

MRF Road Racing Challenge (approved by the FMSCI)

A Round of the MRF Road Racing Challenge 2007



Supplementary Regulations

PROMOTED BY :
FB Motorsports

ORGANISED BY :
FB Motorsports



**National Sports Federation
recognized by the Govt. of India**



Federation Internationale de Motocyclisme

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

PART 1 – SPORTING REGULATIONS

A.1 REGULATIONS

A.1.1 The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

A.2. Titles & Status

A.2.1 The following titles will be awarded:

Title: MRF Road Racing Challenge 2007	Status
Indian 2-Stroke upto 150 cc Group B Indian 4-Stroke upto 250 cc Group B RD 350 cc Group A Bullet upto 500 cc Group A	National
Super Sports upto 600 cc Group A Super Bikes upto 1000 cc Group A	National

A.3 GENERAL UNDERTAKING

A.3.1 All riders, competitors and officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code (the Code) of the FIM, and the National Competition Rules (NCR) of the FMSCI.

A.4 GENERAL CONDITIONS

A.4.1 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the FMSCI 2 Wheeler Technical Regulations 2007, the NCR and the Sporting Regulations. If a competitor is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered bike during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

A.4.2 Competitors must ensure that their bikes comply with the conditions of eligibility and safety throughout practice and the race.

A.4.3 The presentation of a bike for scrutineering will be deemed an implicit statement of conformity.

A.4.4 All persons concerned in any way with an entered bike or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

A.4.5 Definitions:

FMSCI : The Federation of Motor Sports Clubs of India

FIM : Federation Internationale de Motocyclisme

Code : International Sporting Code of the FIM

NCR : National Competition Rules of the FMSCI

A.5 LICENCES

A.5.1 All riders participating in the Event must hold a full Competition License. All foreign participating riders will need a National Competition license issued by their FMN and a NOC from their FMN granting them permission to race in the above mentioned event.

A.5.2 All riders and competitors must hold current and valid Licenses and, where applicable, licences and / or authorizations issued by their FMN(s)

A.6 DISTANCE AND FORMATION OF CLASS

A.6.1 The distance of all races, from the start signal shall be between 20kms and 40kms for each of the races. The leader will be shown the chequered flag when he crosses the control line (the line) at the end of the lap during which this distance is exceeded.

A.6.2 A race may be cancelled if fewer than 4 bikes are available for it

A.7 ORGANISATION OF EVENTS

A.7.1 ORGANISER OF THE EVENT: FB Motorsports, C/O WIAA Goa, Shrama Shakti Bhuvan, 6th Floor, Patto Plaza, Panjim, Goa 403001. Tel: 0832-2437075, Fax: 0832-2438011, Mob: 9821118487, Email:faradb@gmail.com

A.7.2 The Organiser shall supply the information set out in Appendix 1 (along with SR) to all competitors no later than 10 days before the Event.

A.7.3 The MRF Road Racing Challenge 2007 will run on the following dates & venues:

Round	Date	Venue
1	23-26 August	Kari Motor Speedway, Coimbatore
2	13-16 December	Kari Motor Speedway, Coimbatore

A.8 DELEGATES

A.8.1 For each event the FMSCI will nominate the following delegate:
Chief Steward
Steward
Steward
Technical delegate / Chief Scrutineer

The Organiser will nominate the following delegates:
Press delegate
Safety delegate

A.8.2 The technical delegate nominated will be responsible for scrutineering and will have full authority over the additional scrutineers.

A.9 OFFICIALS

A.9.1 The following officials will be nominated by the Organiser:
The Race Director
The Clerk of the Course
Additional Scrutineer

A.9.2 The following officials will be nominated by the FMSCI
Stewards of the meeting
Chief Scrutineer

A.9.3 The Clerk of the Course must be in radio contact with all marshals posts at all times when bikes are permitted to run on the track. The Stewards of the meeting and other officials must be in contact with the Clerk of the Course at all times.

A.10 COMPETITORS APPLICATIONS

A.10.1 Those wishing to take part in the above event must submit their entries in the enclosed entry form duly filled along with two stamp size photos to the organizers before 1700 hrs on the Tuesday before the event. If the entry is sent by fax, the original entry form must be couriered on the same day.

A.10.2 Entry Fee must accompany the entry forms. The fee is Rs. 1000/- per bike per round with the organizers advertisement and Rs. 5000/- per bike per round without the organizers advertisement . Only FB Motorsports is authorized to collect the entry forms and fees.

A.10.3 Change of rider after the close of entries is not allowed.

A.11 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

A.11.1 In exceptional circumstances, the stewards may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

A.11.2 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 in the paddocks.

A.11.3 Any decisions or communication concerning a particular competitor must be given to him within twenty- five minutes of such decision and receipt must be acknowledged.

A.12 INCIDENTS

A.12.1 Incident means any occurrence or series of occurrences involving one or more riders, or any action by any rider, which is reported to the stewards by the clerk of the course (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;
- Caused a false start by one or more bikes;
- Caused a collision;
- Forced a rider off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a rider;
- Illegitimately impeded another rider during overtaking.

A.12.2 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 rider or riders involved in an incident shall be penalized.

If a rider is involved in collision or incident he must not leave the circuit 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 rider 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 without their consent.

A.12.3 The Stewards may impose a stop/go penalty on any rider involved in an incident. However, should such penalty be imposed during the last four laps, or after the end of a race, 15 seconds will be added to the elapsed race time of the rider concerned.

A.12.4 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 / pit crew concerned.

b) From the time the steward's decision is notified the relevant rider may cover no more than three complete laps before entering the pits and proceeding to his pit where he shall remain for the period of the time penalty.

c) Whilst a bike 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.

d) When the time penalty period has elapsed the rider may rejoin the race.

- e) Any breach or failure to comply with Articles A.12.4b) or A.12.4c) may result in the bike being excluded.
- f) It shall be the duty of team / pit crew concerned to inform the rider.

A.13 PROTESTS

A.13.1 Protest if any, should be lodged within 30 minutes of the announcement of provisional results which will be pasted on the notice board at the paddock. A protest fee of Rs.2,000/= must accompany each protest. In case the protest involves a clearly defined part of a bike requiring dismantling and reassembly, an additional sum of Rs.3000/= must accompany the protest. In case the protest involves the whole bike, the additional sum of protest fee is Rs.10,000/=.

A.13.2 Lodging of protest

Every protest shall be in writing and accompanied by a fee of Rs.2,000/=. This fee may only be returned if the protest is upheld.

A.13.3 To whom addressed

Protests arising out of a competition shall be addressed to the clerk of the course. In the absence of the clerk of the course such protests should be addressed to any of the stewards of the meeting.

A.13.4 Protest time limit :

- a) A protest against the entry of a competitor or rider, or against the length of the course must be lodged, at the latest, two hours after the closing time for the official scrutineering of the bikes, i.e. Pre event Scrutiny.
- b) Protests against a handicap or make up of a heat must be lodged at the latest one hour before the start of the competition.
- c) A protest against a decision of a scrutineer or weighing official shall be lodged by the competitor in question immediately after such decision has been made.
- d) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of bikes with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results. Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organisers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.
- e) The stewards of the meeting shall treat all protests referred to above as urgent. In the case of a split vote amongst the stewards of the meeting, the chairman of the stewards shall have the casting vote.

A.13.5 The Appeal fee is set at Rs. 5000/- along with a bond money of Rs.7500/=. The intention to appeal must be notified in writing to the Stewards of the meet within one hour of the publication of the decision.

A.14 SANCTIONS

A.14.1 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.15 NUMBER OF BIKES PARTICIPATING

A.15.1 The number of bikes allowed to start the race is 20.

A.16 RACE NUMBERS AND NAME OF BIKE

A.16.1 The race numbers must be in conformity with Chapter IX of the NCR. Three clear areas for the display of competition numbers must be reserved. One on the nose of the bike and two on the sides.

A.16.2 The name of the rider and blood group must appear on both sides of the bike and be clearly legible.

A.17 PIT LANE

A.17.1 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 bike.

b) Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed by the Safety Delegate.

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

d) No equipment may be left in the fast lane. A bike may enter or remain in the fast lane only with the rider sitting on the bike in his normal position, even when the bike is being pushed.

A.18 SCRUTINEERING

A.18.1 Initial scrutineering of the bike will take place at a time and place given in the final instruction of each event [Please see official programme posted on the paddock notice board].

A.18.2 No bike may take part in the Event until it has been passed by the scrutineers.

A.18.3 The scrutineers may:

a) Check the eligibility of a bike or of a competitor at any time during an event.

b) Require a bike to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in the Article may entail,

d) Require a competitor to supply them with such parts or samples as they may deem necessary.

A.18.4 Any bike 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 scrutinizing approval.

A.18.5 The clerk of the course may require that any bike involved in an accident be stopped and checked.

A.18.6 Checks and scrutineering 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.18.7 Replacement bikes i.e. change of bikes is permitted provided the replacement bike has passed scrutiny. Change of bike after qualifying OR after Race 1 of that respective class will entail that the bike starts from the back of the grid.

A.18.8 Free.

A.19 RIDING GEAR REQUIREMENTS

A.19.1 No rider will be allowed to take part in any official practice, qualifying or race unless they have the following

- HELMETS ARE COMPULSORY. These should be either of ISI or International Standards. These should be in a sound condition and fitted properly. However, the scrutineer will decide on the race worthiness of any helmet.
- Calf length or ankle leather boots are compulsory.
- Full length leather gloves in sound condition are compulsory.
- Goggles / Spectacles if worn must be of non-splinterable and non-inflammatory type.
- A riding gear of thick cord/denim is compulsory. Dress regulations should be strictly adhered to during practice, in paddocks and on race day. Violation entails EXCLUSION.

A.20 SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE EVENT

- A.20.1** The Organiser will specify control Tyres for certain classes.
- A.20.2** The only eligible tyre for those classes are those supplied by the Organiser in the technical regulations. These tyres will carry official series marking and will be the only tyres permitted to be used during practice, qualifying sessions and the races. Any use of unmarked tyres at any time will result in penalties and possible exclusion from the event.
- A.20.3** The number of tyres permitted for each competitor at each event for the official timed practice sessions and the two races will be limited to ONE front and ONE rear. They shall all be made of the same quality of compound and shall be strictly identical. These tyres shall be marked by the scrutineers in the presence of the Technical delegate.
- A.20.4** All tyres must be used as supplied by the official tyre supplier, except where tyres are free. 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.20.5** Tyres will be distributed at the Scrutiny area on the Thursday of each round. Marked tyres are to be used only for official practice sessions, qualifying and races.
- A.20.6** The use of tyres without appropriate identification is strictly forbidden.
- A.20.7** 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.20.8** In those exceptional cases where, in the judgment of the Technical delegate, damage to the tyres through no fault of the competitor/rider makes further participation in the event impossible, one supplementary front and/ or rear tyre may be nominated and used.

A.21 WEIGHING

- A.21.1** a) During qualifying practice bikes will be weighed as follows:
- 1) The organizer will install weighing equipment in an area as close to the first pit as possible, this area will be used for the weighing procedure;
 - 2) Bikes will be selected at random to undergo the weighing procedure. The technical delegate will inform the rider by means of a signal at the pit entry that his bike has been selected for weighing;
 - 3) Having been signaled that his bike has been selected for weighing, the rider will proceed directly to the weighing area and stop his engine;
 - 4) The bike will then be weighed and the result given to the rider in writing;
 - 5) If the bike 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 bike to be weighed;
 - 6) A bike or rider may not leave the weighing area without the consent of the technical delegate;
 - 7) If a bike stops on the circuit and the rider leaves the bike, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race each bike crossing the line will be weighed
- c) Should the weight of the bike be less than that specified in the Technical Regulations when weighed under a) or b) above, the bike and the rider will be excluded from the practice or race save where the deficiency in weight results from the accidental loss of a component of the bike 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 bike after it has been selected for weighing or has finished the race or during the weighing procedure.(except by a scrutineer when acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- A.21.2** Any breach of these provisions for the weighing of bikes may result in the exclusion of the relevant bike.

A.21.3 The minimum racing weights for the following will be:

Indian 2-Stroke upto 150 cc Group B	___kgs - TBA
Indian 4-Stroke upto 250 cc Group B	___kgs - TBA
RD 350 cc Group A	___kgs - TBA
Bullet upto 500 cc Group A	___kgs - TBA
Super Sports upto 600 cc Group A	___kgs - TBA
Super Bikes upto 1000 cc Group A	___kgs - TBA

A.22 GENERAL SAFETY

A.22.1 Riders are strictly forbidden to ride their bike in the opposite direction to the race unless this is absolutely necessary in order to move the bike from a dangerous position. A bike may only be pushed to remove it from a dangerous position as directed by the marshals.

A.22.2 During practice and the race, riders may use only the track and must at all times observe the provisions of the Code relating to riding behaviour on circuits.

A.22.3 If a bike stops during qualifying or a race, 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 rider is unable to ride the bike 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 bike will be excluded from the results of the qualifying practice or race during which the assistance was given.**

A.22.4 Repairs to a bike may be carried out only in the paddock and pits and on the grid before the start.

A.22.5 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.

A.22.6 Save as specifically authorised by the Regulations or by the Code, no one except the rider may touch a stopped bike unless it is in the pits or on the starting grid.

A.22.7 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 riders when riding, or under the direction of the marshals and the mechanics during the formation lap, until all relevant bikes, whether mobile or not, have arrived in the parc fermé.

A.22.8 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.

A.22.9 Riders taking part in practice and the race must always wear the clothes and helmets specified by the Regulations.

A.22.10 A speed limit may be enforced in the pit lane during practice and reconnaissance laps. Any rider who exceeds this limit will be fined Rs. 5000 for each such incident.

A.22.11. If a rider has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so.

A.22.12 The bikes lights and/or the bikes red rear light and/or rear fog lights must be illuminated at all times when a track 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 bike be stopped.

A.22.13 If a rider is involved in a collision, he must not leave the circuit without the consent of the stewards.

- A.22.14** Throughout practice there will be a green/red light/flag at the pit exit. Bikes may only leave the pit lane when the green light is on or green flag shown.
- A.22.15** During the race, riders leaving the pit lane will do so on their own responsibility. A stationary blue flag will warn of bikes approaching.
- A.22.16** Official instructions will be given to riders by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.
- A.22.17** Any rider 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.

A.23 PRACTICE

- A.23.1** 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.23.2** No rider may start in the race without taking part in a practice/qualifying session.
- A.23.3** The timetable of each event shall be issued to competitors prior to the event.
- A.23.4** If a bike stops during qualifying, 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 rider is unable to drive the bike from a dangerous position, it shall be the duty of the marshals to assist him.

If any such assistance results in the bike being driven or pushed back to the pits the following penalties will be imposed:

- a) **Deleted.**
- b) **During a qualifying session the rider's fastest lap time from that session will be deleted.**

None of the above penalties will be imposed if a rider, having received assistance then leaves the bike in the parc ferme, under the control of the technical delegate, without returning to his pit. No part of a bike abandoned in the parc ferme or on the track may be used until the bike is returned to the garage of the relevant Team.

In the event of a riding infringement during qualifying the Stewards may delete any number of qualifying times for the rider concerned. In this case, a Team will not be able to appeal against the steward's decision.

- A.23.5** 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 bike. 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.23.6** 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 riders admitted to start.
- A.23.7** All laps covered during qualifying practice will be timed to determine the rider's position at the start.

A.24 STOPPING THE PRACTICE

- A.24.1** Should it become necessary to stop the practice because the circuit is blocked by 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.

When the signal is given to stop, all bikes shall immediately reduce speed and proceed slowly back to their respective pits, and all bikes abandoned on the track will be removed to a safe place.

At the end of each practice session all riders may cross the Line only once.

A.25 THE GRID

A.25.1 At the end of the last qualifying practice session, the list of qualified bikes will be officially published. Only these bikes will be allowed to start the race.

A 25.2 All laps covered during qualifying practice will be timed to determine the rider's position at the start.

A.25.3 There will be ONE qualifying session of 15 minutes duration to determine the grid position for the First and Second Race in each class. The fastest LAPS OF ALL BIKES will determine the grid for the first race (Saturday). The 2nd FASTEST LAPS OF ALL BIKES will determine the grid for race 2 (Sunday).

A.25.4 . Any competitor whose bike(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their bike(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 bikes are withdrawn, the grid will be closed up accordingly.

A.25.5. The grid will be drawn up in the order of the fastest / second fastest time achieved by each rider taking the qualifying practice sessions into account. Should two or more riders have set identical times, their second / third fastest time will determine the position and so on respectively.

A.25.6 The fastest rider 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 FMSCI.

A.25.7 The rows on the grid should be separated by at least ___ metres (TBA).

A.25.8 Access to the grid will close five minutes before the time scheduled for the start of the race. After this time, any bike which has not taken up its position on the grid will not be permitted to do so and must start from the pits.

A.25.9 Within the limits of the maximum number of bikes allowed for the circuit concerned, up to 3 bikes which did not achieve the required qualification minimum for reasons of force majeure may be authorised by the stewards to start the race. However, they may only be permitted to start on condition that :

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

Bikes thus accepted will be placed at the back of the starting grid. The stewards of the meeting may also authorise riders 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.

A.25.10 The qualification minimum is 110% of the fastest time of that class.

A.26 BRIEFINGS

A.26.1 A briefing will take place before the qualifying session on Friday in the location allocated for this purpose. All riders of those bikes which are eligible to take part in the race must be present throughout the entire briefing, under penalty of exclusion from the race.

A.27 STARTING PROCEDURES

A.27.1. 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.

- A.27.2.** 12 minutes before the time scheduled for the start of the race, the bikes 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.
- A.27.3** 7 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 5 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any bike 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 rider in position. Where the pit exit is immediately after the Line, bikes 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, bikes will join the race as soon as the whole field has crossed the Line after the start.
- A.27.4** The approach of the start will be announced by signalling boards shown , 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) 5 minute board: everybody except riders, 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 riders sitting on their bikes. 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 bikes will begin a formation lap, maintaining their starting order with the pole position rider 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.
- A.27.5** Any rider who is unable to start the formation lap must signal this (by raising his arm). After all the other bikes have started their formation lap, his mechanics may push the bike on the track to start the engine under the supervision of the marshals. The bike may then start its formation lap but is forbidden to pass any other moving bike. If it will not start after repeated attempts, it must be pushed to the pit entrance or exit (as specified by the race director/COC at the riders' briefing) where the mechanics may attempt to start it.
- A.27.6** Any bike 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 bike 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 27.3 above.
- A.27.7** For races with a standing start, when the bikes 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 bike's race number may stand opposite each row of the grid. As soon as the bike on his row has come to a halt, he will drop his board from view. Once all the bikes 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.
- A.27.8** If, after returning to the starting grid at the end of the formation lap, a rider's engine stops and he is unable to restart the bike, 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 bike concerned to prevent it from moving until the whole field has left the grid. The other bikes will maintain their grid positions and the vacant position(s) will not be filled. Should there be more than one rider 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.
- A.27.9** If a problem arises when the bikes 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 bike 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 rider is able to re-start the bike whilst it is being pushed, he may rejoin the race.
- d) If the rider is unable to re-start the bike whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the bike then starts, it may rejoin the race. The rider and mechanics must follow the instructions of the track marshals at all times during such procedure.

A.27.10 Should the Article above apply, the race will nevertheless count for the Challenge no matter how often the procedure is repeated, or how much the race shortened as a result.

A.27.11 No refuelling will be allowed on the grid if more than one start procedure proves necessary under 30.2 above.

A.27.12 A time penalty, 20 seconds, will be imposed for any false start.

A.27.13 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

A.27.14 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 bike and rider concerned from the Event.

A.28 THE RACE

A.28.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

A.28.2 During the race, riders leaving the pit lane may only do so when the pit exit light is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the rider if bikes are approaching on the track.

A.29. STOPPING A RACE

A.29.1 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 / qualifying, all bikes shall immediately reduce speed and proceed slowly back to their respective pits, and all bikes abandoned on the track will be recovered;
- b) during a race, all bikes 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 unrideable at racing speed,
 - the pit lane will be open.

All bikes 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.

A.29.2 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 30.1 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 30.2 will apply.

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

A.30 RESTARTING A RACE

A30.1. 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 riders who are eligible to take part in the race shall be eligible for the restart either in their original bike or in a spare bike.
- d) After the signal to stop the race has been given, all bikes able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.
- e) The bikes may be worked on.
- f) Refuelling will be allowed until the five minute board is shown.

A30.2. Case B:

- a) The race shall be deemed to be in two parts, the first of which finished when the leading bike 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 bikes arranged in the order in which they finished the first part.
- d) Only bikes 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 bike or reserve will be eligible.
- f) The bikes 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.

A.30.3. 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 board will be shown, the grid will close and the normal start procedure will recommence.
- c) Any bike 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 27.3 . The organiser must have sufficient personnel and equipment at his disposal to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

A.31 FINISH

A.31.1. The end-of-race signal will be given at the Line as soon as the leading bike has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.

A.31.2 Should for any reason (other than under Article 29.2 C) the end-of-race signal be given before the leading bike 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 bike 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.31.3 After receiving the end-of-race signal all bikes 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 bike which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the bike to the parc fermé.

A.32 PARC FERME

A.32.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

A.32.2 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.

A.32.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

A.33 CLASSIFICATIONS

A.33.1 The bike placed first will be the one having covered the scheduled distance in the shortest time. All bikes will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

A.33.2 The sole method to be used for determining the general classification of a race in a Championship will be as follows:

- Only bikes 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).
- If a bike 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 bike.
- 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.

A.33.3. The organiser shall send the results of the Event to the FMSCI Secretariat within the following week, as well as to all the organisers of the remaining Events in the Challenge.

A.33.4 Points for Riders titles and Team will be awarded for each race according to the following scale:

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

Fastest LAP in each race : 1 point

A.33.5 PODIUM CEREMONY

The Riders finishing the race in 1st 2nd and 3rd positions must attend the prize-giving ceremony on the podium.

A.33.6 The following prizes will be given for individual rounds per class.

	1 st Race	2 nd Race
First place	: Trophy + Rs. TBA	Trophy + Rs. TBA
Second place	: Trophy + Rs. TBA	Trophy + Rs. TBA
Third place	: Trophy + Rs. TBA	Trophy + Rs. TBA

Overall Prizes to be awarded to Champions for all 3 classes :

- 1st overall – Rs. TBA
- 2nd overall – Rs. TBA
- 3rd overall – Rs. TBA

Tax, if and as applicable, shall be deducted from prize money.

A.33.7 Organizers reserve the right to increase the above mentioned prize monies and to give additional prizes & monies in excess of what is mentioned above.

A.33.8 A trophy in each class will be presented to the tuner / team of the Challenge based on points earned by his best two placed riders in that class. Foreign Riders are eligible for points for OVERALL CHALLENGE.

A.34 CLASSES

A.34.1.

Indian 2-Stroke upto 150 cc Group B

Indian 4-Stroke upto 250 cc Group B

RD 350 cc Group A

Bullet upto 500 cc Group A

Super Sports upto 600 cc Group A

Super Bikes upto 1000 cc Group A

B.1 BIKES AND RIDERS

B.1.1 Riders must put their own name and blood group on each side of the bike.

B.1.2 A bike 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.1.4 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.1.5 No display may contain offensive material.

B.2 SERIES DECALS SUPPLIED BY THE PROMOTER OR ORGANISER

B.2.1 Riders must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any Rider who fails to adhere to these Regulations may be liable to a fine of up to Rs.10,000/-.

B.2.2 Each bike entered must carry the compulsory decals in position as shown in the briefing.

B.2.3 Each of the top 3 finishing Riders at each race must wear the hats supplied by the organizers for the duration of the podium ceremony and whilst at the press conference.

B.3 ADVERTISING

B.3.1 Each Rider and Entrant must ensure that all advertising carried by or associated with the Rider or Entrant (including on or in a bike) 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 ensure 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/rider and accepted by the organizer, the entrant/rider are both deemed to have accepted and understood these Regulations in full.

B.5. PROMOTION

- B.5.1** Each Rider and Entrant must use reasonable endeavours 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 Rider and Entrant must use their best endeavours 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 riders and teams are to observe the country's tax laws and adhere to them.

PART C?

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 Challenge each Rider 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 Rider 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 Rider 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 Rider or Entrant (including their employees, agents and contractors) in an Event or the Challenge. This paragraph shall not apply to liability with respect to death or personal injury.
- D.1.3** Each Entrant and Rider agrees that each of the Promoter, the Organizer, the FMSCI, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Rider 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 Rider in an Event or the Challenge.

D.2. RELEASE

- D.2.1** Each Rider and / or Entrant releases and discharges the promoter, the Organizer, the FMSCI, 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 Rider or Entrant (including their employees, agents and contractors) in an Event or the Challenge.

D.3 INDEMNITY

- D.3.1** Each Rider and/or Entrant indemnifies the Promoter, the Organizer, the FMSCI, each Circuit owner and each of their employees, agents and contractors against all Losses of that Rider or Entrant or that Rider'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

Rider, Entrant, employee, agent or contractor in an Event or the Challenge. This indemnity duly signed by the Entrant and Competitor on a Rs. 100 stamp paper has to be furnished along with the entry form.

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. INSURANCE

D.5.1 All participants must have an High Risk personal insurance with hospitalization benefit of a minimum of Rs. 2 lacs. Proof of this should be shown during the pre-event scrutiny. The competitor without this mandatory insurance shall not be allowed to start.

D.6. READING DOWN

D.6.1 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.
