

MECO – FJRS MOTORCYCLE RACING 2017

SUPPLEMENTARY REGULATIONS



The Federation of Motor Sports Clubs of India

(National Sports Federation Recognized by the Government of India)

PREAMBLE

This event is being held under the International Sporting Code of the FIM, the the **2017 FMSCI General Prescriptions & Technical Regulations for 2w Road Racing** , and these Supplementary Regulations.

THESE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT THE MFMR, NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

Any communications regarding these Rules or regarding MFMR competition as affected by these Rules should be made to MFMR. No portion of these rules may be copied or used without the express written consent of the MFMR.

Promoters & Organisers	:	M/s. MECO Motorsports Pvt Ltd, Chennai
Name of event	:	MECO FJRS MOTORCYCLE RACING 2017
Dates & Venue	:	29th & 30th April 2017, Kari Motor Speedway Track, Coimbatore
Status	:	Open
FMSCI Permit No	:	TBA
Venue & Course	:	The venue of the events will be the KMS Race track at Orattu Kuppai

Course Details

Course	Distance	Surface
KMS, Coimbatore	2.10 Kms	Tarmac



Kari Motor Speedway, Coimbatore

CHAPTER 1 - DEFINITIONS

MFMR – MECO – FJRS MOTORCYCLE RACING 2017

Appeal – See Page No

Entry Closing - A predetermined deadline for entering a meet.

Disqualification - Forfeiture of all awards, prizes

Event – A race program in which one or more race are held.

Manufacturer – Open for any Indian Manufacturer for every classes.

Meeting -- A sprint race event.

Motorcycle -- A single engine, single track, two wheeled, rear wheel drive vehicle.

OEM -- Original equipment manufacturer is only allowed MFMR for all classes.

Paddock -- Designated area for maintenance of competition motorcycles. May also include parking area for support vehicles.

Participants – All persons, including but limited to riders, mechanics,

officials, workers, vendors and media members, who have access to areas where competition motorcycles are ridden.

Pits - Designated area with direct access to race track that may include staging and signal zones. Access is restricted to credentialed individuals.

Probation – A predetermined time frame during which extraordinary disciplinary guidelines apply to a rider or team.

Protest – See Page below

Program -- The predetermined outline of races that make up a event.

Race -- Competition in which eight or more riders compete.

Race Track or Circuit – Includes the actual racing surface, run off areas, infield, pit entrance and exit, grid, test track and any other area where the riding of competition motorcycles is permitted.

Rider -- Any participant duly registered to compete in a meet.

CHAPTER 2: PROMOTER REGULATIONS

Promoter will provide sufficient security measures and personnel to keep the track, pit and fences clear of spectators. Promoter will provide the necessary equipment and personnel for track preparation and maintenance, including dust prevention.

MEDICAL SERVICES

Promoter is responsible for notifying local hospitals and trauma centers in advance of each event. Promoters must also provide the following materials and services, which must be present and operational at all times machines are being ridden at any sanctioned activity and for 30 minutes after the conclusion of the final event of the meet:

1. At least one ambulance with an operating oxygen supply and driver capable of legal transport of injured persons. In the event all ambulances leave the facility, on-track activities must be immediately suspended until at least one is back on station.
2. At least one qualified physician or certified trauma-trained paramedic.
3. The cost of these services, for injured participants, is the responsibility of the promoter.

4. A sufficient number of fire extinguishers, and personnel instructed in their use, in the pit area and on the course. Extinguishers must be fully charged and have a minimum rating as follows:

PITS AND PADDOCK

Promoter is responsible for providing a Paddock/Pit Area with the following provisions:

1. Separated from spectator area by adequate fencing.
2. Provide access to the racetrack.
3. Sufficient permanent or portable sanitary facilities.
4. Sufficient area to accommodate all racers and officials, including their cars / vans and trailers. Separate rider and official parking areas must have adequate security.
5. Suitable area, secure and protected from the elements, for any technical controls ordered by the Officials.
6. Designated area for vehicle impounds.

On request, promoter must present the official MFMR sanction certificate.

ADVERTISING & MEDIA

1. Promoter must not make false announcements, advertising or otherwise distribute information to the press or public which is incorrect or misleading.
2. All printed advertising of sanctioned events must include the MFMR logo and the words "MFMR SANCTIONED" or "SANCTIONED BY THE MFMR".
3. Radio, television and all other forms of audio advertising must include the words **"MFMR APPROVED"**
5. Promoter is solely responsible for all advertising associated with the event.
6. Promoter is responsible for the issuance of all press credentials, for the issuance of special instructions to these individuals and for providing adequate information services at the race.

The promoter will have available at the conclusion of the event, in cash or as required, all prize money for the event or for the previous weeks event at facilities operating weekly programs.

Promoter will provide a suitable scoring facility, which will include good visibility, security, tables and chairs, protection from weather and sanitary facilities.

At the direction of the STEWARD, promoter will remove obstacles or pad them with straw bales or other suitable padding.

All spectator areas must be adequately fenced.

It is the sole responsibility of the promoter to insure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the meet. The FMSCI and MECO MOTORSPORTS do not attend or supervise meets and cannot undertake to determine safety aspects.

The promoter is responsible for securing participant and spectator legal liability insurance from the FMSCI's preferred carrier or another carrier approved by the FMSCI. Promoters are not required to provide rider medical insurance. Riders are reminded of the optional RAMP (Rider Accident Medical Program) insurance coverage is available to all FMSCI members.

The promoter is responsible for enforcing FMSCI membership requirements and for filing all pre- and post-race reports, including but not limited to Referee Reports and Injury Reports, in a tiMFMRy manner.

Organising Committee : The promoters of the event have formed an Organising Committee of the event as under and this committee is vested with the powers to run the event.

Organising Committee	
AKBAR EBRAHIM	Chairman
RASHEED KHAN	Vice Chairman
EMMANUEL JEBARAJ	Riders Representative
ABDUL AARIF	Secretary of the Event

PROGRAMME - in separate attachment

OFFICIALS OF THE MEET - in separate attachment

Conditions Precedent

- a) The conduct and management of the race is entrusted to the Organising Committee. Competitors and Riders of vehicle participating in the race and all of them must EXPRESSLY AGREE AND UNDERTAKE not to agitate, litigate or seek the decision of any court of law directly concerning or relating to the races, commencing from, the submission of entries up to the conclusion of the race and test, the declaration and distribution of the

Prize and including any difference in the time registered by different Chronometers, of the gain or the loss of time by the Chronometers excepting as specified in the judicial procedure of the NCR. These are the conditions precedent attached to the submission of the entries and taking part in the races, and all entrants, competitors and riders of the vehicles participating in the races shall be bound by them and also by the rules and regulations set out herein or amendments made hereto.

- b) Under no circumstances should any Entrant/ Rider be in possession of and/or under the influence of any Alcoholic liquor and drink or drugs inside the PIT/PADDOCK area. If found, the competitor may be excluded.

Program

Competitors should STRICTLY adhere to the timings given in the programme. Late reporting for pre event scrutiny will be penalized by a fine of Rs. 500/-. Re-scrutiny will attract a penalty of Rs. 1000/-.

Qualifying procedure : The session will be open for 10minutes. The fastest timed lap will be pole position for the starting grid.

General

1. A minimum of 8 entries must be received per class, failing which the event may be cancelled. The Organisers reserve the right to run an event with lesser than entries, but the prizes will be restricted accordingly. The decision of the Organisers in this regards will be finals.
2. The Organisers reserve the right to alter the timings of any event as they deem, also to run any event separately or concurrently with any other event with the consent of the stewards.
3. In the Event, if the number of starters is less than 8, the prizes will be restricted as follows:

Upto 10 starters: 1st, 2nd and 3rd places only

4. The Organisers do not accept any responsibility of informing the competitors of actual number of starters on the start line of event.

MFMR Race Categories:

- Group D upto 165cc – Novice Class – 2 Races
- Group D upto 165cc – Ladies Class – 2 Races
- Group B upto 300cc – Open Class – 2 Races
- Group B upto 400cc – Open Class – 2 Races

Note: Race 1 8laps & Race 2 10laps. Finishing order of Race 1 is the Grid Position for Race 2 of the MFMR Race Categories.

FMSCI Competition license: The minimum license requirement as per FMSCI Grading and Must have team Entrant License for the participation.

Riding Gear & Helmet Requirements (Ref 2w Tech Regulations for Road Racing)

Equipment and protective clothing

Helmets Crash Helmets

Crash helmets of standard design and construction must be used by competitors in all events. Competitors must ensure that helmets worn are suitable for the type of the event entered. The user must ensure that the crash helmet is in a serviceable condition, that it fits properly and that is secured properly. The decision of the scrutineer is final. Helmets must be of the full face type and conform to one of the recognized international standards as mentioned below : · Europe: ECE 22-05 'P' · Japan: JIS T 8133:2000, JIS T 8133:2007 JIS T 8133:2015 (Only Type 2 Full face) · USA: SNELL M 2005, SNELL M 2010 ", SNELL M 2015 Sharing of helmets is strictly forbidden. Competitors must wear crash helmets at all times during training, practice, qualifying and competition. Fit and security To ensure satisfactory fit and security of your helmet, proceed as follows

- a) Obtain correct size by measuring the crown of your head
- b) Check that there is no side to side movement; a helmet should fit snugly without causing discomfort.
- c) Tighten straps securely - the chin strap must be under tension at all times; ensure therefore that the strip cannot slip. Chin cups are prohibited.
- d) With head forward, attempt to pull up the back of the helmet to ensure helmet cannot be removed this way. Ensure you can see clearly over each shoulder.
- e) Make sure nothing impedes your breathing in the helmet. And never cover your nose or mouth.
- f) Never wear a scarf, tie or other loose clothing which could come loose and possibly cause an accident.
- g) Ensure that the visor can be opened with one gloved hand.
- h) Satisfy yourself that the back of the helmet provides protection for your neck.

Condition and care of helmets

- a) The user himself must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the Scrutineer.

b) It is strongly recommended that the competitor buy the best possible helmet he can (the best is not necessarily the most expensive). A helmet bag should always be used.

c) There must be no alteration to the structure of a helmet. Where a radio is fitted this should only be done in accordance with the helmet manufacturer's instructions.

d) Repainting of helmets, affixing stickers thereon or drilling holes is not advisable as this may weaken the structure of the helmet; such weakening may not be visually apparent. As there are specialized helmets to suit various disciplines of motor sports, competitors are advised to use the type applicable to the event in which they compete. It is recommended that the helmets are replaced after three years after purchase, irrespective of use they have been put to. The fastening of the chin strap must only be by buckles / clips. Use of plastic interlocking connects is prohibited.

e) Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet ; do not get the interior too wet.;

f) The helmet should be stored, preferably in a helmet bag, in a cool dry place away from sunlight when not in use.

g) A good helmet, properly cared for, is one very important link in a long chain of safety measures. Do not allow it to become the weak link. Do not rely on others. You are responsible for your own safety. Do not, through your own fault, become a grave burden to others.

NOTE: Total protection can never be given by any headgear and the best of crash helmets may not entirely prevent head injury or death in a severe accident. Helmet users must understand that helmets are deliberately constructed so that the energy of severe blow will be absorbed by the helmet and thereby partially destroy it. The damage may not be readily apparent; it is recommended that therefore that any helmet receiving a blow in an accident is replaced. This must be the responsibility of the of the helmet user, who will have been aware of the circumstances under which the helmet was struck. It is neither possible nor reasonable to expect the scrutineer, in every case, to observe significant damage. Where there is any doubt the helmet's fitness, the Chief Scrutineer is empowered to reject the same. It is the competitor himself who must ensure that the helmet which he uses is fully fit for its purpose. It is clear that this is a small insurance to pay for one's life. The competitor must also consider that, should he survive an accident, but receive head injuries having knowingly used a previously damaged helmet, he could be placing enormous burden of care upon his family. Mounting of camera on the helmet is strictly forbidden. In case of mounting of cameras on the bike, the mounting points, brackets etc. should be specifically mentioned to the Scrutineers during pre-event scrutiny and approved by the Scrutineers.

Gloves

The rider must wear full leather competition gloves meant for circuit racing

3.4.3 Footwear

The rider must wear footwear of leather meant for circuit racing to provide complete protection above the ankles.

Clothing

For Road Racing The rider must wear a one piece/two piece complete suit of leather of at least 1.2 mm in thickness (on all parts of the suit) or of similar material or suit able thickness. Two piece leather suit must have interlocking zip mechanism between the upper and lower suit. Synthetic materials which may melt and which could harm a rider's skin shall not be used. The following areas are recommended to be padded with at least a double layer of leather or enclosed plastic foam of at least 8mm thick ; Shoulders, Elbows, both sides of the torso and hip joint, the back of the torso, knees. Use of a back protector separately or built into the leather suit is compulsory. The use of chest protector is highly recommended.

Scoring of Points: Points for Drivers Titles will be awarded for each race according to the following scale and all race points will count for the Open Winner. Only the drivers who have registered for the Open are entitled for points.

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	25	20	16	12	10	8	6	4	2	1

Note: In the event of a tie in the number of points, the final positions will be decided on the basis of the race 2 results position.

Prizes

Details of Trophies and cash awards for the event will appear on the official program. In addition to the Trophies, the organizers reserve the right to increase the awards offered and to issue more trophies than those declared here. The top three in event will receive trophies in addition to the cash prizes.

Cash Award for the Overall Winner

MFMR Races Categories:	1st Place	2nd Place	3rd Place
Group D upto 165cc – Novice Class	7500/-	5000/-	4000/-
Group D upto 165cc – Ladies Class	6000/-	4000/-	3000/-
Group B upto 300cc – Open Class	7500/-	5000/-	4000/-
Group B upto 400cc – Open Class	7500/-	5000/-	4000/-

Note: The Organisers are at liberty to announce additional prizes for the winners. All entrants have to be present for the Award Giving Ceremony. Those who cannot be present should intimate the COC. **All the Winners**

going onto the podium will have to wear Riding Gears and event sponsor's caps and will not in any way demeanour or disgrace or disregard the wearing of the event \ race sponsors cap on the podium.
Failure to adhere to this will lead to disqualification from the event.

If entries more than 16 & above top 5 positions will be awarded with trophy but cash award for top 3 only in case.

Entrant's Eligibility:

Each entrant should be the holder of a valid competition license issued by the FMSCI. The rider

Must possess at least FMSCI 2W Clubsport license or Road Racing Restricted for Group D or Full Competition License for Groups A/B/C. If the entrant is different from that of the first named rider or is a team, then FMSCI Team entrant license is necessary. In case the competitor is other than the entrant, the competitor will be the official agent of his entrant and will thus, obey all rules that apply to the entrant.

Entries may be made forthwith. The SRs, Entry form may be downloaded from www.mecomotorsports.co.in or www.fmsci.in

All entries along with entry fees have to reach Club office on or before Monday prior to the Race weekend. Late entries have to reach before 17:00 Hrs. on Thursday prior to race weekend.

Entry forms which are incomplete, except as provided by these regulations, or which are not accompanied with the appropriate fees and documents may be rejected.

No amendments may be made to the entry form except in cases provided for in these regulations and amendments thereof.

By the very fact of signing the entry form, the entrant and competitor submit and bind themselves to resort only to the 2012 FMSCI Road Racing Championship Regulations and jurisdiction specified therein and these regulations and amendments thereof.

An entry, which contains false and/or incorrect statements, will be deemed null and void, the entrant and competitor may be deemed guilty of breach of the 2012 FMSCI Road Racing Championship Regulations, these registrations and the entry fees will be forfeited, and the entrant and competitor disqualified from the event.

Receipt of Entries & Entry Fees

Those wishing to take part in any of the rounds of the Open must submit their entries in the enclosed entry form completely filled in along with two stamp size photographs to reach the organizers on or before **1700 hrs, 10 days prior to Day 1 (Friday)** of the race weekend. If the entry is sent by email, the **original entry** must be **couriered** on the same day.

To enter the Event, the competitor has to register & pay a entry fee as follows.

Entry fee – Rs.4,000/- round

Ladies Class Entry Fee – 2500/- round

Team Registration – INR 5000/- per class

Entry fees will be refunded in full:

- to a competitor whose entry has not been accepted,
- in the case of the event / race not taking place

Late Entry

Entries received after the close of entries (i.e. 15 days prior to Day 1) will be treated as late entries. However late entries will be accepted only upto 7 days prior to Day 1(Friday) of the 1st race weekend. The late entry fees will be **Rs 2,500/- per two wheeler** (Two Thousand only) in addition to the Standard entry fee as detailed above per car.

Payments must be made either by **Cash** or by **Demand Draft (DD)** only in favour of **MECO Motorsports Pvt Ltd**, payable at **Chennai** (Cheque payments not accepted). Alternatively, payments can be made by Bank transfer or Remittance into the organiser's bank account provided below.

Account Name	: MECO MOTORSPORTS PVT LTD
Bank	: Citibank Bank
Branch	: Mount Road Branch
Account Number	: 0276526448
IFSC Code	: CITI0000003

Government levies and taxes, if applicable, are EXTRA and payable by the Competitor.

Maximum number of entries is based on the circuit length. Max entries at KMS are 34.

Minimum number of entries shall be 8. **The organisers shall be at liberty to cancel the race if the minimum number of entries are not received.**

1. Rights & Obligations of the organizer

The organizer may issue any Competitor Information Bulletins (CIBs) and / or written instructions to competitors at any time with the approval of FMSCI / Stewards.

Written instructions when issued shall be signed by each Competitor / entrant as proof of receipt and shall have the same legal force as these supplementary regulations. All CIBs will be communicated via dated and sequentially numbered bulletins. These bulletins shall have the force and will constitute an integral part of these regulations and will be posted at the official notice board. Details of the official notice board should be mentioned in the SR. As far as possible, the CIBs shall be brought to the notice of the individual competitors. However it is the responsibility of the competitor and / or entrant to acquaint themselves with the CIBs and / or written instructions posted at the official notice board.

The provisions of the present regulations may only be amended according to Art.67 of the Sporting Code of the NCR. The organizing committee and the stewards of the meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases, which arise. Competitors will be informed of any amendments as soon as possible. Any amendments / additional provisions will be announced by dated and sequentially numbered bulletins which are an integral part of these regulations. These bulletins will be posted at the official notice boards and will also be directly communicated to the competitors.

The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.

The interpretations of these regulations and decisions regarding any unforeseen circumstances shall rests with the Steward/s of the meeting.

The organizers may at their discretion abandon, cancel or postpone the event in case of force majeure circumstances as per Art. 61 of the Sporting Code of the FMSCI.

Under no circumstances will an entry to this event be refused without assigning proper reasons there of.

The organizers and / or the Clerk of the Course may appoint Judges of Fact, whom have to be named either in the Supplementary Regulations or in a CIB along with a specific duty of what is to be judged.

Acquaintance with and submission to rules:

Every person, or group of persons, organizing a competition or taking part therein:

1. Shall be deemed to be acquainted with the National Competition Rules of the FMSCI
2. Shall undertake to submit themselves without reserve to the above and to the decisions of the FMSCI and to the consequences resulting there from
3. Renounced under pain of disqualification, the right to have recourse without the written consent of the FMSCI to any arbitrator or tribunal is not provided for in the NCR

These are the conditions precedent, attached to the submission of entries and taking part in an event and all competitors participating in the meet shall be bound by them and also the rules and regulations hereinafter set out or amendments made thereto.

All competitors must sign the indemnity and declaration, which are printed on the reverse of the Entry form.

NON-LIABILITY OF & INDEMNITY TO ORGANIZERS

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

Declaration and Insurance

All competitors must sign the indemnity and declaration, which are printed on the reverse of the Entry form which are:

- a) I have read the regulations issued for this event and agree to be bound by them. In consideration of the acceptance of the entry of this vehicle I agree to save harmless and keep indemnified the Government of India, the relevant State Government, the FIM, the FMSCI, Organizers, Sponsors and their officials, agents, representatives, employees and all persons assisting them in this event and all owners and tenants of private property traversed from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself or any other person or persons or loss or damage to any property including the vehicle concerned in this event or otherwise howsoever and notwithstanding that the same may have been contributed to or occasioned by the negligence of Organizers and their officials, agents, representatives, employees and all persons assisting them in this event. The indemnity shall be binding on my heirs, executors, administrator and legal representatives.
- b) I declare that I / rider possess the standard of competence necessary for an event of this type to which this entry relates, also that the vehicle entered is suitable and road worthy for the event. I agree and undertake to abide by the rules and regulations framed for this event including the conditions precedent set out therein and all other Rules and Regulations, which may hereinafter be framed.
- c) IMPORTANT: Any indemnity and/or declaration as prescribed by the paragraph above if signed by a person under the age of 18 years, shall be countersigned by that person's parent or guardian whose full name and address shall be given.
- d) Failure to do so will result in the competitor not being allowed to start.
- e) The insurance of each competing vehicle against Third Party risk is compulsory as per the laws in India and must be obtained by the competitor. Proof will be required prior to the closing of entries.
- f) **ENTRANT/RIDER'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL INSURANCE POLICIES ISSUED IN INDIA DOES NOT PROVIDE COVER FOR RACING/MOTOR SPORTS.**
- g) However, **it is mandatory that all riders take additional insurance covers on their own including hospitalization benefits of Rs.3,00,000/- (Cash Less).** All vehicles must have minimum third party insurance and Special Race cover, valid for the period of the Event.
- h) Under the laws of India any accident out of which a claim may arise should be reported to the nearest police station

- i) Under No circumstances will any competitor, crewmember, marshal or official admit any liability or sign any form or paper, which may admit or indicate liability of the organisers in any accident or incident, which may arise.

Insurance: During practice and race the participants are insured against their legal liability by the organizer with cover amounts to be announced in a separate bulletin. The vehicles and equipment parked or kept in the paddock /pit area is not insured by the organizer and remains there at the owner's risk.

Only during the running of the event, all FMSCI Competition License holders are insured for

i) Personal Accident Insurance: Rs.5,00,000/=

ii) Hospitalization benefits: Rs.5,00,000/=

However, it is strongly advised that all riders take necessary and adequate additional insurance covers on their own including hospitalization benefits.

Please note that a normal insurance policy in India does not cover motorsports.

Pre-Event Scrutiny

Pre-event scrutiny is compulsory for all competing vehicles.

Competitors will strictly adhere to the date and time of scrutiny as will be put up on the notice board. Any vehicle which reports for scrutiny after the allotted date and time will be scrutinized after payment of a fine of Rs.1000/=.

Pre-Event scrutiny will be held on the Friday of the race week as per the programme of individual rounds.

After the pre-event scrutiny, competitors are not allowed to alter the competing motorcycles, which might affect the vehicles classification or safety without the written consent of the Clerk of the Course/ Race Director or the Chief Scrutineer.

The onus of ensuring that a competing vehicle is in accordance with the group and category as specified in the appendices of the 2012 FMSCI Road Racing Championship Regulations rests entirely with the entrant and competitor and not with the scrutineer. As far as pre-event scrutiny is concerned, should scrutiny reveal that the entrant has made any false / incorrect declaration in the entry form concerning the vehicle, the entrant or competitor will be liable for DISQUALIFICATION from the event.

Vehicles that have passed scrutiny may be marked in a manner to provide that it has undergone pre-event scrutiny and certain parts may be sealed. Tampering with the Seal / Mark entails DISQUALIFICATION.

Post Event Scrutiny

- After completion of the event, all / or specified motorcycles will be placed in the scrutiny bay until such time that the protest period has elapsed. Motorcycles required to be used in another event will be released at the time of line up under supervision of officials.
- Vehicles in scrutiny bay may not be attended to for any reason whatsoever without specific permission of the Chief Scrutineer.

The organisers reserve the right to dismantle any vehicle for the purpose of scrutiny or examination, the cost of which both spares and labour will be borne by the competitor. The organisers also reserves the right to have the actual scrutiny carried out the next day or as early as possible. It is necessary that the rider of the vehicle to be scrutinised will be available near his vehicle which may have to be ridden to a place of scrutiny. Please note that the vehicle may be ridden only in an official convoy or if the scrutineering official is present. Disobedience may entail DISQUALIFICATION from the meet.

Procedure for Start: Race starts when 5 red lights go off.

Penalties for false start: 15secs will be added to the total race time.

Flag signals: Blue flag – (Only shown to drivers who are being lapped and are a minimum of one lap behind). Stationery – you are being lapped keep to you line. Waved – a driver wishes to overtake, let him pass.

Yellow flag – Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop.

Yellow flag with Red stripes - Deterioration of adhesion (e.g. Oil, water)

Black flag with Orange disc and Number – Stop for a technical defect. The driver may continue after repairs.

Green Flag – all clear

Black flag with number – Rider to immediately go to Pits and report to the Clerk of the course. Who may or may not permit him to rejoin the race.

Red Flag: All riders will immediately stop racing and continue towards the Start line, being prepared to stop at any point as requested by an Official.

Protest: See table below.

Protest time is **30 mins** from the time of posting of provisional results. For protest involving a clearly defined part of a motorcycle an additional fee of Rs. 5000/= per part shall be levied. If multiple parts are protested Rs.5000/- per part.

Appeal fee as set by the FMSCI is Rs.96,000/- with Rs.48,000/- to be paid with intention to appeal within 1 hour of the stewards decision and balance Rs.48,000/- to be paid alongwith grounds of appeal within 96 hours.

Any ruling by the Race Direction, Stewards of the Meet shall be final and subject only to right of appeals as provided for in the 2017 Disciplinary & Arbitration Code (DAC).

Summary

Reason	Addressed To	Amount
Protest against decision of Race Director/COC	To Race Direction	Rs.5000/-
Appeal against decision of Race Direction	To Stewards	Rs.10000/-
Appeal against decision of Stewards	To IMSAC	Rs.48,000 + Rs.48,000/-

A fee as per the Appendix "R" of the NCR must accompany any appeal.

Competitors conduct

Competitors are forbidden under pain of **disqualification** to behave in an unsporting manner.

Award Giving Ceremony

All entrants to be present for the Award Giving Ceremony. Those who cannot be present should intimate the COC. **All the Winners going onto the podium will have to wear the event sponsor's caps** and will not in any way demenaur or disgrace or disregard the wearing of the event \ race sponsors cap on the podium. **Failure to adhere to this will lead to **disqualification** from the event.**

PLEASE REFER 2017 FMSCI 2W Racing General Prescriptions for non covered points.

WARNING

MOTORSPORTS CAN BE DANGEROUS. DESPITE ORGANIZERS TAKING NECESSARY PRECAUTIONS, ACCIDENTS MAY HAPPEN. YOU ARE PRESENT HERE AT YOUR OWN RISK.