



The Federation of Motor Sports Clubs of India

**2021 FMSCI
GENERAL PRESCRIPTIONS
HILL CLIMB RACING**

1. RULES: AMENDMENT, APPLICATION & INTERPRETATION

- 1.1 The FMSCI HILLCLIMB 2021 will be run in conformity with:
 - a The International Sporting Code of the FIA (the Code) and its appendices;
 - b The Applicable regulations of the FMSCI which includes GP, Sporting Regulations, Supplementary Regulations, Technical Regulations CIB's and the ISC.
 - c This Sporting Regulation and its appendices.
 - d The Supplementary Regulations approved by the FMSCI for the specific events.
- 1.2 Only the FMSCI may grant waivers to these regulations.
- 1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS
 - a The Clerk of the Course is charged with the application of these regulations.
 - b The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant Regulations or the Regulations.
 - c Any breach of these regulations will be reported to the Stewards, who may impose a penalty as in Articles 12.2 and 12.3 of the FIA International Sporting Code (Code).
 - d Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code).
- 1.4 Any protest concerning this application by the organisers or any case not provided for will be studied by the Stewards who alone have the power to decide.
- 1.5 Anything that is not expressly authorized by these regulations is forbidden.
- 1.6 OFFICIAL LANGUAGE: For all FMSCI events, the official language must be English.
- 1.7 The Organisers will ensure that all monetary fines / penalties collected during the event are sent to FMSCI at the earliest as per Art 12.7 of FIA Sporting Code
- 1.8 SUPPLEMENTARY REGULATIONS
 - a Amendments or any additional provision will be announced by dated and numbered bulletins, signed:
 - By the Organisers up to the day of scrutineering, and stamped by the FMSCI,
 - By the Stewards of the meeting, throughout the duration of the Event.
 - b All bulletins will be posted in the Secretariat, at said Autocross HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature, and will be made available to the competitors as soon as possible.
- 1.9 JUDGES OF FACT
 - a All persons, other than the Stewards, including all marshals/ track marshals & other officials shall be designated as Judges of Fact.
 - b The Track Marshals/ Other Marshals/ Officials will be identified by means of distinguishing clothing/ ID Tags. The colour coding needs to be as follows:
 - Safety Marshals: Orange
 - Safety Officer: Orange with white stripe and text
 - Post Chief: Blue with white stripe and text
 - Media: Green
 - Stage Commander: Red with text
 - Competitor Relations Officer: Red jacket or red tabard
 - Medical: White
 - Radio: Yellow with blue mark
 - Scrutineer: Black

SPORTING GUIDELINES

Timing equipment shall consist of a setup with optical sensors to detect the time. Accuracy of timing better than 10 milliseconds (1 millisecond preferred). In the event of failure of the main system, alternate timing system as allowed by the Hill Climb Racing Commission is allowed.

The pre-event scrutiny for all vehicles including closed invitation classes shall be for ensuring safety of the vehicles. Vehicles which are considered unsafe by the scrutineer shall not be permitted to run. The scrutineer is empowered to prevent the running of any vehicle at any time if he observes any safety hazard after the pre-event scrutiny.

Clearance of pre-event scrutiny shall not automatically mean that the vehicle is compliant with the Technical Regulations.

Technical Regulations for 4 wheelers and 2 wheelers are published separately.

Any attempt to impersonate a competitor or unauthorised replacement vehicles after pre-event scrutiny shall result in immediate disqualification of the concerned competitors for all his/her entries in the meet. He / She shall also be reported to the FMSCI for further disciplinary action.

PRACTICE RUNS

- Practice runs are mandatory for each participant. If the participant has entered in more than 2 classes, then he/she will have to do a minimum of two practice sessions in the two fastest vehicles entered in. Organizer to schedule accordingly.
- If the competitor does not do the practice runs as specified above, he/she should report to the stewards who shall exercise their discretion in this regard.

COMPETITIVE RUNS

- A COMPETITOR WHO MAKES A FALSE START DURING A COMPETITIVE RUN SHALL NOT BE ENTITLED FOR A RE-RUN.

ORGANISING GUIDELINES

DOCUMENTATION / INFORMATION REQUIRED FOR ISSUE OF PERMIT

- Name and Status of the Event
- 2W / 4W or only 2W or only 4W
- Sporting Regulations and Classes being run
- Risk Analysis document duly filled in and signed by the Organizer and COC
- Safety & Medical Document duly filled in & signed both by the CMO & COC.
- Associate Hospital close by, Distance by Road and Hospital confirmation letter for acceptance of any injured participant if required for treatment.
- Track Layout Drawing, Barricading Drawing, Pits Location drawing, Assembly Area Drawing, Scrutiny Area Drawing, COC and Stewards Area drawing.
- List of permissions applied for and acknowledgement of application from the department.
- 3rd party event Insurance copy.
- List of Officials sheet
- Program Sheet
- Preferred date for track inspection by FMSCI delegate.
- Event timings are 0900 to 1800 which have to be respected. (in daylight only)
- Details of Timing Equipment being used.

THERE SHALL BE A MINIMUM GAP OF TWO WEEKS BETWEEN ANY HILL CLIMB EVENTS OF SAME CATEGORY (2W OR 4W).

VENUE REQUIREMENTS

TRACK INSPECTION

- CAD drawing / proper, accurate sketch/ complete circuit video to be submitted.
- Track inspection can be done minimum 1 week before the event, if the organizer so desires.
- One of the stewards deputed by the FMSCI will be designated as the track inspector. The permit issued is conditional, subject to the approval of the track by the designated steward. The designated steward may inspect 2 days prior to the event, to ensure conformance of arrangements at venue and suggest any corrections to the organiser.
- In the event it is a restricted area, the organisers will send a visual (video/photographs) for inspection.
- Barricading inspection should be carried out by the designated Steward at least 1 Day before the event
- In case track inspection is not possible in advance, then the CAD drawing / proper, accurate sketch / full circuit video with safety precautions must come to FMSCI and will be given to the stewards to ensure that the organiser has carried out all the requirements.

TRACK LAYOUT

MINIMUM SAFETY REQUIREMENTS FOR HILL CLIMB RACING

During the preparations, it is important to identify the places that are particularly dangerous for approaching vehicles, such as tightening high speed corners, a tree in a fast bend, a ditch, poles (telegraphic) electric, narrow bridges, road junctions, S bends, steep drop off, adverse camber, buildings. Etc.

The organiser is recommended to have a detailed “walk of the course” as well as driving, with the assistance of an experienced driver. will help identify dangerous areas. etc. In order to protect these places, it is advisable to use: – Armco barriers, (Guard Rails), – Straw bales** (round bales more than 1m in diameter are recommended), – Concrete barriers inked to form a continuous length (concrete Jersey), – Walls of connected tyres, maybe of double thickness or blocks, – Filled water tanks connected together, sand mounds to form a parapet kind of structure.

WIDTH OF THE TRACK

The minimum width of track should be 10m.

FIRE EXTINGUISHERS – MINIMUM REQUIREMENTS

- 2 Nos 25 Kg on a pick-up truck
- 4 Nos of 6 Kg extinguishers at the start
- 2x2, 6 kgs extinguishers every 100 meters.
- Water mist fire system is a must

MEDICAL REQUIREMENTS

- Minimum requirement is 1 no Advanced Trauma Care ambulance & 1 normal ambulance.
- Confirmation from hospital and COC that the Doctor on duty has experience in Trauma / Emergency care.
- If there is no full-fledged medical centre at the site, the nearest hospital should be a maximum of 30 minutes' drive away.
- Safety & Medical Questionnaire to be filled up & signed by both CMO / COC.
- Ambulance – B1 mandatory & C1 recommended if hospital is far away.

FIRST INTERVENTION VEHICLE DUTIES

- To reach the site of the accident in the least possible time
- Assess the accident and report back to race control
- Extrication or Fire-fighting if required.
- Assess injuries and provide preliminary first aid.
- Facilitate evacuation of the injured to the ambulance. (Only to be done if Doctor decides that it is safe to transport the injured in the FIV. If the Doctor decides otherwise the Ambulance should be moved to the accident site for evacuation of the injured to a hospital)
- If evacuation to a hospital is required then the Doctor on board the FIV should accompany the injured in the Ambulance

CREW ON BOARD

- An experienced driver
- A Doctor skilled in resuscitation
- A helper to assist in Fire-fighting and or extrication.

MANDATORY EQUIPMENT ON BOARD

- A Radio transmitter/receiver
- Two 4 Kg fire extinguishers (dry chemical powder type)
- Tow chain/ Thick Nylon rope (20 feet)
- One Crowbar
- One large Hammer
- One Metal cutting shears
- One Cutting pliers
- One Spanner for battery terminal
- Water
- Chisel

EVENT REQUIREMENTS

EXPERIENCE OF OFFICIALS

- Officials such as the Clerk of the Course, Chief Medical Officer, Chief Safety Officer, Competitor Relations Officer, Chief Marshall, Chief Starter, Chief Scrutineer & 1 assistant, Time Keeper to have had sufficient experience and to be approved by the FMSCI Secretariat.
- For National status and above, the Technical Delegate will be appointed by the FMSCI, and for all other status, the Chief Scrutineer will be appointed by the FMSCI.
- For an entry of 100 vehicles & more (2 or 4w) a minimum of 2 scrutineers & 3 assistants will be required to be provided for by the Organisers.

NUMBER OF RUNS PERMITTED PER DAY

- The Maximum number of runs per day will be 175 Runs which includes practice.
- An additional 25 runs per day may be granted by the Stewards if they are satisfied that the program can be completed in daylight.
- The practice run will also be counted as part of the Maximum number of runs per day.
- Thus, if the Maximum runs post the Stewards approval is 200 runs per day, the Organizers need to calculate their cut off for the entries after taking into account that each entrant will also be given a compulsory practice run. If the entries are more than the maximum runs permitted, then either the event has to be for 3 days or the number of entries restricted to the maximum number of runs permitted over 2 days.

PERMISSIONS FROM LOCAL AUTHORITIES

- Police permission is mandatory for public roads. Owner's permission is mandatory for private property. Intimation of event to Police is mandatory in all cases. The onus lies with the organizers.
- Confirmation / consent letter from nearest hospital that they are aware of the event and willing to provide the medical services.
- Any other permission/s

INSURANCE

- Minimum Third-Party Public Liability insurance for the days of the event Rs.50 lakhs