to pass any other moving car. If it will not start after repeated attempts, it must be pushed to the pit entrance or exit (as specified by the race director at the drivers' briefing) where the mechanics may attempt to start it.

F. Any car which fails to start or to maintain starting order throughout the formation lap must start the race behind the last line of the grid and must be stationary when the red light comes on. If this car is not stationary when the red light comes on, it must (on circuits where this is practicable) go into the pits at a reduced speed. It may then start from the pits as specified in Article 17 C above.

G. For races with a standing start, 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. A marshal holding a board bearing the car's race number may stand opposite each row of the grid. As soon as the car on his row has come to a halt, he will drop his board from view. Once all the cars have come to a halt and all the boards have been dropped from view, the starter will show a 5 second board, and 5 seconds later he will switch on the red light. At any time after the red light becomes visible, the race will be started by showing a green light or by extinguishing all the red lights.

For races with a rolling start, the cars will be preceded by a Pace Car and followed by an intervention vehicle. At the end of the formation lap (or, where applicable, at the end of the last formation lap), the Pace Car will withdraw in front of the Line and at that moment, the car which has obtained pole position must drive at the same speed and the other cars must maintain their position until the start signal is given. At the end of the formation lap, if the conditions so require, the clerk of the course will order the Pace Car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

H. If, after returning to the starting grid at the end of the formation lap, a driver's engine stops and he is unable to restart the car, he must signal this immediately and the marshal responsible for that row must immediately wave a yellow flag. If the start is delayed, 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. The driver may then follow the procedure set out in Articles 17 E and 17 F above. The other cars will maintain their grid positions and the vacant position(s) will not be filled. Should there be more than one driver in this situation, their new position at the back of the grid

will be determined according to their relative positions on the grid at the start of the formation lap.

I. If a problem arises when the cars reach the starting grid at the end of the formation lap, the following procedure shall be followed:

- a) If the red light has not been switched on, a red flag and a "start delayed" board will be shown at the Line.
- b) If the red light has already been switched on, the starter will show the red flag (leaving the red light on) and a "start delayed" board will be shown at the Line.
- c) In both cases a) and b), all engines will be stopped and the start procedure will recommence at the five minute point, with the race distance reduced by one lap. If, after the start, a car is immobilised on the starting grid, it shall be the duty of the track 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 re-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 procedure.

J. Should Article 17 I above apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race shortened as a result.

K. No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 17 I above.

L. A time penalty, which will be specified in the Regulations, will be imposed for any false start.

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

N. Any variation in this start procedure must be indicated in the Regulations. Any breach of the provisions of the Code or of these Prescriptions relating to the starting procedure may result in the exclusion of the car and driver concerned from the Event.

## **18. Stopping the race or practice**

A. Should it become necessary to stop the race or practice because the circuit is blocked as the result of an accident or because weather or other conditions 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 posts. The decision to stop the race or practice can only be taken by the clerk of the course (or in his unavoidable absence, his deputy). When the signal to stop is given:

- a) during practice, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be recovered;
- b) during a race, all cars shall immediately reduce speed and proceed slowly to the red flag line in the knowledge that:
  - the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given,
  - race and service vehicles may be on the track,
  - the circuit may be totally blocked because of an accident,
  - weather conditions may have made the circuit undriveable at racing speed,
  - the pit lane will be open.

All cars must stop at the red flag line until directed by marshals to proceed to the grid, to enter the pit lane or to proceed to the parc fermé.

B. 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 19 A will apply.

Case B: Two or more full laps but less than 75% of the scheduled race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 19 B will apply.

Case C: 75% or more of the scheduled race distance (rounded unto the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line for the penultimate time before the race was stopped.

## **19. Restarting a race**

### **A. Case A:**

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full scheduled race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart either in their original car or in a spare car.
- d) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.
- e) The cars may be worked on.
- f) Refuelling will be allowed until the five minute board is shown.

### **B. 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 second part will be three laps less than the scheduled race distance, less the first part.
- c) The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part.
- d) Only cars which took part in the first start will be eligible and then only if they returned to the grid or pits under their own power by an authorised route.
- e) No spare car or reserve will be eligible.
- f) The cars may be worked on.
- g) No refuelling or removal of fuel will be allowed.
- h) If the race was stopped because of rain, a "rain" sign must be displayed at the Line.

### **C. 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 board 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 board is shown will be directed to the pits. It may then start from the pits as specified in Article 17 C. The organiser must have sufficient personnel and equipment this disposal to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

## **20. Safety Car**

The Safety Car regulations shall comply with the provisions of Appendix H, Chapter 2, Article 5.

## **21. Finish**

A. The end-of-race signal will be given at the Line as soon as the leading car has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.

B. Should for any reason (other than under Article 18 A) the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, 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.

C. After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without stopping and without any assistance (except that of the marshals, if necessary). Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

## **22. Advertising**

A. An organiser may only prescribe advertising on the background for the competition numbers with the specific consent of the MAI.

B. Such advertising on the background for competition numbers shall not exceed an area of 50 cm long by 14 cm high above or below the white background.

## **23. Classifications**

A. In addition to the classifications provided for in the Regulations, subject to the consent of the MAI, the regulations of an Event may make provision for sub-classifications by groups of cars, as defined in Appendix J (Art. 251.1.2), sub-classifications by cylinder capacity classes, or special classifications based on a performance index.

B. The sole method to be used for determining the general classification of a race in a Championship will be as follows:

- For all speed races on circuits and of less than 4 hours duration, only cars which have covered at least 90% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
- For all races run on circuits and lasting 4 hours or more, only cars having covered at least 70% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
- 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 that car.
- When a race is run in more than one part, the winner is the one who completes the prescribed total distance in the least total time, or the greatest total distance in the prescribed total time.

C. The organiser's ASN shall send the results of the Event to the MAI Secretariat within the following week, as well as to all the organisers of the remaining Events in the Championship.

## **24. Dead heat**

### **A. Drivers**

The rule for deciding between drivers who have scored exactly the same points total shall be as follows:

- 1) according to the value of the places (first place, second place, third place, etc.) achieved in the general classifications of the Events and having served to make up their points total;
- 2) according to the value of the places achieved in the general classifications of all the Events in which each of the tying drivers has taken part.
- 3) in the event of a further tie, the MAI itself will decide the winner, on the basis of whatever other considerations it thinks fit.

### **B. Automobile makes**

The rule for deciding between makes which have scored exactly the same points total shall be as follows:

- 1) according to the value of the places achieved in the contingent of Events having served to make up to points total for each make, taking into account only one place per Event for each make;
- 2) according to the value of the places achieved in all the Events in which the tying makes have taken part, taking into account only one place per Event for each make;
- 3) according to the value of the places achieved in all the Events in which the tying makes have taken part; if a make has achieved more than one place in the same Event, these places may be cumulated;
- 4) in the event of a further tie, the MAI itself will decide the winner, on the basis of whatever other considerations it thinks fit.

## **25. Protests and Appeals**

- 1) All protests must be lodged in accordance with the stipulations of the Code (Articles 171 et seq.).
- 2) All protests must be lodged in writing and handed to the clerk of the course together with the protest fee of Rs.5,000/-, which shall not be returned if the protest is judged unfounded.
- 3) Protest fees for national events shall be Rs.10,000/-

- 4) If the protest requires the dismantling and re-assembly of clearly defined parts of a car, the claimant must pay an additional deposit of Rs.6,000/-
- 5) 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.
- 6) 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.

### **Appeal Procedure**

- 7) Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 180 et seq. of the Code.
- 8) 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.
- 9) The right to bring an appeal to the MAI 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 MAI will give its decision within a maximum of 30 days.
- 10) 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.
- 11) The confirmation of an appeal to the MAI must be accompanied by the fee of Rs.30,000/-.

- 12) 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.
- 13) If the appeal is rejected or it is withdrawn after being brought, no part of the protest fee shall be returned.
- 14) If judged partially founded, the fee may be returned in part, and its entirety if the protest is upheld.
- 15) If it is proved that the author of the appeal has acted in bad faith, the MAI may inflict upon them one of the penalties laid down in the Code.
- 16) The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down by the MAI.

## **26. Application and Interpretation of the Prescriptions and of the Regulations.**

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

## **27. Fair and impartial coverage**

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

## **28. Annual MAI Prize Giving**

- 1) Any driver winning an MAI National Championship must be present at the annual MAI prize giving ceremony.
- 2) Save in case of force majeure, any absence will entail a fine imposed by the MAI.