

# THE MRF MOGRIP FMSCI NATIONAL SUPERCROSS CHAMPIONSHIP 2018



(National Sports Federation Recognized by the Government of India and National Motorcycle Federation of FIM)

[www.fmsci.co.in](http://www.fmsci.co.in)

## STANDARD SUPPLEMENTARY REGULATIONS

### Dates & Venues

Round	Date	Track
1	13-14th January 2018	Cochin
2	15 <sup>th</sup> April 2018	Goa
3	1st July 2018	Coimbatore
4	9 <sup>th</sup> Sept 2018	Jaipur
5	25 <sup>th</sup> November 2018	Nashik
6	TBA	Indore

This event is being held under the International Sporting Codes of the FIM & FIA, the 2017 FMSCI 2W Technical Regulations for Motocross / Supercross / Dirt Track and its Appendices and these Supplementary Regulations.

PROGRAMME	DAY / DATE	TIME
Opening of Entries	Thursday 7th June 2018	1030 Hrs
Closing of Standard Entries	Monday 25th June 2018	1700 Hrs
Closing of Late Entries	Saturday 30 June 2018	1300 Hrs
Pre-Event Scrutiny	Friday 29 June 2018 Saturday 30 June 2018	1000 - 1700 Hrs 1000 - 1400 Hrs
Rider's Briefing	Saturday 30 June 2018	1600 Hrs
Official Practice	Saturday 30 June 2018	1700 Hrs
Qualifying	Saturday 30 June 2018	1800 Hrs
Start of the Race	Sunday 1st July 2018	1730 Hrs
Declaration of Provisional Results	Sunday 1st July 2018	2100 Hrs
Declaration of Official Results	Sunday 1st July 2018	2130 Hrs

Prize Distribution	Sunday 14th Jan 2018	2130 Hrs
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EVENT MRF MOGRIP FMSCI NATIONAL SUPERCROSS CHAMPIONSHIP 2018

**ARTICLE 1**

**ARTICLE 2 GENERAL PRESCRIPTIONS.**

- 2.1 MRF MOGRIP FMSCI NATIONAL SUPERCROSS CHAMPIONSHIP 2018  
**ROUND # 3 - COIMBATORE**
- 2.2 FMSCI PERMIT No: (National Championship)  
FMSCI Permit No: (Local Class – Open)  
The organizers specify English to be the authentic language of these regulations.
- 2.3 STATUS: NATIONAL CHAMPIONSHIP
- 2.4 This event is the MRF MOGRIP FMSCI NATIONAL SUPERCROSS CHAMPIONSHIP 2018 **ROUND # 3** & will be inscribed on the calendar of the FMSCI.
- 2.5 Interpretation of these Regulations and any decisions regarding force majeure shall rest with the Stewards of the meet whose decision shall be final and binding subject only to the right of appeal.

**ARTICLE 3 GENERAL INFORMATION**

- 3.1 Event Headquarters: Codessia Grounds, Opp. Jenny's Club, Coimbatore
- 3.2 Event Venue: Event Headquarters: Codessia Grounds, Opp. Jenny's Club, Coimbatore
- 3.3 Official Notice Board: Event Headquarters: Codessia Grounds, Opp. Jenny's Club, Coimbatore

ARTICLE 4 All correspondence should be addressed to: GODSPEED Racing

4.1 ORGANISATION

Organizer: GODSPEED

4.2 OFFICIALS OF THE MEET

Clerk of the Course	: SHYAM KOTHARI
Secretary of the Meet	: SURESH
Competitors Relations Officer	: MAHEK KAPADIA
Chief Starter	: SANJAY CHOWDHARY
Chief Track In charge	: LAXMAN
Chief Security (Paddock) Marshal	: SANTOSH
Chief Pre – Race Bay Marshal	: AKASH SHIRSAGAR
Chief Lap Recorder	: KUMAR JAIN
Finish Line Coordinator	: MURUGAN

Result Computation	: KUMAR JAIN
Press & Media Relations	: VISHWESH DESAI
Chief Safety Officer	: PSG HOSPITALS
Catering In-charge	: JENNY'S CLUB
Commentator	: RUSTOM
Chief Medical Officer	: DR. ARUN K

4.3 STEWARDS

Chief Steward	: MR. SATYAJEET NAYAK
Addl. Steward	: MR. J. BALU
Club Steward	: MR. R.RANGANATHAN
Chief Scrutineer	: MR. N. RAJAGOPAL
Dy. Scrutineer	: MR. AMAY KOTHARI

ARTICLE 5 DEFINITIONS AND ABBREVIATIONS:  
 FMSCI : The Federation of Motor Sports Clubs of India

MRF : Madras Rubber Factory  
 FIM: Federation Internationale de Motocyclisme  
 FIA: Federation Internationale de l'Automobile  
~~NCR : National Competition Rules of the FMSCI~~  
 CIB: Competitors Information Bulletin

5.1 COMPETITOR  
 Any person of legal entity accepted for participation in this event. This definition includes both the ENTRANT and the RIDER.

5.2 ENTRANT  
 Entrant is a person or legal entity in whose name the entry has been given. Where the Entrant is different from the Rider, they/he must be in possession of a valid Entrant's License issued by the FMSCI. However if the rider is also the Entrant, it is not necessary for him to obtain a separate "ENTRANTS LICENCE"

5.3 RIDER  
 A person accepted for this competition as the RIDER of a Two Wheeler and necessarily holding a current and the appropriate competition license issued by the FMSCI. However if the rider is also the Entrant it is not necessary for him to obtain a separate "ENTRANTS LICENSE".

5.4 NOVICE RIDER  
 National Champions who have already won the Novice Class are not eligible to ride the Novice Class.

5.5 EXPERT RIDER  
 Rider who does not conform to the definition of a Novice Rider.

5.6 COMPETITOR'S INFORMATION BULLETIN (CIB)  
 Any amendments/additional provisions announced, by dated / sequential bulletins issued by the Clerk of the Course, his nominated officials or the organisers duly approved by the FMSCI / Stewards

5.7 SUPERCROSS

A speed event over a natural or artificially prepared course consisting of a series of obstacles.

5.8 MOTO  
A race of set number of laps, which forms an integral part of a Supercross event.

5.9 FORCE MAJEURE  
Circumstances over which the organizers have no control.

5.10 PARC FERME  
A zone in which no repairs or intervention are allowed, except in cases expressly provided for in these regulations and any additions or amendments made thereto.

5.11 ~~NCR~~  
~~To be read as "National Competition Rules of the FMSCI".~~

5.12 MANUFACTURER'S ENTRY  
Any entry will be considered a Manufacturer's entry if:

- a. The entry is made by a vehicle/ancillary manufacturer their franchisee holder, accredited dealer, agent or sub-agent.
- b. The entry is or becomes a member of a vehicle manufacturer's team or an ancillary manufacturer's team.
- c. The entry is in a respect of a vehicle, which, in the opinion of the organizers, has been provided by the vehicle/ancillary manufacturer or any organization or individual acting as their agent.

#### COMMERCIAL ENTRY

- a. The entry is sponsored by a commercial organization/s.
- b. The competitor carries the publicity of his sponsor/s on his riding gear and/or his vehicle.

#### ARTICLE 6 RIGHTS AND OBLIGATIONS OF THE ORGANIZERS

##### 6.1 ORGANISER'S OBLIGATIONS

The Organizers shall place at prominent places warning signs stating:

WARNING TO PUBLIC: MOTORSPORT CAN BE DANGEROUS. DESPITE THE ORGANIZERS TAKING ALL REASONABLE PRECAUTIONS, UN-AVOIDABLE ACCIDENTS CAN HAPPEN. YOU ARE WARNED THAT YOU ARE PRESENT AT YOUR OWN RISK. IN THE INTEREST OF SAFETY, DO NOT APPROACH OR CROSS THE TRACK WHEN AN EVENT IS IN PROGRESS AND FOLLOW INSTRUCTIONS GIVEN TO YOU BY THE OFFICIALS OR THE ORGANIZERS WITHOUT QUESTION.

##### 6.2 RIGHTS OF THE ORGANIZERS

6.2.1 a. Issue amendments &/or additions to these Supplementary Regulations by Competitors Information Bulletins with the permission of the FMSCI till the start of the event and by the Stewards of the Meet during the event until the completion of the prize distribution.

6.2.2 b. Delay the start of any moto and/or any and all subsequent races with the approval of the stewards.

6.2.3 c. Decide to increase or reduce the number of laps specified for any race or moto Subject to the approval of the stewards.

- 6.2.4 d. Distribute the awards based on the intermediate results, if through force majeure circumstances, the competition is stopped before its scheduled completion.
  - 6.2.5 e. Change the order in which the motos are run at the meet with the prior consent of the Stewards.
  - 6.2.6 f. Amalgamate existing classes should the type and size of entry appear to warrant such action provided that the intention to do such act is notified in writing to all competitors affected not later than the closing date for late entries.
  - 6.2.7 g. Forbid the participation of any Rider or Two Wheeler appearing, on examination to be ineligible for the competition, or a class therein to which the entry refers or on grounds of safety.
  - 6.2.8 h. Require a two-wheeler to be dismantled by the competitor in order to check its eligibility as and when directed.
  - 6.2.9 i. Disqualify before, during or after the practice or competition, any rider considered as possibly unfit by reason of health, consumption of alcohol or drugs. Tests to ascertain the presence of alcohol or drugs may be carried out at any time before, during or after the practice or competition by a Medical Officer under the authority of the Stewards of the Meet.
- 4. j. Appoint Judges of Fact.
  - 11. k. With the sanction of FMSCI, to refuse any entry after assigning proper reason.
  - 12. l. The organizers are not responsible for loss or damage to any property of the competitors or any persons connected with them, from the area under the jurisdiction of the organizers during this event.
  - 13. m. The organizers are not responsible for any injuries suffered by competitors and/or members of their pit crew at any time during the running of this event.
  - 14. n. The organizers may with the approval of the FMSCI / Stewards cancel or postpone the event, in case of unforeseen circumstances. i.e. under FORCE MAJEURE / SAFETY.
  - 15. o. The organizers may, with the approval of the Stewards, delete or change any part of the Supercross circuit (Track) or time requirements or reduce the number of laps should they deem it necessary or expedient or due to Force Majeure for safety reasons at any time during the event.
- p. The organizers will, report any competitor if he and/or his pit crew is/are found misbehaving with officials, other competitors and/or the general public and any act of his/theirs in violation of the FIA Sporting Code. The Stewards may disqualify him from the event.
  - q. The Organizers will ensure that all relevant permissions are obtained from the competent authorities prior to the event, copies of which must be made available to the Stewards.

#### 4. AMENDMENTS TO THE REGULATIONS

Dated and numbered Competitors Information Bulletin will announce any amendments or additional provisions. These will constitute an integral part of and will have the same legal force as the Supplementary Regulations. These bulletins will be posted on the Official Notice Board/s at the Event Headquarters and/or at the venue of the event. As far as possible these bulletins will be brought to the notice of each competitor who must acknowledge receipt by signature. However, it is the responsibility of competitors to acquaint themselves with these bulletins as per ~~Art. 67~~ of the Sporting code of the FIA.

THE STEWARDS OF THE MEET ARE EMPOWERED TO TAKE DECISION ON ANY CASE NOT COVERED BY THESE PRESENT REGULATIONS OR AMENDMENTS OR ADDITIONS.

ARTICLE 7 TRACK INFORMATION:

This event will be run over a wide variety of natural or artificial terrain. For a natural terrain the minimum lap length will be 800 mtrs. For an artificial terrain (Stadium SX) the minimum lap length will be 400 mtrs.

Detailed information of the final track for each event will be released three days prior to the event unless it becomes impossible to do so due to circumstances beyond the control of the organizers.

ARTICLE 8 TRACK RULES:

- 8.1 The Rules laid down herewith apply to all entrants and all competitors & shall be strictly adhered to.
- 8.2 Riders are only permitted with the motorcycle entered onto the track when called. No one is permitted to accompany the rider beyond the pre-race bay.
- 8.3 Throughout the duration of the event, entrants and competitors and pit crewmembers must strictly adhere to the instructions of the Clerk of the Course, Track Marshals and Officials.
- 8.4 Competitors may only proceed to the start line with the permission of the paddock marshal. Competitors returning to the pits must never cross the track or proceed in a direction opposite to the direction in which the course is running.
- 8.5 Any rider or motorcycle accidentally falling down must clear the track immediately. Track officials are only authorized to assist in the clearing of the track.
- 8.6 Any rider accidentally breaking the course and leaving the marked area of the track shall rejoin the course so as not to gain an advantage at the closest practical point where his motorcycle had left it. Any infringement of this rule may entail DISQUALIFICATION
- 8.7 SIGNALS  
Competitors must obey all flag signals. Different types of signals and flag signals are mentioned elsewhere in these regulations.

ARTICLE 9 ELIGIBILITY

- 9.1 ELIGIBLE COMPETITORS

9.1.1 National Meetings – These meetings are controlled by the FMSCI and are open to riders holding a valid and appropriate license issued by the FMSCI. Since this is a round of the FMSCI National Supercross Championship 2018, riders holding valid and appropriate FMSCI licenses are only allowed to participate.

9.1.2 COMPETITION LICENSE REQUIREMENTS

For all classes in the Championship FMSCI Full Competition License for Motocross / Supercross @ Rs. 1770/- is the requirement

In case the Entrant is other than the rider named in the entry form, it is necessary that the Entrant obtain a current Entrant's License by the FMSCI. Where the entrant is a legal entry, the rider named in the entry form will be held responsible for all liabilities and obligations of the Entrant throughout the running of the event.

All Riders must be physically fit to compete and must be in possession of a valid medical certificate, certified by his family physician.

9.2 AWARD OF POINTS

Points will be awarded for each MOTO of an event in accordance with the following scale. These points will be awarded separately for each class.

POSITION POINTS

1 <sup>st</sup>	20
2 <sup>nd</sup>	17
3 <sup>rd</sup>	15
4 <sup>th</sup>	13
5 <sup>th</sup>	11
6 <sup>th</sup>	10
7 <sup>th</sup>	09
8 <sup>th</sup>	08
9 <sup>th</sup>	07
10 <sup>th</sup>	06
11 <sup>th</sup>	05
12 <sup>th</sup>	04
13 <sup>th</sup>	03
14 <sup>th</sup>	02
15 <sup>th</sup>	01

16<sup>th</sup> – 24<sup>th</sup> places: No points will be given. However, they are eligible to be classified as Finishers as per the definition of a Finisher.

#### ELIGIBLE VEHICLES

1. Groups: All solo motorcycles manufactured / assembled in India, homologated with the FMSCI and conforming to Group A or Group B or Group C of the 2017 FMSCI Technical Regulations for Two Wheeler Sport (Motocross / Supercross)

Class	Description	Group	Stroke	CC	Moto
1	<b>SX 1</b>	"A"	2 / 4	Upto250cc(2 Stroke)&500CC (4 Stroke)	2
2	<b>Novice</b>	"C"	2 / 4	Up to 260 cc	1
4	<b>Locals</b>	"B"	2 / 4	Up to 260 cc	1
5	<b>Indian Ex-perts</b>	"C"	2 / 4	Up to 260 cc	1
6	<b>Private Ex-perts</b>	"C"	2 / 4	Up to 260 cc	1



7	<b>SX 2</b>	"A"	2 / 4	Up to 250cc (2 Stroke)& 500CC (4 Stroke)	2
8	<b>JR SX 1</b>	"A/B/C"	2 / 4	A - upto 100cc B / C - Up to 160cc	2
9	<b>JR SX 2</b>	"A/B/C"	2/4	A - upto 100cc B / C - Up to 160cc	2

**NOTE:**

The LOCAL CLASS (Non-Championship) consists of NOVICE RIDERS who are from the city / state in which the Supercross event is being held. The purpose of introducing this class is to encourage local riders in cities / states where the motorsport of SUPERCROSS is being newly introduced.

**Participation in JR SX 1 is open to riders who are born in the year 2003 or above**

**Participation in JR SX 2 is open to riders who are born in the year 2006 or above:**

**The LIMIT for the maximum age finishes at the end of the calendar year of participation i.e : 31st Dec 20xx**

Any JR SX 1 rider who wishes to progress into the next category will either have to move to the SX 2 first and then to SX 1 subsequently in case of an 'Group A' entry and to the Novice class in case of a 'Group B/C' entry but only on approval from the organizers and with a written application from either parent.

SX 2 will consist of privateers riding non-factory motorcycles. Riders who have previously won the championship in this category or the Private Foreign Open category will NOT be eligible to participate in this class.

A Minimum of six riders will form a class.

Prizes will be given to first 5 if grid consists of a minimum of 10 riders.

Less than 10 riders the first 3 prizes will be given

More than 6 riders then the 1<sup>st</sup> prize will be given

**ARTICLE 10 ENTRIES**

10.1.1 Entries complying with these regulations for the event will be accepted as per the program.

10.1.2 Entries may be made forthwith, but must be in the hands of the organizers not later than the date and time specified in the program.

- 10.1.3 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.
- Where the entrant is legal entity, the ENTRANT named in the entry form will be held responsible for all liabilities and obligations of the RIDERS throughout the running of the event.
- 10.1.4 No amendments may be made to the entry form. The Entrant and Rider submit and mind themselves to resort only the prescriptions of the FIA Sporting Code these regulations and amendments / additions thereto.
- 10.1.5 An entry may be submitted by telegram/ fax / email provided it is received before the time mentioned in the programme for closure of entries and is accompanied by a confirmation letter and the entry fee. An entrant or competitor submitting an entry by telegram /fax/ email will not be permitted to compete, unless he has completed all formalities and signed the entry form, indemnity declaration and undertaking as required under these regulations and the entry fee is received before the closure of the date and time for receipt of Late entries.
- 10.1.6 Any entry which contains false and / or incorrect statements will be deemed null and void and the entrant and rider may be deemed guilty of breach of these regulations and of the FIA Code and entry fee will be forfeited and the competitors disqualified from the event.
- 10.1.7 The organizers will advise the intending competitor not later than one day after closure of the date and time of late entries if his entry has not been accepted.
- 10.1.8 Any riders who wishes to enter any category under a 'Team Entrant' will be allowed to do so if he/she has participated in the same category under the same Team Entry in at least 2 events till the 5<sup>th</sup> event (Round) of the Championship and otherwise his/her team entry will not be accepted for the penultimate and the last round of the Championship.

## ARTICLES 11

### ENTRY FEES

FMSCI affiliated Club Members	Rs. 1000 / per class
For other individual entries	Rs. 1500 / per class
Manufacturer's entry	Rs. 4000 / per class
Commercial entry	Rs. 4000 / per class

Competition License will be charged as follows:

- a) Full License for MX / SX– Rs. 1770/- (For all Championship classes)
- b) 2w Clubsport license: For Locals Rs. 295/- (Open status – Class 4)

- 11.1 No restrictions towards maximum number of entries permitted per class. Late entry will be accepted upto the date and time specified in the program on an additional fee of 50% over the standard entry fee applicable for the entry.
- 11.2 Payment of Entry fees must be paid in cash or demand draft in favor of GODSPEED payable at Pune. In case entry fee is remitted by demand draft, such demand draft must be in possession of the organizers before the time of pre-event scrutiny as stated in the program.
- 11.3 Refund of entry fee: Entry fee or a part thereof will be refunded only in the following circumstances:

If an entry is not accepted	100% (payable immediate)
If the event is cancelled	100% (payable within 24 hours)
If the event is postponed for a period exceeding 24 hours	100% (payable within 24 hours)

ARTICLE 12 START & STAY MONEY

SX 1	Rs. 5000/-
SX 2	Rs. 8000/-
JR SX 1 & 2	Rs. 5000/-
Within 250 Kms (Does not apply to riders from the same area / state or to a Locals Class entry)	Rs. 2,000/-
Above 250 Kms & within 500 Kms from the venue	Rs. 2,500/-
Above 500 Kms from the venue	Rs.

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Start Money 'not applicable' for local riders in any of the classes (including Jr. SX, SX1 & SX2)  
 To be eligible for the start & stay money the rider has to complete at least 50% of the race laps.  
 SX 2 riders can claim start money in only 1 category even if the participation is for SX1 & SX 2

In case an event is cancelled on grounds other than 'FORCE MAJURE' like government / police / venue permission issues or similar issues within less than 24 prior to the scheduled 'Start ' of the race according to the programme, the organisers will ONLY pay 50% of the 'Start & Stay money'. In all other cases the organisers will not pay the Start & Stay money.

12.1 CONDITIONS PRECEDENT

Acquaintance with and submission to rules: Every person / body and group of persons shall, by and upon entering for competition.

a) Made themselves acquainted with and unconditionally accepted the provisions of the FMSCI Regulations, these Supplementary Regulations and any competitor's Information Bulletin's issued.

b) Submitted themselves without reserve to the consequences resulting from these and any subsequent alterations thereof; & renounced under pain of disqualification, the right to have recourse, without the written consent of the FMSCI, to any arbitrator or tribunal not provided for in the FMSCI Regulations. All competitors (Entrants / Riders) must also expressly agree and undertake not to agitate. Litigate or seek the direction of a court of law, except in the manner provided by the FMSCI Regulations, on any matter or question directly concerning or relating to this event, commencing to the submission of entries upto the conclusion of the event, declaration and distribution of prizes and taking into consideration any difference and / or shortcomings in the methods used for lap recording.

These are conditions precedent attached to the submission of entries & taking part in this event. All competitors (Entrant / Riders) of all vehicles participating in this event will be bound by them & also the rules & regulations put down here to amendments made thereto.

13 INSURANCE:

Vehicle Insurance: The insurance of a competing vehicle at least against third party risks MUST be arranged by the competitor.

**ENTRANT/RIDER'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL INSURANCE POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RACING/MOTOR SPORTS.**

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

18. 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. All vehicles must have minimum third party insurance and Special Rally cover (with hospitalization benefit), valid for the period of the event.

ARTICLE 14 NON LIABILITY OF AND INDEMNITY ORGANIZERS

14.1 The organizers decline liability for any act or omission resulting in any loss, damage, injury or accident caused by or to any competitor or to the competing vehicle and / or the person or property of a third party either before, during or after this event. The organizers, FMSCI, the FIM, the sponsors of this event also decline any liability for breach any laws and regulations of the State and Central Government of India in which the competitor may be involved. All competitors (Entrants / Riders) and his executors / administrators and legal representatives shall have no claim against the organizers, FMSCI, the FIM, the sponsors employees, owners of the race Supercross track (stadium) & all persons assisting them before or during the event.

ARTICLE 15 VEHICLE SCRUTINY

15.1 Pre-Event Scrutiny :

15.1.1 Pre-Event Scrutiny is compulsory for all competitors. Pre-Event scrutiny will not be carried out unless the competitors Entry form is complete in all respects & the competitors has signed the undertaking as prescribed in the "SRs".

15.1.2 Competitors will report to the venue of the pre-event scrutiny on the date and time prescribed in the programme.

15.1.3 A competitor who does not report at his prescribed time may, at the sole discretion of the Chief Scrutineer be given a fresh time on payment of a late scrutiny fee of RS. 200/-

15.1.4 A competitor who does not pass pre-event scrutiny on first inspection, may be given time for a re-scrutiny on payment of a re-scrutiny fee of Rs. 200/-.

15.1.5 The competitor shall present to the Secretary of the Meet/Chief Scrutineer for his inspection the following:

- a. Driving license, Certificate of Blood Group and Medical certificate issued by his family physician.
- b. The vehicle entered in the competition in "ready to race" condition.
- c. The competitor's full riding gear including his helmet, chest – protector, riding boots, protective goggles, overalls etc.
- d. Vehicle Insurance & P. A. Insurance.

4. On passing the pre-event scrutiny, the competitor will be issued SCRUTINY OK STICKER, which must be affixed to his vehicle in such a manner as to be clearly visible for observation at any time during the event.

7. No alteration/modification will be permitted to the competing vehicle after the pre-event scrutiny without the written permission of the Chief Scrutineer.

8.

NOTE: COMPETITORS ARE WARNED THAT THE OBJECT OF PRE-EVENT SCRUTINY IS TO ENSURE THAT THE DOCUMENTS PRODUCED BY THE COMPETITORS ARE VERIFIED & FOUND CORRECT AND THAT THE VEHICLE ENTERED BY HIM AND THE RIDING GEAR PRESENTED BY HIM FOR INSPECTION CONFORMS TO THE SAFETY REQUIREMENTS AS PRESCRIBED. THE ONUS OF ENSURING THAT THE VEHICLE ENTERED BY THE COMPETITOR CON-

FORMS TO THE GROUP AND CLASS AS SPECIFIED IN THE ENTRY FORM SUBMITTED BY HIM/ HER RESTS SOLELY ON THE COMPETITOR/ ENTRANT.

4. The cylinder head and cylinder barrel of the competing Two-wheeler may be marked or a seal affixed by the Scrutineer during pre-event scrutiny. The Scrutineer reserves the right to mark any additional components in a similar fashion. Any tampering with such markings or seals may result in DISQUALIFICATION.

15.2 POST – EVENT SCRUTINY

- 15.2.1 After the completion of each event, all motorcycles will be placed in PARC FERME until the protest period has elapsed.

- 15.2.2 Vehicle in the ParcFerre may not be attended to for any reason whatsoever, without the written permission of the Chief Scrutineer

- 15.2.3 The organizers reserve the right to dismantle any vehicle, for the purpose of scrutiny or examination, the cost of which, both spares and labor, will have to be borne by the competitor. The competitor will be informed of the time of post-event scrutiny by a bulletin placed on the Official Notice Board. He must be available at the prescribed time with his mechanic. Competitors are warned that in case they are not present as stipulated above, they may be disqualified

- 15.2.4 Vehicles of competitors, which have been placed amongst the first five in each class, may be dismantled for post-event scrutiny.

- 15.2.5 Any motorcycle, which is subject to a protest regarding eligibility, will be dismantled and scrutinized.

- 15.2.6 The competitor shall present to the Secretary of the Meet/Chief Scrutineer for his inspection the following

ARTICLE 16 PARC FERME REGULATIONS

1. Any dismantling will be the responsibility of the competitor and work must be started within one hour of notification to the competitor by the Clerk of the Course. Failure to commence dismantling within the time may entail DISQUALIFICATION. Vehicles are considered to be in ParcFerre from the time of the first moto of their class till post-race scrutiny is completed. The PADDOCK is also defined as ParcFerre from the time of the first moto till post-race scrutiny is completed. No repairs can be undertaken without the express & written permission of the Chief Scrutineer, who may permit such repairs as he in his absolute discretion consider necessary in the interest of safety ONLY.

2. The organizers will endeavor to ensure the safety of all vehicles kept in ParcFerre. However, the organizers do not hold themselves responsible for any loss or damage to any competing vehicle or its components while placed in ParcFerre.

- 16.3 Any breach of ParcFerre Regulations may entail DISQUALIFICATION.

1. Vehicles which have been impounded for post-event scrutiny and placed in ParcFerre will be released ONLY after completion of post-event scrutiny (if required). Adjudication of protests on eligibility (if any) AND declaration of the final results.

ARTICLE 17 OFFICIAL PRACTICES

- 17.1 Official Practice Sessions will be held for all classes. Competitors who do not have practice may be DISQUALIFIED

17.2 Practice sessions will commence of the date and time specified in the programme. A minimum of 05 minutes, which will be allotted to each class, will be communicated by a Competitors Information Bulletin, which will be placed on the Official Notice Board before the Riders Briefing.

ARTICLE 18 OFFICIAL QUALIFYING & ELIMINATION ROUNDS.

18.1 Official Qualifying Sessions will commence on the completion of practice session and at the time specified in the programme. Competitors who fail to participate may be DISQUALIFIED

18.2 GRID, QUALIFYING HEATS & GRID POSITIONS

18.2.1 Grid: A maximum of 24 riders may form the starting grid for each class.

18.2.2 Qualifying Heats: Official Qualifying Heats may be held for all classes to establish the competitors eligible to form a grid of 24 and their grid positions.

18.2.3 In case there are less than 24 competitors in a class, a heat may be held to establish the grid positions of each competitor as also their grid position.

18.2.4 In case there are more than 24 entries in a particular class, heats may be held to established to form the grid for that class.

18.2.5 For example, if there are 30 entries in a class, they are divided into two groups of 15 each. Separate heats in accordance with the number of laps (which will be announced via a Competitors Information Bulletin) will be held for the two groups. For each heat, the first eight competitors will be selected making a total of 16 competitors. The remaining seven from each group will be grouped together and a third heat will hold and the first 8 competitors will be selected. Therefore, there will be 24 competitors on the grid as follows:-

Heat 1: Selected 1 to 8  
Heat 2: Selected 1 to 8  
Heat 3: Selected 1 to 8  
Total 24

Grid position: will be decided by timing the competitor during the qualifying heats. Competitors will be given a choice for grid positions on the basis on their fastest timing. Competitors with the fastest time will be given the first choice followed by competitors with the second fastest time and so on. Organizers may, with the permission of the Stewards, establish grid position by draw of lots in case it is not possible to time the competitor during the heats or for any other reason.

ARTICLE 19 RIDERS BRIEFING MEETING

A briefing meeting will be held at the time specified in the program. The attendance of all competitors is compulsory. Failure to do so may entail DISQUALIFICATION

ARTICLE 20 SALIENT FEATURES OF THE MEET

All motos for a particular class will have the same number of laps. The organizers may reduce the number of laps with the permission of the stewards, if the circumstances so warrant.

20.1 Start: The start will be mass start with a clutch engaged and engine running.

- 20.2 Starting procedure: As soon as all competing vehicles have been lined-up and are under the starter's orders, the following procedure will be adopted:
- a) The starting Marshal will hold aloft a red flag and continue to do so until he gets a signal from the lap-recording tower.
  - b) He withdraws the red flag and holds aloft a green flag, which indicates that the moto is ready for start.
  - c) The Starting Marshal will display a 15 second board. A 5 seconds board will follow this.
  - d) After the display of the 5 second board the moto will be started either by the dropping of the starting gate OR by dropping the Green flag / Club flag.

- 20.3 False Start: If the Start Line Marshal decides that the start of a moto is not in accordance with the above procedure, he will immediately wave the Red Flag. All competitors shall return immediately to the Start Line / Gate and be ready for the starting procedure to be repeated.

The Start Line Marshal on the first infringement will warn competitor/s taking a FALSE START. If, the competitor/s commit a second infringement he/they will be started from a line, which is at least 3 mtrs behind the Start Line.

## ARTICLE 21 FINISH PROCEDURE

- 21.1 The chequered flag will be waved when the leading Rider crosses the Finish Line on completion of the specified number of laps. The flag will be held stationary for a period of time thereafter to enable all competitors who follow the winner to complete the lap they are on. Each competitor crossing the Finish line after the winner will be flagged in & placed, firstly according to the number of laps completed, and if more than one competitor has completed the same number of laps in the order in which they completed the last lap. Even if a competitor has not completed the allotted number of laps by the time the winner crosses the finish line for the last time, such competitors' race will be completed. Any subsequent laps completed by the lapped rider will not be counted in the results.

- 21.2 The winner of each moto will be the Rider who has finished the specified number of laps and crossed the finish line first. The moto will finish for all riders as they cross the finish line after the winner, irrespective of the number of laps completed by them.

To be classified a Finisher in a moto, a rider must have completed 75% of the total number of laps. If the laps do not amount to a full number then the result will be rounded off the next full number.

The ranking will be based in order of the number of laps completed. In case more than one rider has completed an identical number of laps, they will be ranked in the sequence in which they cross the finish line.

- 21.3 Points will be awarded for each moto as per Art. 9.2. The rider with the maximum points tally at the end of the last moto will be adjudged the winner.

- 21.4 Tie-Breaker: For each round of the NATIONAL CHAMPIONSHIP

In case of a tie, the overall winner for each round will be the rider, who has greater number of points to his credit in the second moto.

- 21.5 Each round of the Championship will have two motos for class 1 & 7 & 1 moto for all other classes, unless conditions make it impossible to do so. (Force Majeure) motos for each class will be run separately.



21.6

#### RACE / MOTO STOP PROCEDURE

If a race/moto is stopped for any reason by displaying a red flag, all competitors shall return to the start line/grid.

If 50% of the no.of laps have not been completed, the race/moto is restarted.

#### ARTICLES 22 PIT ASSISTANCE

A rider will be permitted only one pit mechanic per vehicle entered, without any change. He is permitted to have an additional Pit Mechanic on payment of Rs. 250/-.

Pit Mechanic/s will not be permitted on the starting grid or on the track (other than specified areas marked - out) Infringement may result in the competitor concerned being DISQUALIFIED. Competitor must submit two photographs of each pit mechanic & furnish full particulars giving his name, address and collect identity cards issued by the organizers before the practice session begins. Pit mechanics shall carry and display their identity card on their persons all the times. In the absence of the identity card the pit mechanic will not be permitted to enter the designated area.

#### ARTICLE 23 CHANGE OF RIDER / VEHICLE

A change of Rider: Only when the entry is COMMERCIAL ENTRY, will a change of rider be permitted on grounds of FORCE MAJEURE. The entrant must submit to the COC, a written application for such change detailing the circumstances before the time for commencement of the pre-event scrutiny. A change of rider will ONLY be allowed with the approval of the stewards and on payment of a fee Rs. 500/-. The decision of the Stewards will be final. The change of rider is allowed for manufacturer's entry also. However, change of entrant is not permitted.

A change of Vehicle: A change of vehicle may be permitted with the approval of the Stewards upto the time of the commencement of the qualifying heats. ONLY on grounds of FORCE MAJEURE. If such a change is desired, the entrant must submit the written application to the COC detailing the circumstances requiring the change. In such case the CLASS and GROUP of the vehicle shall remain the same as the vehicle originally entered. In case a change is permitted a fee of Rs. 500/- will be payable. The decision of the stewards will be final.

#### ARTICLE 24 COMPETITION NUMBERS

24.1 PONCHOS: Every Rider will be supplied one poncho, which carries the competition number of the Rider one on the front side and one on the rear side AND may carry the publicity of the sponsors of the championship. The poncho must be compulsory worn during the practice, qualifying, running of the event & during the medallion ceremony in such manner that the numbers are clearly visible. Loss of poncho will entail a penalty of Rs. 500/- NO RIDER WILL BE PERMITTED TO COMPETE WITHOUT WEARING A PONCHO CARRYING HIS COMPETITION NUMBER AFORESAID.

24.2 NUMBER STICKERS: Each competitor will be supplied three competition number stickers after the pre-event scrutiny is completed. These are to be affixed to the number plates fixed to the vehicle in accordance with specifications given hereunder, in a such a manner that they are clearly visible & not

obscured by any part of the rider or the machine. Failure to display these number stickers will entail a penalty of Rs. 500/- per missing sticker for upto two stickers. ABSENCE OF COMPETITION NUMBERS STICKERS WILL ENTAIL DISQUALIFICATION.

24.3 NUMBER PLATES: These must be three in number & rectangular in shape. They may be made from grid plastic or fibreglass and should measure not less than 285mm x 235mm. The plates must not curve than 50mm out of a true plane. One plate must be fixed in front, inclined not more than 30 degrees rearward from the vertical. The other must be placed vertically, one on each side of the machine facing outwards.

#### ARTICLE 25 RIDING GEAR REQUIREMENT

Clothing, footwear and helmet worn by the competitor must confirm to Art. 4 of the FMSCI Two Wheeler technical regulations for Supercross / Motocross. Additional Provisions:

1) HELMETS: These must confirm to ISI or International standard must be in sound condition and must fit snugly when worn. The scrutineers decision regarding the suitability / condition of a helmet will be final.

The following helmets are recommended:

GP One from Steelbird  
BIEFFE BR15 from Steelbird  
BIEFFE BR16 from Steelbird  
Flash from MPA  
Uvex from MPA  
AGV from MPA  
Uvex from Studds  
VEGA  
AXOR

For Group "A" motorcycles, FIM approved helmets are mandatory.

2) Goggles or visors must be worn and be of a non-splinterable and non-inflammable type. Spectacles if worn must be of non-splinterable and non-inflammable type

3) Dress and Safety regulations must be observed, under pain of DISQUALIFICATION during practice, in the paddocks and during the running of the event.

3) BOOTS: Minimum ankle covering closed boots are compulsory. The rider / co-rider must wear footwear of leather or suitable material to provide complete protection up to the ankles.

4) CHEST GUARD PROTECTORS: All riders must wear a chest guard protector

5) Gloves



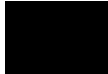


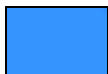

For Motocross, the rider must wear gloves of durable material.

The organisers / COC / Stewards have the right to disqualify any participant from the race if he arrives at the start line without the mandatory safety gear

ARTICLE 26

FLAG SIGNALS

Official flag signals will be given as follows:

Flag	Meaning
National Flag or Club Official Flag / Green 	GREEN - START OF THE RACE
	RED - STOP Compulsory for all riders.
	BLACK - When waved at a rider indicated with his competition number displayed RIDER MUST STOP IMMEDIATELY.
	YELLOW - (Held stationary) DANGER. Drive slowly.
	YELLOW - (Waved) IMMEDIATE DANGER PREPARE TO STOP. DO NOT OVERTAKE.
	BLUE - (Waved) You are about to be lapped. Give way to the faster rider.
	CHEQUERED - FINISH of the race.

All riders must have known the flag signals and must obey them implicitly. Disregard of any of the above signal/s may entail DISQUALIFICATION

ARTICLE 27

COMPULSORY ADVERTISING

All competitors will affix on their vehicles the following stickers, which will be supplied by the organizers, at the places, indicated herein;

- 1) Three competition number stickers affixed to the number plates.
- 2) Scrutiny OK sticker as aforesaid.
- 3) Poncho as supplied by the organizers.
- 4) Advertising: Freedom of Rider: The rider is permitted to carry any advertisements / stickers of his sponsor/s on his motorcycle also on riding gear so long as they are not against the laws of India or in bad taste and so long as

such advertising does not obscure the compulsory advertising referred to here in above.

**ARTICLE 28**

**UNDERTAKING BY THE COMPETITORS**

All competitors will be required to execute an undertaking that any advertisement pertaining to his performance in the event, shall correctly state the title of the championship & the title of the event. Furthermore the competitor will make this condition clear to his sponsors. Violation of this condition may make the competitor liable to loss of points earned by him in the event irrespective of which of his performance has been advertised. Furthermore, if a competitor's overall performance in the MRF MOGRIP FMSCI NATIONAL SUPERCROSS CHAMPIONSHIP 2018 has been advertised without stating the title of the Championship correctly, the competitor may be liable for loss of ALL POINTS earned by him in the Championship.

**ARTICLE 29**

**PROTEST / APPEAL**

All protests appeal will be governed by the rules of the Sporting Code of the FIA (ref Art 13) Protest Time: All protests must be submitted to the Clerk of the Course within 30 minutes after the declaration of Provisional Results. Protest must be in writing giving full particulars of the grounds of lodging the protest, duly signed by the Rider / Entrant. Protest Fees: No protest will be entertained unless a fee of Rs. 21240/- (for National Championship) & Rs.7080/- (for Local Open Class) in cash accompanies it. Generally a protest against eligibility of an entrant or rider or the motorcycle must be made before the start of the official practice as per the FIA Sporting Code. For a protest involving a clearly defined part of the Motorcycle Rs. 3000/-. For a protest involving the whole vehicle Rs. 10,000/-

The appeal fee as set by FMSCI is Rs.1,13,280/- with Rs.56,640/- to be paid along with intention to appeal, and the balance of Rs. 56,640/- to be paid with grounds of appeal within 96 hours. The appeal procedure is laid down in the FIA Sporting Code (ref Art 15)

**ARTICLE 30**

**AWARDS**

**30.1**

**PRIZE MONEY**

1<sup>st</sup> five finishers of each moto will receive prize money as per the table given below. Overall winners of both motos will be awarded trophies.

<b>Class</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>	<b>5<sup>th</sup></b>	<b>Category</b>
Class1	14,000	12,000	9000	5000	3000	SX 1

Class 2	6000	4000	3000	2000	1000	Novice
Class 3	4000	3000	2000	1500	1000	Indian Ex-perts
Class 4	6000	5000	4000	3000	2000	Locals
Class 5	5000	3000	2000	1500	1000	Indian Ex-perts
Class 6	5000	3000	2000	1500	1000	Private Ex-perts
Class 7	10,000	8,000	6,000	4,000	3,000	SX 2
Class 8	5000	4000	3000	2000	1000	JR SX

The prize money is in Indian Rupees Subject to deduction of tax at source as per Government Regulations in force (31.5%) The organizers are at liberty to announce additional prizes.

### 30.2

#### TROPHIES AND MEDALS

The first three finishers in each class will be awarded trophies. Additionally, the first three finishers in CLASS 1/ MOTO 1 will be awarded medals. The organizers reserve the right to award additional cash prizes and/or trophies / medals. Such awards will however, be announced before the commencement of the event. The first three Finishers in the Local Class will be awarded Trophies.

**ARTICLE 31. COMMUNICATIONS WITH PRESS & MEDIA** All competitors, / Entrants / Parents who communicate with the press and media directly in their personal capacity by sending out the Press Release, Results or any news pertaining to the event, after the completion of the race will be required to take an approval from the FMSCI or the Organiser prior to sharing it with the Press & Media. Violation of this condition may make the competitor liable to loss of points earned by him in the event irrespective of his performance. Furthermore, if any such communication is found to be false, altered, incorrect or inappropriate, , the competitor may be liable for loss of ALL POINTS earned by him in the Championship. Only 'Press Release's & Results' send out by either the organiser or the FMSCI will be 'Official'

**ARTICLE 32. MEDICAL CARE / HOSPITALISATION** While the organisers of the event will provide an equipped Ambulance along with paramedics at the event for any incident or eventuality and ensure that an injured competitor is taken to the hospital for further procedures if required, the onus of any any incidental costs which may arise for any scans, tests, treatments, admission or medication lies with the said competitor and will directly have to be paid at the time of availing the facility to the concerned lab, doctor or hospital and the organiser is in no way be liable to pay for such charges.